

**FREE! 20-PAGE BTCC SEASON REVIEW**

# **AUTOSPORT**

THE WORLD'S BEST MOTORSPORT WEEKLY

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OCTOBER 31 2013

# **CHAMPION!**

## **VETTEL JOINS FOUR-TIME ELITE**

**“My engineer asked for the usual post-race procedure but I said ‘Not this time!’”**





# GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO<sub>2</sub> emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO<sub>2</sub> 139 (g/km). MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

## NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT





Cover Image: Vargiolu/DPPI  
Insets: McKlein, S.Bloxham/LAT

## POLE POSITION

# Cotton-wool killjoy F1 has to stop now

IT'S A SAD SIGN OF THE TIMES WHEN, AS THE TV cameras cut to Sebastian Vettel celebrating his fantastic fourth consecutive world championship by pirouetting his Red Bull in a marvellous series of crowd-pleasing donuts, my first thought was: 'That'll be a fine'.

Just like its attempts to dissuade drivers from giving post-race taxi rides, now another iconic and expressive gesture that makes a great spectacle is being denied by 'the suits' at the FIA.

I said it after Mark Webber's fine for hitching a ride with Fernando Alonso in Singapore, and I'll say it again: if they must mandate absolutely everything in F1, then why not administer guidelines to set aside areas for donuts or post-race taxi-ride pick-ups, well away from the racing line and not too close to any marshals. For goodness' sake, they've given us enough asphalt run-off to achieve this; why not use it?

If the FIA keeps wrapping its stars in cotton wool, eventually they will be suffocated. In a dominant era for a car/driver combination, we need all the spectacle and intrigue we can get at the moment. They'll be banning swearing on the pits-to-car radio next...

*Bradley*

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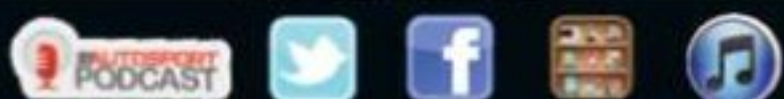
## BAMBER'S WEEK



"We need to sit down and discuss the situation"

LOTUS SPOKESPERSON

**FIND US ON**



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# This week in F1

## MASSA CLOSING ON WILLIAMS SEAT

Felipe Massa is close to finalising a move to Williams next year, where he would replace Pastor Maldonado.

Williams will split with main sponsor PDVSA at the end of the year with a severance of their five-year deal on the brink of being finalised. The Venezuelan oil giant is set to move to another team with Maldonado.

A commercial package built around Massa's popularity in South America could ensure that Williams is able to claw back at least a substantial part of any financial shortfall.

Maldonado has yet to tie up a transfer to another team, although Lotus, Sauber and Force India are potential destinations. However,

Lotus still intends to field Romain Grosjean and Nico Hulkenberg should there be no necessity to take on a driver with a budget.

Hulkenberg's future is uncertain, but AUTOSPORT understands that he is likely to return to Force India should he not be able to secure a move to a bigger team.



HONE/LAT



COATES/LAT

## BRAZILIANS AT WILLIAMS

If Felipe Massa completes his switch to Williams, he will become the sixth driver from Brazil to race for the team.

### NELSON PIQUET

1986-1987

Started 31 races for Williams, winning seven and the 1987 world championship.



### AYRTON SENNA

1994

Moved to Williams in search of championship dominance, but it ended in tragedy at Imola.



### ANTONIO PIZZONIA

2004-2005

Made nine stand-in appearances in place of Ralf Schumacher, but finished no higher than seventh.



### RUBENS BARRICHELLO

2010-2011

Spent his final two years in F1 with Williams, starting 38 races, with a best finish of fourth.



### BRUNO SENNA

2012

Endured a difficult season and struggled with tyres, never finishing higher than sixth.



## Sirotkin feels 'more ready'

Sergey Sirotkin insists he is feeling better prepared for F1 now than when he was originally signed by Sauber. The Russian's development programme, driving a 2009 Ferrari, started on October 10. "I am learning a lot," he said. "Since this whole F1 story started, I feel much stronger now."



## BIG NUMBER

81

Number of single-seater races that Sergey Sirotkin has started prior to his planned Formula 1 debut

There was a lot of tension, and some of the words that flew around were simply not appropriate. I can only apologise for that on behalf of the team

Lotus team principal Eric Boullier apologises after the world hears Kimi Raikkonen being told to "move out of the [bleep]ing way" during the Indian Grand Prix



FERRARO/LAT



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## Mallya sure of F1's India return

Force India team principal Vijay Mallya believes the Indian Grand Prix will be back on the F1 calendar in 2015 after a year's absence. This is based upon assurances from circuit owner JP Gaur.

Mallya said: "I want F1 to be back in India, and therefore I was delighted when the promoter confirmed that it would be back from 2015 onwards."



## FOTA to hold Austin forum

FOTA will hold a fans' forum in Austin on the Wednesday ahead of the US Grand Prix. Sergio Perez, Pastor Maldonado, Esteban Gutierrez, Alexander Rossi and Adrian Sutil will attend.

## DID YOU KNOW?

The first FOTA fans' forum was held in London on July 1, 2010.



## Marussia seals its F1 future

Marussia has secured its continuation in F1 by signing a commercial deal with Bernie Ecclestone, which will allow it to be part of the Concorde Agreement when it is finalised. It's the last team to agree terms. "We are very happy to reach agreement," said sporting director Graeme Lowdon.



## RAIKKONEN BATTLES CAMBER LIMITS

Kimi Raikkonen has revealed that the restrictions on camber settings and tyre pressures in Formula 1 are hurting his qualifying form.

The Finn has had problems with his front tyres in particular since the rubber changed earlier in the year, and believes that he can't adapt the set-up to best suit his driving style. He has struggled with front tyre temperatures in qualifying.

"The limits on the cambers and pressures add up to a lot," explained the Lotus driver. "There are not many things you can do, and unfortunately we are a bit stuck. If we were free to do with the cambers what we want, it would be a much easier thing."

The Finn believed progress had been made towards improving the situation in India, where he qualified sixth.

### RAIKKONEN'S RECENT QUALIFYING FORM



## Ferrari admits Kubica interest

Ferrari team principal Stefano Domenicali has confirmed he was interested in signing Robert Kubica prior to the Pole's rallying accident ahead of the 2011 season. "Yes, we were keeping an eye on him," said Domenicali. "Unfortunately, I don't

think he will be back because, with his physical problem, he would struggle in certain limited situations which require reactivity."

**P45 KUBICA WINS WRC2**

## Williams hit with wheel fine

Williams was fined €60,000 after Pastor Maldonado's car shed a wheelnut during Indian GP practice. This was a result of the cross-threading of a wheel fastener and a secondary retaining plunger not keeping it in place. The fine was so big because Williams committed a similar offence at Suzuka.

## Pirelli F1 threat

Pirelli has warned it will quit F1 if it is not allowed more tests for its 2014 rubber.

Pirelli has a deal to continue in F1, but has complained for several years about the lack of provision for testing, which has left it using either outdated Toyota and Renault (below) test hacks, or two-year-old cars provided by other teams. The cost of the extra tests is the current sticking point.





# FIRST!



**First season. First stop Monte-Carlo. First results. First lead. First victory. First drama. First setback. First the-time-is-now feeling. First hope. First certainty. First World Champion title. First!**

Volkswagen congratulates Sébastien Ogier and Julien Ingrassia on the driver/co-driver World Championship title\* in the first year. We're already looking forward to the second.

\*Subject to the official publication of the results by the FIA.

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# Mark Hughes

## MPH

The 2014 season's tyre drama is already beginning to play out in a sequence of events rich in irony and unintended consequences

**B**ack when Pirelli was formulating its Formula 1 tyres for 2014, teams were asked for, among other things, estimates of power-unit torque and downforce. They came back with stories of much higher torque levels than current engines – turbocharged, less peaky and with massively more electrical power – and, together with the increased weight of the cars, this suggested that the tyres should be particularly tough and durable. The teams were going to be up to their necks in sorting out the inevitable dramas of new technology and the last thing they needed to be dealing with were unpredictable ‘showbiz’ tyres. Getting the test mileages onto these engines was going to be crucial too. So, some nice, tough tyres please, Pirelli.

So that's what Pirelli went and made – and now they've been tested (albeit only on a current V8 car). And guess what... They're virtually indestructible! They have no degradation worth speaking of. Now the team bosses and promoter, already concerned about the early races of the new formula being afflicted by high unreliability and perhaps extreme fuel saving, have realised that with such tyres there would not even be any strategic variation to liven things up. The races would be one-stop ‘bore-fests’, as one of them put it. Even taking into account the extra loads the new engines will be putting into them, these tyres are just too tough. Which in turn may mean that if Red Bull should retain its downforce advantage under the new formula, the tough tyres would allow that to be fully



restarting it, were just the end of the chain reaction to an impossible set of demands. Pirelli was placed at the end of that chain after the owners, the promoter, the TV companies and the teams had each found their space within the ever-tightening circle in which to operate. The owners want to take money out, the promoter needs to keep bringing more in, the TV companies need action and drama, the teams need to control their costs. So the tyre company has to do Hollywood tyres and the money is not available to properly test them. Now bring into that mix

**“Pirelli was asked for tough tyres, made them. And guess what... they're near-indestructible!”**

expressed. So the teams – other than Red Bull – are now asking: can we have a slightly less tough tyre please, Pirelli?

You can imagine Pirelli's exasperation at this point. This is the company that was asked to make a ‘Hollywood’ tyre to liven F1 up, then last year found this had a propensity to fail dramatically and asked permission to extensively test a remedy to that problem, was told no, requested instead that it revert to the tougher 2012 construction, was told no again and then had to take the pain of watching its products explode live on TV at Silverstone. Only then was it allowed to make the change it had been requesting.

And now Pirelli is in potentially the same situation again.

“Can we have a racier tyre than we originally asked for?”

“Yes, OK. Can we have more testing?”

“No.”

Can you guess what could happen next?

Those tyre explosions at Silverstone that threatened to bring the race to an early halt, with no obvious way of

the governing body and its desire to have a new formula more relevant to current green technology.

It's a good case study in the unforeseen consequences of making major change, and of how trying to artificially manipulate exciting racing leads you eventually to tie yourself in knots. So now there is a mismatch on the tyres between the torque requirement on the one hand, and the teams' desire to have multi-stop races and a better chance of limiting Red Bull on the other. Everything is mismatched technically because of this manic desire to serve up instant-hit TV entertainment. So the tyre sizes and weight distribution are pre-set and frozen, but mismatched to each other. The camber and pressures are strictly imposed, but mismatched to the aero suspensions of the cars.

Usually F1 only looks silly if you peak beneath the surface. But as Silverstone showed us, that silliness can rear its head very publically – and dangerously – if F1 relies on the tyre company to resolve the sport's own flawed model. ❧



# This week in motorsport

## DA COSTA RETURNS TO MACAU

Antonio Felix da Costa has replaced recently-signed 2014 Toro Rosso Formula 1 racer Daniil Kvyat in Carlin's Macau Grand Prix line-up.

The Portuguese, who qualified for the event via the Snetterton F3 Cup round last weekend, is aiming to follow up his win of 12 months ago. Carlin needed to find a replacement for Kvyat as the Russian is likely to be attending the US Grand Prix.

Da Costa (leading, below) was only

approached in the middle of last week and he said it was too hard to turn down the chance to go back.

"Carlin is such a big family for me, so we went for it," da Costa told AUTOSPORT. "My future is being taken care of [see p39] so I have nothing to lose. I will go back there and have some fun."

"One of the things I thought of was that if I didn't do it, I would be at home watching the race and I would

regret not being there so much. This way I get to do what I love."

Rival team Mucke Motorsport has replaced Mitchell Gilbert with Dennis van de Laar for the event, while Ed Jones has taken Felix Serralles' seat at Fortec and Jo Zeller Racing has firmed up a deal to run Jones' European F3 Open rival Nelson Mason.

**P85 F3 CUP SNETTERTON**



## Sainz tops test

Carlos Sainz Jr topped last week's post-season Formula Renault 3.5 test at Barcelona. The Red Bull junior, who made nine FR3.5 starts for Zeta Corse this season alongside his GP3 commitments, set the fastest time for Pons Racing during the first of the two days. Formula 3 European champion Raffaele Marciello was the top FR3.5 newcomer in seventh for DAMS.

### FR3.5 TESTING BARCELONA OCTOBER 22-23

POS	DRIVER	TIME
1	Carlos Sainz Jr (Pons)	1m29.652s
2	Nico Muller (Arden)	1m29.704s
3	Matias Laine (Strakka)	1m29.966s
4	Sergey Sirotkin (ISR)	1m30.056s
5	Will Buller (Arden)	1m30.182s

## FILES HAS BTCC FOCUS RUN

Renault Clio Cup champion Josh Files tested British Touring Car squad Motorbase Performance's NGTC Ford Focus at Snetterton on Tuesday, along with the top

two drivers from Formula Ford GB, Dan Cammish and Harrison Scott. Fiesta Junior champions Charles Ladell and James Ross drove the S2000 machine.

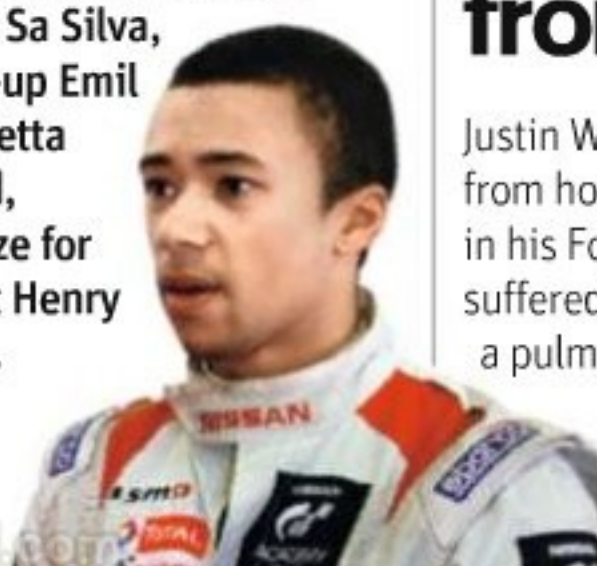
## Mardenborough gets GP3 trial

Carlin Formula 3 European Championship team-mates Jann Mardenborough (below) and Nicholas Latifi will test for its GP3 squad at Yas Marina on November 5-7, and will be joined by series regular Luis Sa Silva, German F3 runner-up Emil Bernstorff and Ginetta racer David Pittard, whose test is a prize for winning the recent Henry Surtees Challenge.



## Wilson released from hospital

Justin Wilson last week was allowed home from hospital following injuries sustained in his Fontana IndyCar crash. The Briton suffered non-operable pelvic fractures and a pulmonary contusion in the accident.





For all the breaking news, visit **AUTOSPORT.COM**

## Brabham lands Indy Lights seat

Pro Mazda champion Matt Brabham – grandson of Jack – will move up to Indy Lights with Andretti Autosport next year. He will partner Zach Veach, who returns for a second year of Lights in 2014.



## DOLBY GETS LMP DEBUT

Superleague Formula race winner Craig Dolby will race a prototype for the first time in the Shanghai World Endurance Championship event on November 9.

The Briton, 25, who has only raced twice since the end of 2010, is returning to the Delta-ADR fold to drive one of its ORECA-Nissan O3 LMP2s in China. He replaces the unavailable James Walker, alongside Robbie Kerr and Tor Graves.



## Prost and DAMS join Formula E

Alain Prost has joined forces with DAMS for the inaugural Formula E season. The four-time F1 world champion and Jean-Paul Driot's squad will field a car under

the e.DAMS banner. "Being able to participate in the development of this new, 100 per cent electric technology is extremely motivating," said Prost.



## DALZIEL JOINS EXTREME SPEED FOR USC

US-based Briton Ryan Dalziel is leaving the Starworks squad to race for the Extreme Speed Motorsports team (pictured) in next season's United SportsCar Championship.

The deal means Dalziel parts with team owner Peter Baron, for whose SAMAX and Starworks outfits he has raced in Grand-Am in 2007-08 and 2010-13 respectively.

Dalziel, 31, will team up with ESM co-owner Scott Sharp in the team's lead HPD ARC-03b LMP2. Ed Brown and Johannes van Overbeek will drive the other.

## Dutchman tops Auto GP test

Meindert van Buuren topped the first of two days of Auto GP testing at Jerez on Monday, with day two under way as AUTOSPORT closed for press. The Dutchman, who was driving for Super Nova, was a tenth of a second clear of Virtuosi Racing's Tamas Pal Kiss.



## PROTEAM'S HONDA DEAL

Scuderia Proteam will switch from BMW to Honda machinery in World Touring Cars next year. The team will run a single 2014-spec Honda Civic for regular driver Mehdi Bennani.



## In brief

### EDWARDS FUNERAL

The funeral of British racing driver Sean Edwards has been postponed from its original date of October 29 to November 11 due to a UK inquest. It will take place at 12pm at St Paul's Church, 32a Wilton Place, London SW1X 8SH.

### SIMON PHILLIPS

Sportscar driver and entrant Simon Phillips has died aged 79. Phillips contested the Le Mans 24 Hours five times between 1976 and '82, with a best finish of seventh in the last of those years, driving Viscount Downe's Aston Martin Nimrod with Ray Mallock and Mike Salmon.

### HURST'S TEAM SWITCH

European F3 Open race winner Hector Hurst has joined Team West-Tec for next weekend's season finale at Barcelona. The 21-year-old Briton has driven for De Villota Motorsport so far this season.

### POCONO INDY TWEAK

IndyCar has increased the length of its Pocono race to 500 miles for next year. The event will be 40 laps longer than this year's race as a result, and will run to a total of 200 laps.

### MOSTERT JOINS FPR

V8 Supercar star rookie Chaz Mostert will replace Will Davison at Ford Performance Racing next year. Davison is expected to take the Erebus Mercedes seat left vacant by Tim Slade.

## Vandoorne set for Baku GTs

Formula Renault 3.5 runner-up Stoffel Vandoorne will make his sportscar debut at the FIA GT Series finale at Baku next month driving a McLaren MP4-12C GT3 run by Boutsen-Ginion Racing.

The McLaren Formula 1 development driver will be co-driven by fellow Belgian Frederic Vervisch.

ADAC GT Masters-winning team Callaway Competition is also taking in the event running a solo Chevrolet Corvette Z06 for Daniel Keilwitz and Jeroen Bleekemolen.





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# Vicky Chandhok

## The inside line

The president of the Federation of Motor Sports Clubs of India is hopeful that the GP survives – but it needs a marketing rethink

**H**ad you asked me about the future of the Indian Grand Prix a few days before Sunday's race, I would have said it looked very questionable. But after hectic talks during the race weekend, the chances of the race returning in 2015 are looking much stronger.

The fact that the FIA is now fully recognised by the International Olympic Committee is going to help us hugely. Why? Previously, F1 has been classified as an entertainment rather than a sport, which has significant tax implications. Once it is officially recognised as a sport by the government, which should happen in the next month or two, this situation will be improved. And there are other financial advantages too.

For example, the promoter puts down roughly £10 million as customs duty to allow this race to happen. There is a refund on this, but the 2012 refund has still not come. Once F1 is recognised as a sport, you can import everything duty-free, so that eases the pressure on the cashflow. And drivers will be treated as athletes and not have to pay tax here, removing some significant problems.

The key thing is for the Grand Prix Group to negotiate with Bernie Ecclestone. The rupee has devalued 48 per cent against the dollar since the race contract was signed in 2006. As the race contract is in dollars, this increases the cost of holding it dramatically. It will be enough for the race to continue if the fee reduces in line with the current value of the rupee. I think Bernie will give them some



a cricket country and that has to be considered.

Whoever it is – Bernie, the teams – the promoter Jaypee Group has to work harder to market the race to fill the stands. I come from a Punjabi family so I understand the culture of Delhi, and many people came to the first race to be able to say they had done it, but will not again. In 2011 the race crowd was 95,000, which dropped dramatically last year to 65,000 and then 65,000 this year.

One problem people raise is that F1 is an elite sport and that keeps the masses away. The perfect strategy in my mind is to look at the cost of a premium cricket match ticket: 6000 rupees, which is about £60. Grand prix tickets

**“Setting aside that Karun is my son, it would be a huge plus to have an Indian on the grid”**

relief on this, which is another reason why I am more and more confident that the grand prix will be back here to stay from 2015.

But simply having an Indian Grand Prix is not enough. As far as developing the sport in India is concerned there is a lot still to do. F1 in Europe has the advantage of many races, so that has a huge marketing effect. India is larger than Europe, so it's a massive challenge. There has to be a way in which F1 can market itself differently in India – in much the same way as big multinational companies have recognised that they have to rip up their marketing strategies and start again to suit the country.

Potentially, this is a booming market for F1 to benefit from. But there are problems. The races were broadcast on the main Star Sports channel, but now it's on Star Sports 2, which has a much smaller viewership. There needs to be a conscious effort to change things like this. India does not have a motorsport background; it's

cost double that, so if we can price ourselves at, say, 5000 rupees, we can get more numbers and ultimately greater revenue and sell an elite sport to people for the same price or better than what you pay to watch a mass event like cricket. This would turn a weakness into a strength.

Then there is the question of there being an Indian driver on the grid. Setting aside the fact that Karun is my son, it would make a huge difference to have him or any other Indian on the grid. Time and again I've told Vijay Mallya at least to test Karun. If he's not good enough, don't give him a seat, but give him a chance because F1 does need India. An Indian driver at Force India would transform the perception of the team and give it more sponsorship opportunities with Indian companies.

All of these things – the Indian Grand Prix, an Indian driver, better marketing of the sport – can help to make the sport a success in my country. And that can only be good for F1 itself. ❧





INDIAN GP

# THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

## Vettel's wave of form rewarded

A sixth consecutive race win; a fourth world title in a row... Red Bull's unstoppable phenomenon made light work of a tricky strategy to crush the opposition again. **MARK HUGHES** reports





## AT A GLANCE



"We had the essential competitive mechanism of the season laid out bare in India, for all to see and understand"

**INDIAN GP**  
Buddh

**ROUND** 16/19

**LAPS** 60

**WINNER**  
Sebastian Vettel  
1h31m12.187s

**POLE POSITION**  
Sebastian Vettel  
1m24.119s

**FASTEST LAP**  
Kimi Raikkonen  
1m27.679s

**RACE RATING**  
★★★★★ Some great action in 'Class B' behind the Red Bulls

**DRIVERS' STANDINGS**  
Vettel 322pts  
Alonso 207pts  
Raikkonen 183pts



Rosberg and Vettel  
enjoy Hamilton's  
joking around!



COATES/LAT

14

## QUALIFYING 14.00, 26.10.2013



There was an obvious dilemma for the frontrunners in Q3. Especially Red Bull.

The soft tyre was one second per lap quicker than the medium, but would only last a few laps into the race. The one-lap pace of the RB9s around the Buddh circuit put them well out of reach of the competition, but the downforce responsible for that advantage was just too much for the soft Pirelli around here, the left-front of both cars surrendering after just three or four laps during Friday practice. This, of course made it a strategically problematic tyre, potentially not allowing Sebastian Vettel or Mark Webber enough time at

the beginning of the race to clear the midfield after their first stops.

Therefore, the idea of qualifying in Q3 on the slower, tougher, tyre suggested itself. With a raw pace advantage of around 0.8s over the competition, even on a tyre 1s per lap slower they would surely be somewhere in the first two or three rows of the grid.

The question was discussed on Friday evening, with Vettel and his engineer Guillaume Rocquelin on one side of the table, Mark Webber and Simon Rennie on the other. Conveniently for the team management, each side had a different hunch as to which might be the better strategy. Vettel went for starting at the front; Webber for qualifying a row or two

back on tyres that would last indefinitely.

Hence Vettel took his 43rd career pole. He did it on the first of his Q3 runs, a second one abandoned late in the lap when it was clear his earlier time wasn't going to be challenged. It was an inch-perfect lap of precision and commitment. "The car just got better as the track grip ramped up," he reported.

Both Red Bulls were set up with medium wing levels and long top-gear ratios, implying that there was perhaps even more single-lap pace within the cars had they been given a less raceable set-up. Looking at the pattern of the sectors gave an interesting insight into the car's strengths. Through the first sector (the slow Turns 1, 3 and 4, separated by a long straight) it was quicker than anything else by 0.394 per cent. In the last sector (medium and slow turns) its margin of superiority was 0.154 per cent. But in the long, high-speed, tyre-shredding middle sector it was quickest by a massive 1.477 per cent.

Webber, on his second Q3 run on the mediums, was within 0.9s of Vettel, which implied the quality of his lap was pretty much on a par. The success of his chosen strategy depended heavily upon limiting the grid-place damage the slower tyre choice incurred and he did a great job of minimising that loss, his time good for fourth, albeit helped by the fact that one of the cars that might

have been expected to pip him — Romain Grosjean's Lotus — had failed to graduate from Q1.

The cars getting between the Red Bulls were the two soft-tyred Mercedes, with Nico Rosberg shading Lewis Hamilton by half a tenth. "I've been completely on a knife's edge," reported Nico, "really pushing the limits, just trying to extract the last little tenth from the car, trying different things in the set-up too and it's worked." He seemed to be very happy with his lap, Lewis less so: "I've struggled a bit with something different on the car, which Nico has had experience of." This was a reference to the so-called 'magic diff'.

Felipe Massa's Ferrari was around 0.3s adrift of the Merces on one-lap pace on softs, putting him fifth. Fernando Alonso decided he'd rather start the race on the prime (medium) and his lap on that tyre was terrific, but good only for eighth. The soft really was worth a full second, something shown by comparison of Fernando's option-tyred Q2 time with his prime-tyred Q3 effort. The Q2 time would have qualified him third, right between the Merces, which for a Ferrari on recent form has to count as impressive.

Between the two Ferraris were Kimi Raikkonen's Lotus and Nico Hulkenberg's Sauber, both on soft tyres. The camber and pressure limits imposed by Pirelli just did not allow



Like Red Bull, Ferrari  
covered both bases  
on tyre strategy

MASON/GETTY



Raikkonen the set-up he needed to get any front-end bite. He used up two sets of softs in getting through to Q3 and his single run there yielded him sixth. Had he repeated his Q2 time he'd have been fifth. Grosjean in the sister Lotus had been less afflicted by the balance problem, his driving style better suited to generating front-tyre temperatures. But he'd been ragged all weekend and, when the team chose to repeat its recent strategy of keeping him on the primes for a late run in Q1, waiting for the track grip to ramp up, the pressure was on him to do a clean lap. Instead he got off line going into Turn 7 and made a series of smaller errors around the lap. With the big gap in performance between the prime and option here, it had been a step too far, leaving him a hugely disappointed 17th.

**'Conveniently for Red Bull, each driver had a different hunch as to the better strategy'**

Hulkenberg's effort reflected Sauber's recent upturn in form, and the C32 was fastest of all through the speed trap at the end of the long straight up to Turn 4. Esteban Gutierrez had generally been within a couple of tenths of Hulkenberg, but in Q2 for the second time in the weekend he hit the sausage kerb at Turn 7, launching the front of the car high in the air and hurting his neck as it landed. It left him down in 16th.

The McLarens were the last two cars to make it through to Q3, on a similar pace to Hulkenberg. Once there, both Sergio Perez and Jenson Button went for prime tyres, leaving them ninth and 10th respectively.

In 11th, Daniel Ricciardo missed out on Q3 by a few hundredths in the Toro Rosso, over two tenths faster than team-mate Jean-Eric Vergne back in 14th. Between them were the very evenly-matched Force Indias of Paul di Resta and Adrian Sutil. Valtteri Bottas was the only Williams driver to make it through to Q2 where he was 0.3s adrift of Vergne, albeit just one place behind.



**P28 FULL RESULTS & POINTS**

THOMPSON/GETTY



## THE GRID

	<b>1</b> VETTEL RED BULL 1m24.119s Soft		<b>2</b> ROSBERG MERCEDES 1m24.871s Soft
	<b>3</b> HAMILTON MERCEDES 1m24.941s Soft		<b>4</b> WEBBER RED BULL 1m25.047s Medium
	<b>5</b> MASSA FERRARI 1m25.201s Soft		<b>6</b> RAIKKONEN LOTUS 1m25.248s Soft
	<b>7</b> HULKENBERG SAUBER 1m25.334s Soft		<b>8</b> ALONSO FERRARI 1m25.826s Medium
	<b>9</b> PEREZ McLAREN 1m26.153s Medium		<b>10</b> BUTTON McLAREN 1m26.487s Medium
	<b>11</b> RICCIARDO TORO ROSSO 1m25.519s Medium		<b>12</b> DI RESTA FORCE INDIA 1m25.711s Soft
	<b>13</b> SUTIL FORCE INDIA 1m25.740s Medium		<b>14</b> VERGNE TORO ROSSO 1m25.798s Soft
	<b>15</b> BOTTAS WILLIAMS 1m26.134s Medium		<b>16</b> GUTIERREZ SAUBER 1m26.336s Medium
	<b>17</b> GROSJEAN LOTUS 1m26.577s Soft		<b>18</b> MALDONADO WILLIAMS 1m26.842s Soft
	<b>19</b> BIANCHI MARUSSIA 1m26.970s Soft		<b>20</b> VAN DER GARDE CATERHAM 1m27.105s Soft
	<b>21</b> PIC CATERHAM 1m27.487s Soft		<b>22</b> CHILTON MARUSSIA 1m28.138s Medium

## TRACKSIDE VIEW

### Mark Hughes

### GRAND PRIX EDITOR



A lone car – the McLaren of Sergio Perez – is out on track early in the session, doing the donkey work of evaluating tyre degradation amid the smoggy heat. There is a quite beautiful section of track formed by the fast chicane of Turns 8/9 and snaking slightly uphill into the entry to the long, fast right of Turns 10/11. This is where the damage is being done to those tyres, especially the front-left. The energy builds and keeps building, compounding as the core temperature rises and keeps rising. The tread is being ripped from the tyre as it grabs hold of the track's surface, supporting 4g of lateral force at around 120-130mph. That grip is heating up both the tyre's surface and its inner core, but still the loads keep coming; normally the direction change is made and the tyre's hard work is done and it gets a few seconds' respite. But not here: those stresses are piling on top of each other and just keep coming. As the core overheats, unable to fully support the tread, so that tread is abused yet further, and now the corner nips in, tightening on the exit into 12, asking even more of that tortured rubber. On those first laps through 8/9, Perez is sharp and aggressive with the double direction change, throttle on the very millisecond the grip feeds back to him. But each time

**'There is a beautiful section of track where the damage is being done to those tyres'**

through the car's progressively lazier, more reluctant. After five to six laps he can be heard rounding the hairpin of Turn 4 in a series of tentative throttle applications, that front-left obviously no longer able to support his ambitions, and by the time he arrives at the chicane the car that just a few minutes ago was so lithe and aggressively grippy is now having to be coaxed through; double the input for half the effect. In fourth gear he turns into the smog-sky horizon of Turn 4, little balls of rubber flying off to the side. Back in the pits an engineer receives information over the radio: "Tyre wear stage four."



Perez presses on as tyres start to give out



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Vettel is already  
sailing clear as Massa  
surges past the Mercs



DUNBAR/LAT

## RACE 15.00, 27.10.2013



Sebastian Vettel stylishly clinched his fourth straight world championship with a devastating victory won through sheer, pummelling, relentless pace, delivered within a strategy made tricky by the extreme wear rate of the softer option tyre around the Buddh International Circuit. Yet this 26-year-old phenomenon made it look child's play. Two of the other three men to have won four titles – Juan Manuel Fangio and Alain Prost – had not yet won a grand prix when they were Vettel's age. Fangio, in fact, had yet to even make his debut. Are even Michael Schumacher's records safe from Vettel's grasp?

But brilliant though Vettel was on Sunday, he was helped by a strategy that turned out to be the right one. Only hindsight tells us this. On the eve of the race, most were accepting that two-stopping was the optimum, but whether it was better to be starting on the soft tyre (like Vettel) or the medium (like Red

**'Vettel's task was to sprint clear in the knowledge that he'd soon be in for tyres'**

Bull team-mate Mark Webber) was about as clear as the view in the New Delhi smog. As it turned out, a crucial Red Bull set-up decision taken on Friday evening for both cars – made because the extreme blistering of the soft after very few laps made it obvious that whatever strategy was chosen was going to involve overtaking other cars – turned out to favour the Vettel strategy.

"After Friday we took some wing off and put on a longer top gear, on the basis we were going to have to go through traffic at some point," explained Red Bull technical chief Adrian Newey. An RB9 fast enough

on the long straight to maximise the benefit of DRS ensured that Vettel was always mega-quick, even as he was storming through traffic.

Vettel's early-race task from pole was going to be to sprint clear in the full knowledge that he'd be in after very few laps to change to the more durable mediums. But thereafter he needed to get within 21 seconds of Webber before Mark pitted, if he was to jump him at the next stop. That sounded like a tall order.

Webber's task, as the best-placed medium-tyred car on the grid, was to make maximum use of his second-row slot, hope that any soft-tyred cars ahead of him soon pitted out of his way (not all the cars were as punishing to the softs as the Red Bulls), then run flat-out in clear air up front to build up a gap, once Vettel stopped, of 21s or more. Not to denigrate Vettel's faultless, aggressive and fast drive, but the effectiveness of DRS, in combination with the RB9's fairly strong top speed, allowed Seb to actually lap faster by constantly benefiting from DRS as he made his way from 17th after his lap-two stop.

Webber had no aid from DRS once he was at the front, and this allowed Vettel to punish his team-mate's poor opening lap. As Seb rejoined the track after his stop he was now 14 seconds behind Mark, and that was the biggest the gap ever was. Vettel's DRS-assisted pace and instant overtaking, combined with Webber's time loss in the first seven laps behind slower cars, ensured that the thrillingly closely-matched strategy game that

was in prospect never played out.

Both men went into this race hugely motivated: Vettel because he wanted to win the title in style by taking a sixth consecutive race victory, one of the few records he didn't already own; Webber because, going into the last four races of his F1 career, he was still intensely competitive and had not yet won a 2013 grand prix, such has been his team-mate's monopoly – and that 'stolen' Malaysia win.

It was vital to Webber's prime-tyre opening stint that he capitalise fully on his grid slot. But he failed to do that. After an iffy start off the line – with Vettel sprinting away up front from the two Mercedes and Felipe Massa's fast-starting Ferrari – Webber, in fifth, had Fernando Alonso to his outside as they approached Turn 1. The corner was Webber's, but he chose to take a lot of inside kerb – too much, as it turned out. The Red Bull was thrown across the track and made light contact with the Ferrari, a piece of Alonso's front-wing endplate flying off.

With Alonso's and Webber's momentum onto the uphill drag to Turns 2 and 3 compromised, so Nico Hulkenberg and Kimi Raikkonen dragged past them, the Lotus then rubbing with the Red Bull through Turn 3. From fourth to seventh, with six soon-to-be-slow soft-tyred cars ahead of him, the playing out of Webber's strategy had just got off to an awful start. But all was not lost yet. Let's see how quickly they would pit out of his way to get rid of their inevitably blistered front-lefts... ▶

Van der Garde was  
first retirement after  
opening-lap incident



ETHERINGTON/LAT





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► Vettel and Webber had chosen their strategies independently. For Red Bull, and almost everyone else, two-stopping was the only way of doing the race. The early blistering of the left-front soft left way too much remaining distance for just a single set of mediums. Pirelli's strict camber and pressure limits, keeping stress off the structure of the tyre and minimising the risk of failures, combined with the punishing challenge of Turns 10/11/12, meant the tyre crown was taking all the load which, on the left-front, meant blistering "worse than I've ever seen", according to one engineer.

All cars were afflicted but the Red Bulls more than any, because they have

**'Lotus's Alan Permane was irritated by Pirelli's advice and saw no reason to comply'**

the most downforce. This track and compound combination made for a perfect demonstration of how there is a threshold of tyre strength, below which the best cars are penalised and above which they dominate. This has long restricted the full potential of Red Bull in the Pirelli era, and has been a major reason for the tyre politicking that's been such a theme of this season. Around Buddh, the RB9 on softs was good for a fabulous qualifying lap 0.8s clear of the field, but was hopeless after three to four race laps – significantly fewer than even the next-worst-afflicted cars could manage. On the medium, it could retain its devastating qualifying advantage into the race. We had the essential competitive mechanism of the season laid out bare in India, for all to see and understand.

As Vettel screamed clear of the pack, so Massa slipstreamed by the Mercs of Lewis Hamilton and Nico Rosberg down that long smoggy back straight, slicing boldly ahead into the tight Turn 4 to take up second place. Hulkenberg's Sauber, Raikkonen, Webber and the



Vettel's lap-two pitstop meant he had plenty of passing to do from 17th...



...but carved past Bottas and Gutierrez...



...and finally Perez too

McLaren of Sergio Perez (like Webber, on mediums) followed.

The other McLaren of Jenson Button went round the outside of Turn 4, with Alonso on the inside. As Jenson came back off the exit kerb at just the moment Alonso was oversteering, trying to get the power down, they snagged. The Ferrari's already damaged front wing was now properly done for, while the McLaren took some sidepod and tyre damage. Alonso would be in at the end of the second lap for a replacement wing, with Button coming in after six laps when the affected tyre finally punctured. That pretty much ruined the races of both drivers, given that they were on the mediums and therefore needed to do long stints.

From 17th on the grid, Romain Grosjean reckoned he needed a good start to have any hope of a good result – and he'd failed to get one. After Paul di Resta pitted in front of him at the end of the first lap to get rid of his softs, the Lotus was stuck behind Esteban Gutierrez's Sauber – which had jumped the start – for a lap but then

began picking cars off. His was an interesting strategy based around the Lotus's famously easy tyre usage. He was using the soft for his first stint and hoping to get it to last 12 laps, from where he intended to run to the finish... "One stop? No way. Impossible. Forget it," exclaimed one rival of that prospect. Pirelli agreed. It had advised that the soft should not be run for more than 15 laps and the medium no more than 35. Which, if adhered to, made a one-stop impossible for the 60-lap race. But it was only advisory.

Lotus's Alan Permane was irritated by that and saw no reason why his team should comply. "I went down to see Charlie [Whiting, race director] to see what his views were and he was happy for people to not stick to that," he explained. "Our tyre wear said we were fine to go further than that and Charlie felt it was unfair to base everyone's race on the car with the hardest tyre use. We felt we could do 48 laps on the medium and that's why we knew we had to get Romain to 12 on the softs."

Vettel was 2.5s clear of the pack at the end of the opening lap. Next lap he came in! This was earlier than expected, even of a soft-tyred Red Bull. But it actually made perfect sense. On the Red Bull, that front-left wasn't going to last for more than a handful of laps – and when it went it would lose whole chunks of time. Avoiding that risk, Seb was in and under way again on fresh primes after a 3.1s stop. He rejoined behind Max Chilton's Marussia, 14s and 11 places behind Webber.

Massa led for the next six laps, while Webber waited patiently in the queue. He went by Raikkonen with the aid of DRS up to Turn 4 on the sixth lap but otherwise seemed content to wait, knowing that he would be leading ►



Rosberg leads Merc team-mate Hamilton on way to second

## FRIDAY



**1052 Rosberg** reports his FP1 handling woes: "Big oversteer in high speed and a bit too much oversteer on the entry to slow speed."

**1055 Alonso's** gearbox breaks: "I went to third and then I got neutral!" He cruises to the pits.

**1101 Chilton** asks rhetorically: "What just happened? Bloody jumped out of gear."

**1104 Massa** reports: "Lost completely the grip on the left side. It oversteers, the car."

**1106 Maldonado** loses control of the rear of his car and spins at Turn 16.

**1114 Hamilton** reports: "The car's all over the place."

**1124 Calado** spins at Turn 15. "Coming in," he says.

**1409 Kimi** spins at Turn 3 in FP2.

**1453 Hulkenberg** says: "Very understeery. Outside left-front shoulder is making a blister, I'm not sure... there's a funny bump."

**1457 Di Resta** reports: "The front-right tyre looked like it was blowing up on the straights."

**1459 Vettel** is told: "People are struggling on the options, the tyres are falling apart." He replies: "Blistering on the left-hand side."

**1507 Maldonado's** front-right wheelnut flies off, and his tyre deflates in the pitlane entry: "I'm losing the wheel!" He's told: "Just pull the car over somewhere safe."

**1518 Kimi** complains about the option tyres "only being good for a lap or two" but he's urged to keep pushing "until you think they're unsafe to use." He says: "I want to do at least one more lap on the other tyres."

**1526 Vettel** is asked to test torque setting five. "Negative. I don't like torque five."

**1529 Webber** is advised: "Try lifting more in Turn 8 to improve Turn 9."

**1530 Hulkenberg** is happy: "The car is mega on prime."





Webber provides some Indian fans with a souvenir...



Grosjean had a lot of work to do from lowly grid position



...after pulling his Red Bull off-track with alternator failure



Di Resta beat Sutil as Force India's strategy converged

► soon enough. By contrast, Vettel — with the same gearing and wing level — was making full use of DRS to pass people every lap, carefully ensuring that he came upon them at just the right moment and not in the fast, no-passing middle part of the lap. Used in this way, the 10mph end-of-straight advantage of DRS was worth almost half a second of lap time.

In hindsight, Webber needed to be doing the same; Seb's progress meant he could no longer afford the luxury of just waiting until those in front stopped. It was lap nine by the time Hulkenberg, Rosberg, Massa and Hamilton had all pitted from in front of Webber for their primes, and Vettel was already up to sixth place, having kept that 14s gap to Webber constant.

Webber's eight flying laps behind the soft-tyred cars averaged 1m33.1s. With a clear track he was immediately into the 1m31s. He had lost around 12s being stuck at their pace, which, added to the 14s by which Vettel trailed him, would have put him more than a pitstop ahead and placed the onus on Seb. But that battle was now effectively lost already for Mark. Furthermore, Vettel continued to lap quicker and, by the time Webber pitted at the end of lap 28, Vettel was just 10s behind, meaning he was 11.5s in front once Webber rejoined. Game over.

## 'Renault looked at Vettel's data intently and was concerned by one reading'

Webber had been fitted with the softs at this stage, and would be in again for his final set of mediums just four laps later, rejoining just behind Daniel Ricciardo, who would pit his Toro Rosso out of Mark's way at the end of the next lap. In the short gap between Webber's first and second stops, Vettel came in for his second. It made for a slightly confusing time for the watching Indian fans, and afterwards seasoned observers were asking why Red Bull had chosen to put Webber on the softs in the middle of the race rather than at the end. The reality was it made next to no difference. With such a short stint length possible on them, and few traffic considerations (because the Red Bulls were so far clear of the field) it would not have played out significantly different had Webber delayed fitting the softs until the end. In that scenario, Vettel's lap-31 stop would have brought him out around 10s behind Webber, with both on new primes and Vettel not

needing to stop again. Webber would be needing to stop no more than five to six laps from the end for his softs, at which point he would drop back 11s or so behind Vettel, assuming Seb had done no more than maintained that 10s gap.

"We did it that way around because it minimised Mark's risk to a safety car," explained Newey. "That risk was one of the downsides of Mark's strategy. If the safety car had come out and wiped the half-minute advantage he had on the rest of the field when he was still on the primes, he would have lost many positions when he came in for his softs.

This got the softs out of the way and

Mark back on track still in second. We were able to do it because of the gap we'd built over everyone else."

Assuming no mechanical dramas, the Red Bull match had now played out, and Vettel had never looked like losing once he'd started coming through the field in those early laps while still managing to gain on the leaders. It was a remarkable performance.

But in the Red Bulls' wake things were much less clear-cut. In the battle for best of the rest, it was Massa versus the two Mercs, Hulkenberg and Raikkonen (who had all started on the softs and made early stops), Perez





(who'd started on the prime and run until lap 28), and the one-stopping Grosjean (who remarkably got his softs to last for 13 laps, yet still managed to overtake efficiently).

Massa was driving faultlessly in carrying Ferrari's hopes. Relative to the closely following Mercs of Rosberg and Hamilton, he was stronger early in the stints than at the end, but they couldn't pass, even with the benefit of DRS, because they were geared shorter and ran with more wing.

Mercedes decided to get Rosberg out of this stalemate by bringing him in early for his second stop, at the end of lap 27. Ferrari didn't take the bait and left Massa out for another three laps, thereby keeping his final stint down to 30 laps. In this way Mercedes undercut Rosberg ahead of the Ferrari. Hamilton came in with Massa and left still behind him, the pair exiting either side of Grosjean and only just in front of Perez. Grosjean was then able to take advantage of Massa's cold tyres to overtake up at Turns 4/5.

Hulkenberg stayed out until lap 33, carrying a frustrated Raikkonen along in his wake. The Sauber definitely wasn't as quick as the Lotus over a lap, but was much faster down the back straight, trapping Kimi. With places already lost to Grosjean and Perez if he

stopped, Kimi himself decided to throw the dice. "We weren't sure if we could get his tyres to do a stint of 53 laps [18 more than Pirelli's advisory!]," explained Permane, "but Kimi said let's give it a go and try to get to the end. It was his call and we were happy to try."

At this point he was lying fourth, behind the yet-to-stop prime-tyred Force India of Adrian Sutil, but well ahead of the fresher-rubbered Rosberg-Grosjean-Massa-Hamilton-Perez-Hulkenberg train. Force India has gone a long way towards recapturing the early-season traits of its car, before the tyre-spec change, and was the team other than Lotus convinced that a one-stop was possible. Sutil began the race open-minded about this and would run until lap 41 on his primes, coming out some way behind Hulkenberg and trying to get a set of softs to do the remaining 19 laps. Team-mate di Resta had gone for the opposite approach and, after ditching the softs on lap one, then divided the race into two sets of mediums. By the time all their stops had played out, they were running line astern, with di Resta putting a pass on the tyre-conserving Sutil. There really was very little to choose on strategies.

Up front, Vettel continued to edge out his lead over Webber, giving his engineer 'Rocky' Rocquelin a bit of

stress every time he lit up the timing screens with purple sectors. "You need to make these tyres last the whole race," he reminded his driver, a familiar dance between the pair, Seb feeling he had it all under control, 'Rocky' not seeing the point of the risk. That stress took on an extra dimension when the team began seeing signs of imminent trouble on Webber's car. The alternator – the returning Achilles' Heel of the Renault engine from last year – was failing. On lap 39 Webber was instructed to switch off. He pulled to the side at Turn 2.

The Renault men looked at Vettel's data intently and were concerned by one of the electrical readings. It may just have been a faulty sensor and it wasn't – yet – showing anything like as serious a problem as Webber's. But for the sake of caution Vettel was instructed to shut everything down that would have a draw on the alternator, which included KERS. That lost him around 0.3s of performance once he'd rebalanced his brakes, but that was still faster than anyone else, the nearest of whom was almost half a minute behind.

Vettel's wasn't the only Renault concern in the pitlane. At Lotus it could be seen that Grosjean's air supply for the engine's pneumatic valves was leaking, the exact same thing that had stopped him in Singapore. ►

## SATURDAY

**1058** FP3 is delayed for 15 minutes due to 'visibility problems', and eventually it begins 20 minutes late.

**1120** At the belated start of the session, **Vergne** is told: "We anticipate more traffic than usual."

**1131** **Alonso** is informed: "We are having a look at Corner 15 in terms of the nervousness under braking."

**1135** **Hulkenberg** clips a mechanic in the pits, inflicting a hairline fracture to his little toe. He soon returns to work.

**1145** **Gutierrez** flies over the sausage kerb at Turn 8. "The car is OK, but... uh. It was quite fast!"

**1411** **Perez** reports in Q1: "The rear of the car was a bit nervous in the high speed."

**1419** **Vettel** runs off track at Turn 7.

**1421** **Grosjean** complains: "I got traffic on the previous lap." His next lap isn't good enough either...

**1422** **Grosjean** asks: "Where are we?" His engineer tells him: "Fucked up massively, P17." **Grosjean** cries: "No way!"

**1432** In Q2, **Hulkenberg** complains his Sauber is "too understeery on the prime."

**1436** **Alonso** appears to have radio issues, and is told: "I keep talking, not sure if you can hear me."

**1445** **Ricciardo** fails to progress from Q2 by 0.061s: "Disappointing, but I tried my best."

**1500** **Vettel** celebrates pole: "Yes guys! We did what we had to. Great job, the car was fantastic."

**1501** **Hamilton** is asked: "It was a Red Bull in the way, Vettel not Webber?" He replies: "Yeah."

**1502** **Webber** is informed: "Everyone else on primes is at the back, and we are P4 mate."

**1703** Williams chief race engineer **Xevi Pujolar** admits his team's pitstops will be slow during the race to ensure no repeat of the wheelnut problems.





**Buddah at Buddh:**  
that's four titles now  
for Sebastian Vettel



THOMPSON/GETTY

► "About 20 laps from the end they told us it wasn't going to finish," said Permane. Grosjean was instructed to short-shift, thus bringing to an end his hopes of launching an attack on Rosberg. Before too much longer he was shifting at 14,400rpm rather than 18,000. Still he was keeping Massa behind him.

This whole train of cars was now inevitably catching Raikkonen on his ancient tyres. He'd been lapping competitively until the rubber had finally surrendered with about 12 laps to go. Rosberg went past using DRS with eight laps to go, and next came team-mate Grosjean and the chasing Massa. As they raced up the straight to Turn 4 with four laps remaining, Grosjean was on his DRS but Raikkonen was defending down the inside. Romain went around the outside but Kimi was not surrendering, running out wide. Light contact between the two Lotuses was made, Grosjean driving off the track

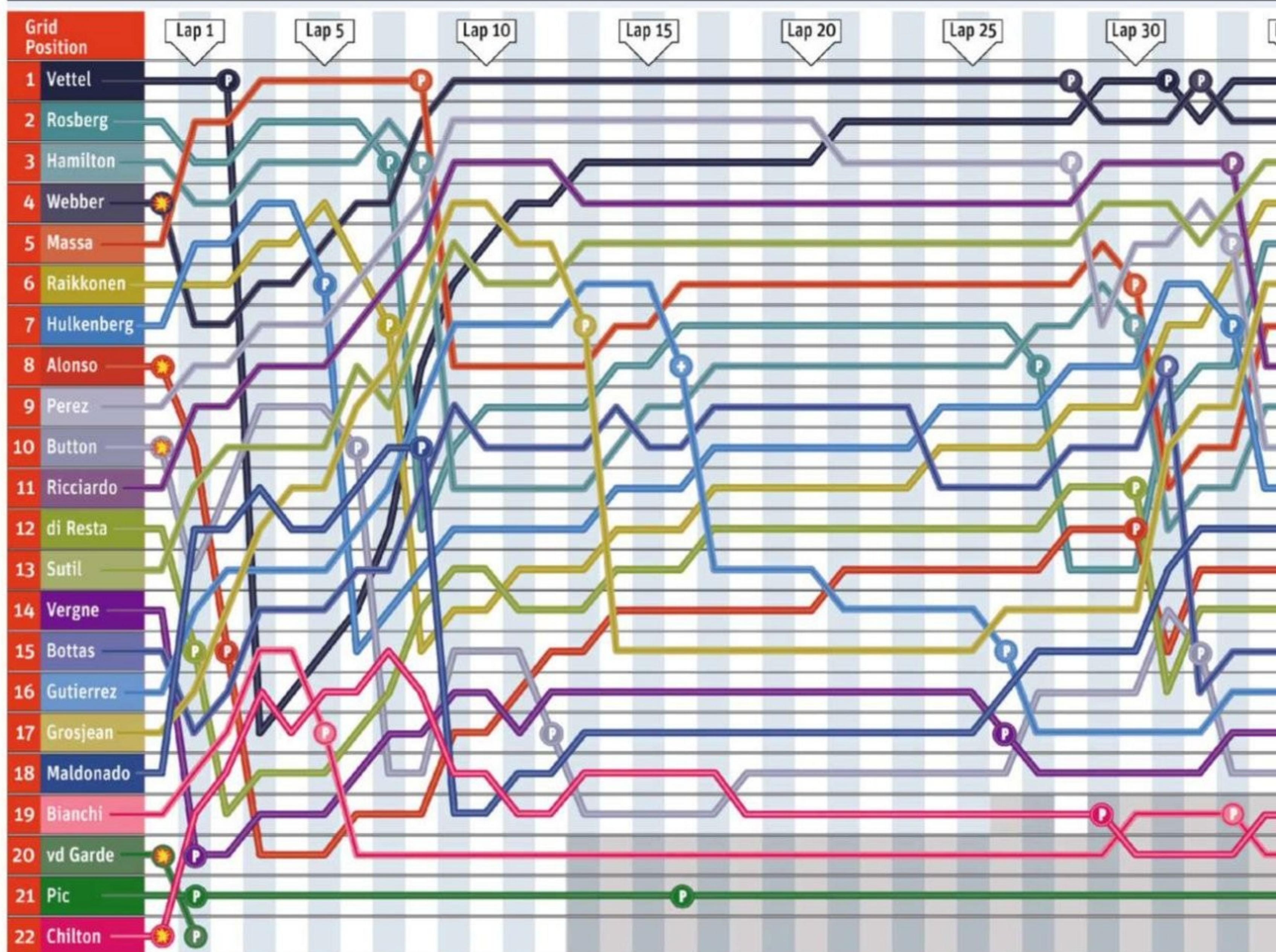
**'Vettel crossed the line to take his fourth title in the most resounding way possible'**

to avoid a harder hit. He was ahead but had been off the track to complete the move, so immediately surrendered it.

Massa was now right on top of them and things were getting stressful in the Lotus pits. "Kimi, get out of the ....ing way," shouted Permane. "Don't shout," countered Raikkonen, who finally backed off exiting the penultimate corner, Grosjean flashing past there, Massa one corner later.

Hulkenberg by this time had pulled out: "I was braking for the final turn and felt something in the car click. Then suddenly my brakes were gone." This

## THE RACE LAP BY LAP







Raikkonen's tyre gamble failed

brought di Resta and Sutil up to eighth and ninth ahead of Ricciardo, who was faultless in fending off Alonso.

Hamilton had been trying hard for most of the race's second half to put a pass on Massa and this had taken a toll on his tyres. With three laps to go they were almost finished, and Perez sensed his chance as they came upon the limping Raikkonen onto the back straight. Hamilton got DRS on the Lotus to spear effortlessly past it, Perez

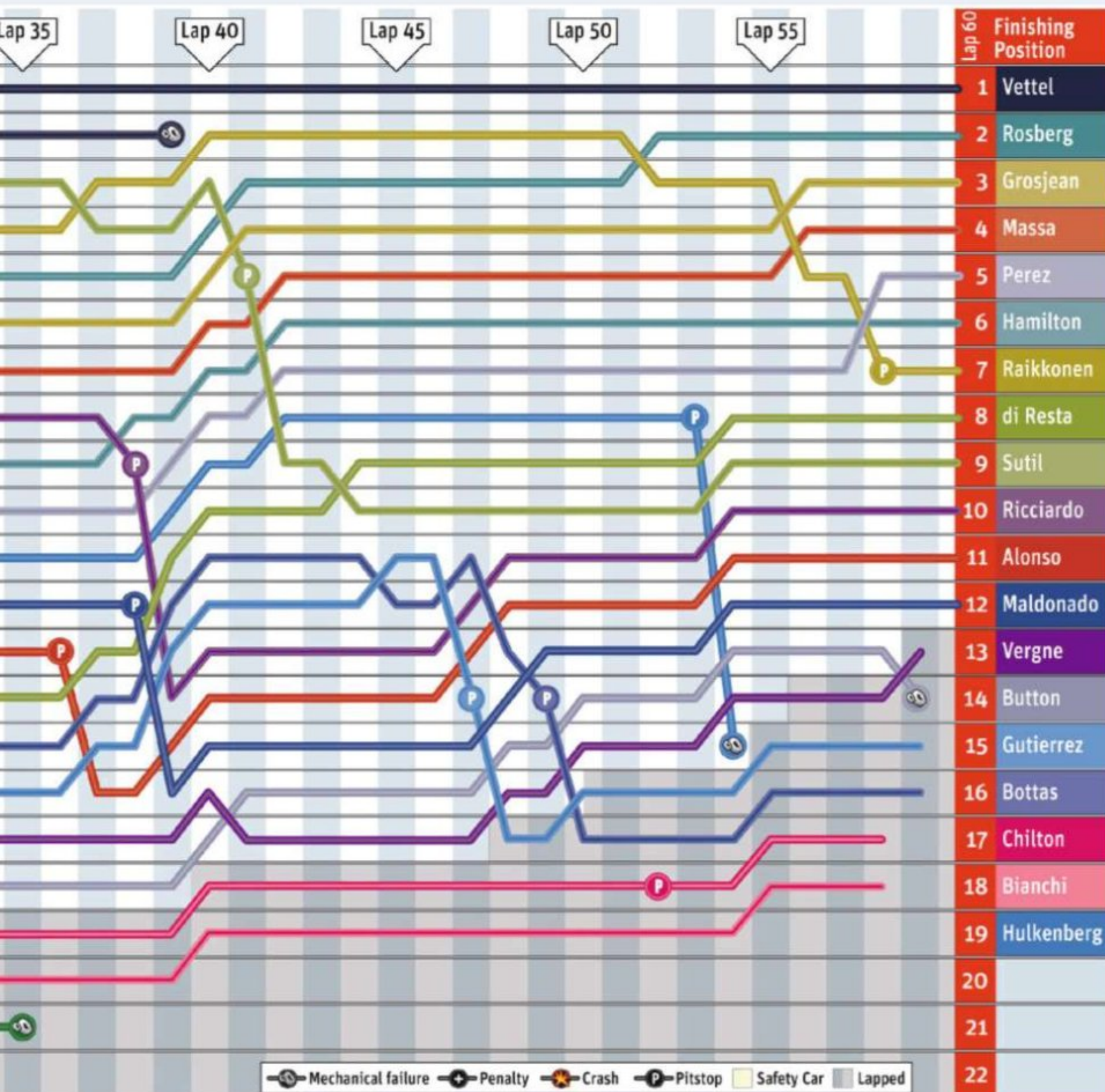
got DRS on Hamilton to go by them both in a perfectly executed double-pass to take fifth.

Raikkonen, his strategy gamble having bust, trailed in for new softs and rejoined seventh, shattering the fastest lap record. Cue more stress for 'Rocky'. "Don't even think about it," he warned Vettel. "We're in enough trouble as it is."

But they weren't really. Vettel crossed the line to take his fourth title in the best, most resounding way possible, half a

minute clear of Rosberg. Grosjean kept that engine running – its air bottle was empty at the end – while keeping out of DRS range of Massa to take a fabulous third from 17th on the grid.

'Rocky' had another instruction: "Well done Seb; normal routine please." No, not today, Seb decided. Instead he pulled up in front of the pits after his slow-down lap and produced a lovely series of celebratory donuts, adding yet more smoke to the New Delhi sky. 🌀



## SUNDAY



**1503** Van der Garde is forced out after a collision at Turn 1, and rants: "Chilton, what an idiot."

**1504** Raikkonen asks: "Check if my tyre is OK? I got hit by Webber." He's told: "Looks OK."

**1511** Alonso, after pitting for a new nose after contact with Webber, reports: "I think I damaged something more, the steering is heavy in the right-hand corners."

**1512** Chilton has a brake issue, and is told: "It's your call if you can't carry on." He continues.

**1526** Gutierrez is given a drive-through penalty for jumping the start.

**1605** Webber hits trouble: "What's happened to the shift?" He's told: "We're losing gearbox synch... I'm sorry, we need to stop the car. It's an alternator mate."

**1606** Vettel is told: "Mark's had a failure, he's stopped on track." Vettel: "I'm aware, I'm aware."

**1627** Hulkenberg retires: "Brakes went or something. It's the floor, the skids or something."

**1628** Hamilton laments: "These tyres are gone."

**1629** After near-miss with Raikkonen at Turn 4, Grosjean moans: "Come on guys!" He's told: "OK, we are telling Kimi."

**1630** Lotus's Alan Permane: "Kimi get out of the [bleep]ing way!" Kimi swears back: "Don't shout there, [bleep] – when I have a chance but not in the fast corner."

**1634** Button reports: "Just missed a gear, went into a false neutral." He's told to retire the car.

**1635** Horner gushes to Vettel: "Brilliant, brilliant drive. You've done it in style, you're a four-time world champion. You join the greats." Vettel: "Unbelievable guys, we did it."

**1636** To Grosjean: "P3, amazing!" He replies: "Woohoo! Bravo. That's good, that's good."

**1850** Red Bull fined €25,000 for Vettel not proceeding directly to parc ferme at the end of the race.



## TEAM BY TEAM

## RED BULL



## Vettel makes title win look so easy

1

10/10  
Event rating

## SEBASTIAN VETTEL

Red Bull-Renault RB9-03  
Start: 1st; Finish: 1st  
Strategy: 2 stops  
(soft/medium/medium)



While the Red Bull was comfortably the class of the field, this was a drive fitting of a champion. Vettel never looked like missing pole, but the decision to dump the soft tyres after just two laps meant his strategy hung on him clearing slower cars swiftly. That's easier said than done, even in a quick car, but typically he made it look easy.

2

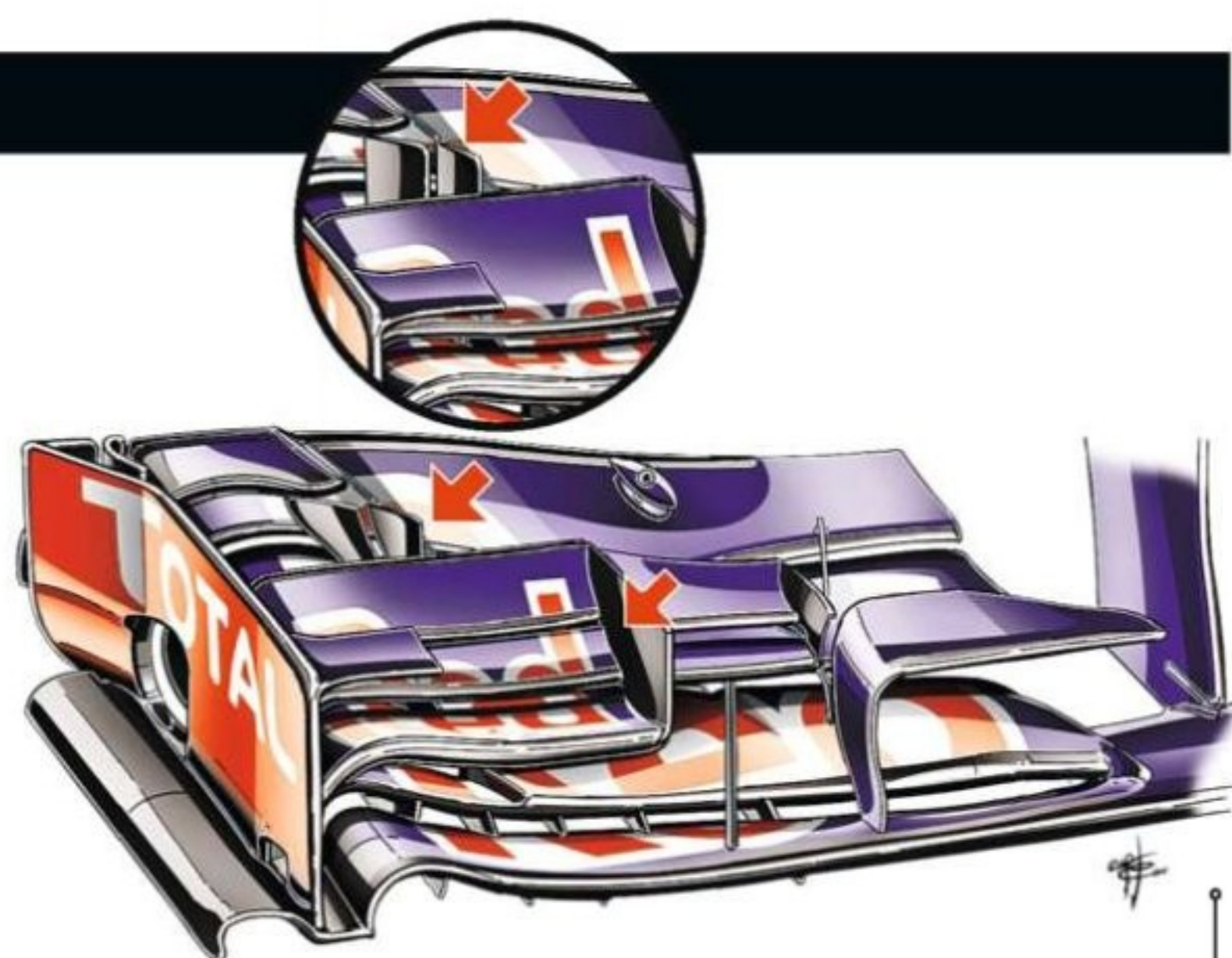
7/10  
Event rating

## MARK WEBBER

Red Bull-Renault RB9-04  
Start: 4th; Finish: DNF  
Strategy: retired  
(medium/soft/medium)



An excellent qualifying lap on the medium tyre set Webber up for a potential win. A poor start, plus hitting Raikkonen and Alonso at the first corner meant that once the soft runners were out of the way, he was not as far up as he should have been. After that, he drove well and would have been a worthy second had his alternator lasted.



## RED BULL ADDS AN ELEMENT...

➔ Red Bull's front wing featured three elements rather than two, along with new-shaped turning vanes behind. In the end, both cars ran the new wing, but with the old turning vanes.

**GARY ANDERSON** The turning vanes on the two-element wing were previously rectangular. With the three-element the team initially fitted new turning vanes that were a bit more three-dimensional. The three-element package should give more downforce, and allow you to run more wing angle without stalling. The centre of pressure moves forward with the greater downforce, so you get more leverage effect. The vanes are to turn the flow around the tyre. If the wing is working harder, the flow beyond the wing needs more help getting around the tyre.

## ...KEEPS THE TEA TRAY HOT...

➔ The leading edge of the Red Bull 'tea tray' floor section was observed by the infra-red cameras on TV to be running at high temperatures as it made regular contact with the ground.

**GARY ANDERSON** Noticing the temperatures of the front skid of the tea tray [the leading edge of the floor] from the infra-red cameras we now have, gets me asking: Is there anything I'd do to use that heat as a positive rather than a negative? Perhaps if the bracketry was done in a certain way, so that with any heat expansion you moved the floor away from the ground, that could certainly be used as a positive. It would

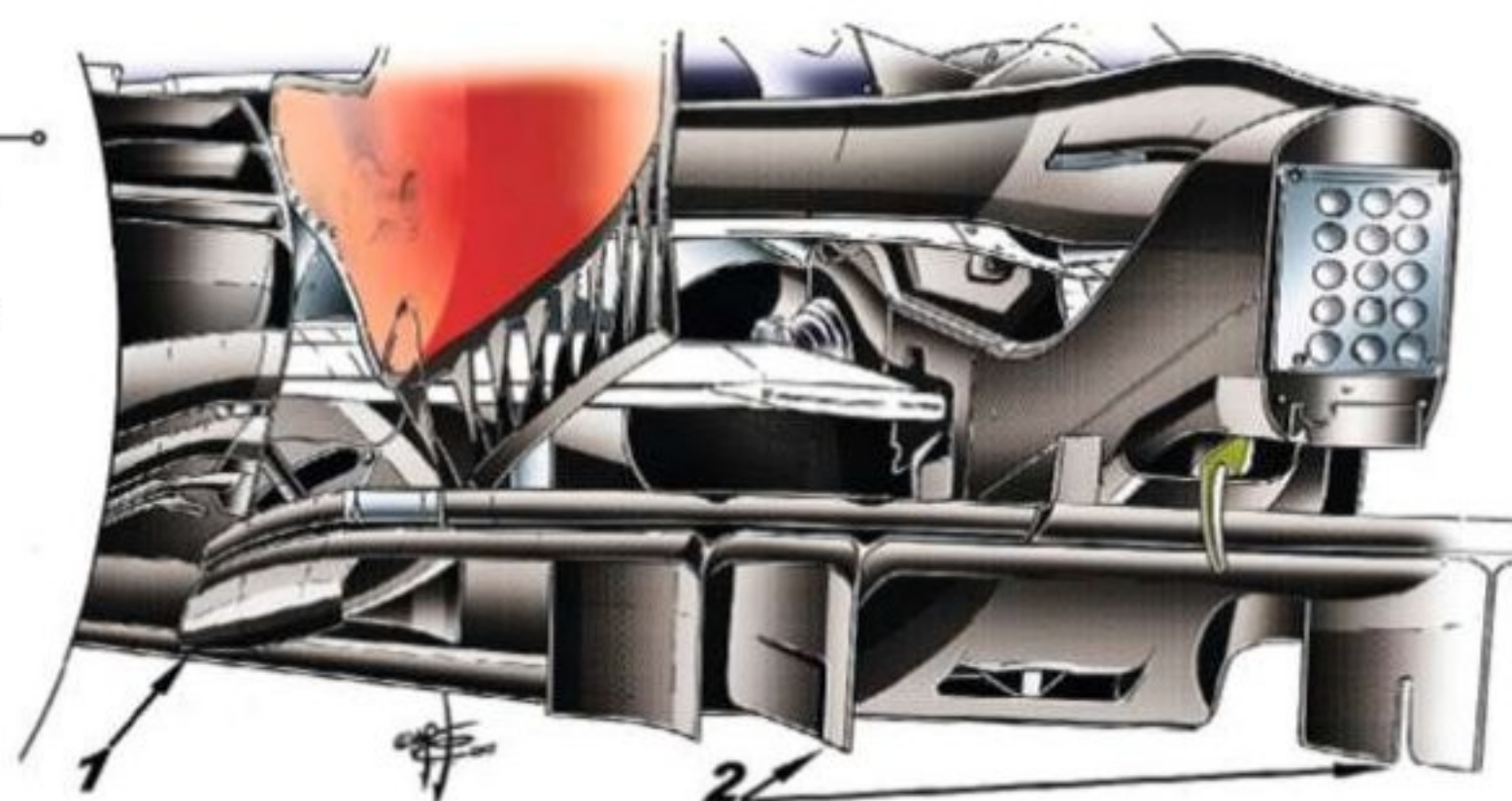
allow you to run the car a bit lower at medium speed. I'm not saying there is anything in there as clever as that, but if you could do that, there would potentially be a big gain. These tyres expand in height at speed by around 2mm, so if instead of the floor going down by a millimetre, you could get it to go up, giving a net swing of 2mm. Adding this to the 2mm you get from the tyre expansion gives you 4mm. The front rideheight of a current car is only about 20mm, so that's a quarter of the total you'd be effectively lowering it by. That would make for a huge increase in downforce from a) the front wing running lower and b) the underfloor.



## ...AND MODIFIES ITS DIFFUSER

➔ Since Singapore, Red Bull has used this modified diffuser, with a Lotus-like extended fin (1) at the outboard end and a slot gap in its fence (2).

**GARY ANDERSON** The outboard end is following the trend Lotus started. There's a low-pressure area behind the tyre, and that's where you're trying to get the air from the outboard end of the diffuser to go. If you can succeed in that, the low pressure sucks the air from the diffuser faster, increasing the underfloor air speed and giving you more downforce. You also reduce drag. The new part links up the low-pressure area with the outboard end of the diffuser better. On the endplate, there is a cut-out duct, and this serves the same function as a slot gap on a wing, reducing the tendency for the flow to stall as the car gets closer to the ground. The new outboard end will have expanded the draw on the diffuser, and that will have increased the tendency to stall, so the cut-out is to combat that.





## FERRARI



## Massa outperforms his team leader

3

7/10  
Event rating

## FERNANDO ALONSO

Ferrari F138-299

Start: 8th; Finish: 11th

Strategy: 3 stops  
(medium/medium/soft/medium)

It's difficult to judge Alonso's speed, given his qualifying pace was defined by opting to start on the slower medium tyre. In the race, wing damage caused by Webber, followed by a slide into Button on the first lap, hobbled his Ferrari. To his credit, he kept his head down and came close to nabbing a point, but could not get by Ricciardo.

4

9/10  
Event rating

## FELIPE MASSA

Ferrari F138-299

Start: 5th; Finish: 4th

Strategy: 2 stops  
(soft/medium/medium)

This was one of Massa's strongest weekends the year. He outqualified Alonso by being on the quicker tyre in Q3, but drove an excellent race, jumping to second on the first lap, keeping the quicker Rosberg behind him until being jumped in the pits. He couldn't make up the two seconds to the one-stopping Lotus of Grosjean, though.



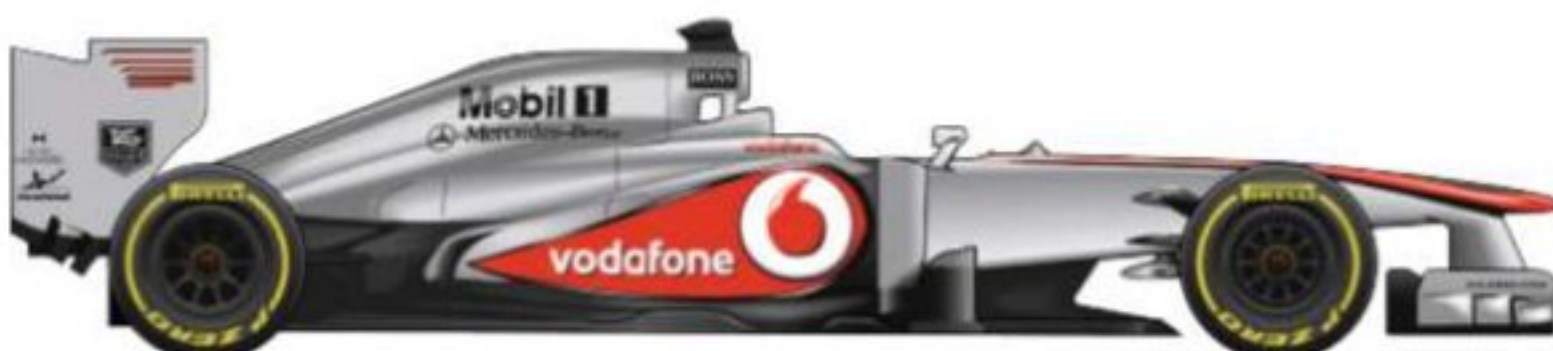
## FERRARI DOWNSIZES DISCS

➔ Ferrari reduced the size of its rear brake discs for India, making them around 4mm smaller than those used at the front.

**GARY ANDERSON** If you have the same front and rear brakes, with weight transfer, you'll be running 56 to 58 per cent of your braking on the front. Your line pressures are different, and the build-up to the pressure and its decline varies from front to back. In the old days, we'd match brake sizes to equalise the line pressures, so we'd have smaller

brakes on the rear. It was better for brake response. With KERS, you do that even more, with its recharging giving you braking for part of the deceleration phase. It also gives you different line pressures as it stops harvesting. This will get to be more important next year when KERS is doing more work – but the one thing that remains the same is that you can't recharge at a greater rate than the current system. You can store a lot more and deploy more, but the harvesting rate is the same.

## McLAREN



## Perez scores best result for McLaren

5

6/10  
Event rating

## JENSON BUTTON

McLaren-Mercedes MP4-28-04

Start: 10th; Finish: 14th

Strategy: 3 stops (medium/  
soft/medium/medium)

Button came into the weekend talking up a change of set-up philosophy that might offer the McLaren a boost. It didn't really deliver, but the team did extract a decent level of performance from the car. Button would surely have been in the mix for a top six finish had he not been clattered by Alonso on the opening lap, which gave him a slow puncture and forced an early stop. From there, he had no chance.

6

9/10  
Event rating

## SERGIO PEREZ

McLaren-Mercedes MP4-28-01

Start: 9th; Finish: 5th

Strategy: 2 stops (medium/  
soft/medium)

This was surely Perez's most convincing weekend as a McLaren driver. Both he and Button qualified on the mediums, but Perez was three-tenths faster. In the race, there were no errors, his speed was consistently good, his pacing during that long first stint excellent and thanks to an excellent piece of opportunism as he happened upon the ailing Raikkonen, he got ahead of Hamilton to bag his best finish of the season.

## MERCEDES



## Rosberg shines as Hamilton fades

9

9/10  
Event rating

## NICO ROSBERG

Mercedes F1 W04/03

Start: 2nd; Finish: 2nd

Strategy: 2 stops  
(soft/medium/medium)

While Rosberg made heavy weather of his battle with Massa, being passed by him on the opening lap and relying on undercutting him in the pits to get ahead, there's very little to criticise in his weekend. To start and finish second on a weekend where Red Bull was unbeatable was as good as it was going to get. He was over half a minute clear of Hamilton by the finish thanks to his team-mate not being able to pass Massa.

10

6/10  
Event rating

## LEWIS HAMILTON

Mercedes F1 W04/04

Start: 3rd; Finish: 6th

Strategy: 2 stops  
(soft/medium/medium)

An underwhelming weekend for a subdued Hamilton. In qualifying, he couldn't quite match Rosberg, and fell in behind him at the start. Where his race differed from Rosberg's was that his team-mate undercut Massa and could get on with the rest of his race. Hamilton pitted on the same laps as the Ferrari, took too much out of his final set of tyres trying to overtake him and was ambushed by Perez late on.



## LOTUS



## Grosjean recovers well for a podium

7

8/10  
Event rating

## KIMI RAIKKONEN

Lotus-Renault E21-04  
Start: 6th; Finish: 7th  
Strategy: 2 stops  
(soft/medium/medium)



Raikkonen admitted battling to get the car to handle as he wanted thanks to the camber limits, but made some progress and qualified well. His race turned into a gamble on tyre life, which ultimately backfired, although he didn't help his cause by racing team-mate Grosjean, risking contact as he struggled with a lack of rear grip. What really cost him was having to make his first stop early in search of cool air for his overheating brakes.

8

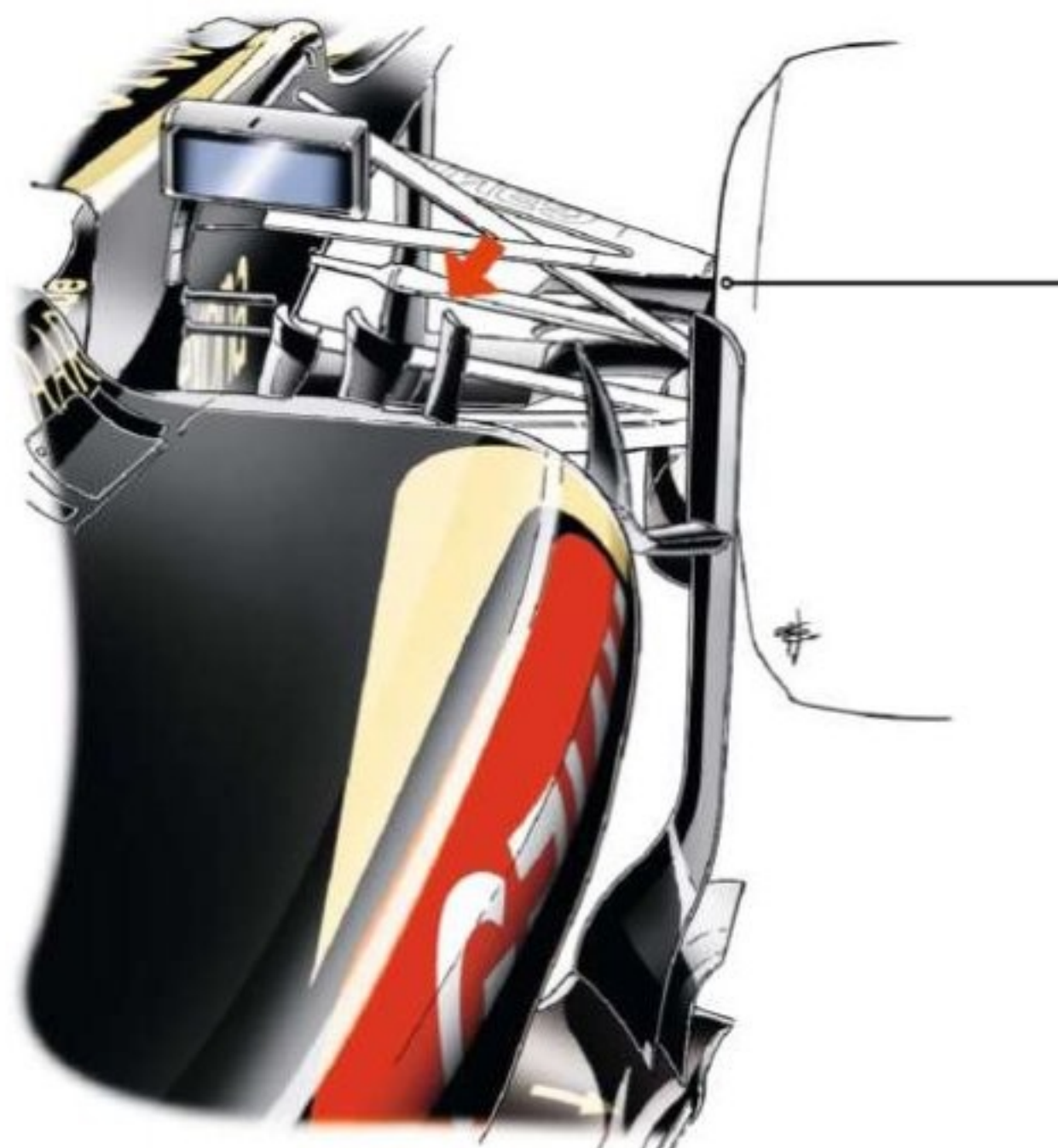
8/10  
Event rating

## ROMAIN GROSJEAN

Lotus-Renault E21-04  
Start: 17th; Finish: 3rd  
Strategy: 1 stop  
(soft/medium)



It's difficult to judge whether Grosjean should have escaped Q1. On the slower-compound tyre, the team misjudged where the cut-off time was, but Grosjean threw away at least a couple of tenths on his key lap, which represented half of the deficit. He excelled in the race. Nobody made the softs last as long off the start and his pace was consistent on his long second stint. Also showed good awareness to run wide to avoid contact with Raikkonen late on.



## LOTUS SCULPTS TURNING VANES

➔ The triple vanes that sit atop the Lotus sidepod had been given a more complex, contoured shape for India.

**GARY ANDERSON** McLaren began this trend. The top of the sidepod is aerodynamically negative. When the air accelerates over it, this produces lift. These vanes are to spoil that, to train the air to miss that big surface and send it instead directly to the coke-bottle section further back where it will create downforce. Lotus have optimised the vanes since originally putting them on by increasing the contouring.

## SAUBER



## Brake issue ends Hulk's recent run

11

8/10  
Event rating

## NICO HULKENBERG

Sauber-Ferrari C32-03  
Start: 7th; Finish: 19th  
Strategy: 3 stops  
(soft/medium/medium/soft)



But for a brake disc problem forcing his retirement late on in the race, Hulkenberg would have finished in seventh or eighth place, which would have been a decent return given that the Sauber didn't seem quite as competitive in India as it has been in the previous two races. Hulkenberg climbed to fifth place on the opening lap and, as usual, held his own competing with the bigger teams.

12

5/10  
Event rating

## ESTEBAN GUTIERREZ

Sauber-Ferrari C32-04  
Start: 16th; Finish: 15th  
Strategy: 2 stops  
(medium/medium/soft)



After the highs of Suzuka, this was an unwelcome step back for Gutierrez. He looked ragged at times and didn't show the turn of pace now expected of him. Relative circuit unfamiliarity has to be factored in (although he did drive here in FP1 last year), but even so his speed was disappointing. A jump start didn't help, and meant he was battling at the back of the midfield, where he showed a willingness to defend robustly.

## FORCE INDIA



## Di Resta heads duo's top-10 finish

14

8/10  
Event rating

## PAUL DI RESTA

Force India-Mercedes VJM06-04  
Start: 12th; Finish: 8th  
Strategy: 2 stops  
(soft/medium/medium)



With Force India now hovering just outside the top 10 on pure performance, di Resta's 12th place on the grid was a good return. After the bold decision to pit to get off the soft tyres at the end of the first lap, he drove a very effective and unflustered race. Almost nothing to choose between him and Sutil, who opted for a similar strategy in reverse, although di Resta edged it in the race after passing his team-mate on lap 44.

15

8/10  
Event rating

## ADRIAN SUTIL

Force India-Mercedes VJM06-03  
Start: 13th; Finish: 9th  
Strategy: 1 stop  
(medium/soft)



Sutil qualified and finished right behind his team-mate. In the race, he ran marathon stints of 41 laps on the medium rubber off the start and then 19 on the soft to the finish. While fractionally off his team-mate on Saturday and Sunday, the difference was close to imperceptible, and he arguably had the trickier strategic job in the race given he had to pull off a one-stopper – a challenge he executed extremely effectively.

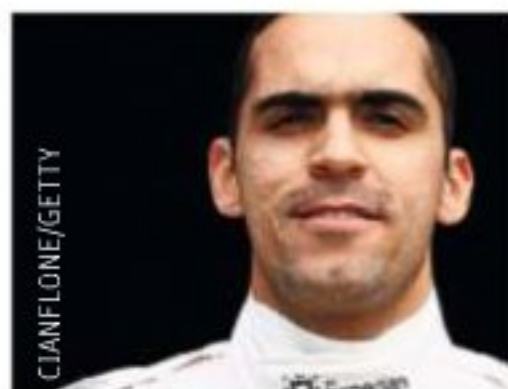


## WILLIAMS



## Maldonado gets best from Williams

16

9/10  
Event rating

## PASTOR MALDONADO

Williams-Renault FW35-03

Start: 18th; Finish: 12th

Strategy: 2 stops

(soft/medium/medium)



Complained about traffic during Q1, in which he was well over half a second off team-mate Bottas. His race, though, was far stronger, taking a relatively uncompetitive Williams to less than three seconds off the points on a conventional strategy. He took the fight to quicker cars and did as much as anyone could ask of the machinery. However, had he been two or three places up the grid, perhaps those few seconds might have been easier to find.

17

7/10  
Event rating

## VALTERI BOTTAS

Williams-Renault FW35-01

Start: 15th; Finish: 16th

Strategy: 2 stops

(medium/medium/soft)



Bottas turned in an excellent lap in Q1 to make it through into the second segment of qualifying. It was disappointing, however, that the Finn wasn't able to improve on that pace in Q2 after traffic compromised his tyre temperatures. That said, it probably made little difference to his qualifying position. In the race, he was unable to make any sort of progress, ending Sunday afternoon one place lower than he'd qualified.

## TORO ROSSO



## On-form Ricciardo earns good point

18

6/10  
Event rating

## JEAN-ERIC VERGNE

Toro Rosso-Ferrari STR8-04

Start: 14th; Finish: 13th

Strategy: 2 stops

(soft/medium/medium)



After a difficult time during Friday afternoon practice, which he admitted knocked his confidence, Vergne recovered pretty well in qualifying, although he was still almost three-tenths off his team-mate. Pitting on the first lap to get rid of the soft tyre made life difficult for him and he never recovered, even though his pace was fine relative to Ricciardo. The net result was another patchy showing for Vergne, who still struggles to put together complete weekends.

19

8/10  
Event rating

## DANIEL RICCIARDO

Toro Rosso-Ferrari STR8-01

Start: 11th; Finish: 10th

Strategy: 2 stops

(medium/soft/medium)



The Australian perhaps should have scraped into Q3 as he didn't quite manage to string his three best sector times together in qualifying. But there were no such question marks in the race as he held off the hobbled Alonso in the final stint of the race to bag his and Toro Rosso's first point since the Italian Grand Prix. The two Force Indias weren't far up the road and arguably beatable, but Ricciardo was pretty happy with his own performance.

## CATERHAM



## Pic and van der Garde in double DNF

20

5/10  
Event rating

## CHARLES PIC

Caterham-Renault CT03-06

Start: 21st; Finish: DNF

Strategy: retired

(soft/medium/medium)



Pic endured one of those weekends where things never really got going. After struggling with the set-up on Friday, he was much happier with the car in Saturday morning practice, but traffic in Q1 caused some problems. His race was compromised almost before it had started when he suffered a puncture when van der Garde clipped him. A second flat and then a loss of hydraulic pressure added insult to injury.

21

6/10  
Event rating

## GIEDO VAN DER GARDE

Caterham-Renault CT03-05

Start: 20th; Finish: DNF

Strategy: retired

(soft)



The Dutchman described Friday as one of his best of the year, but on Saturday he struggled with front-tyre warming and therefore understeer in sector one in qualifying. Despite that, he still outqualified Pic, although the car certainly had the potential to be ahead of the Marussia of Bianchi. For the second race in a row, he didn't reach the end of the first lap, blaming Chilton for the clash that ended his day.

## MARUSSIA



## Chilton just shades his team-mate

22

7/10  
Event rating

## JULES BIANCHI

Marussia-Cosworth MR-02-02

Start: 19th; Finish: 18th

Strategy: 2 stops (soft/

medium/medium)



A suspension problem hindered him all of Friday, but Bianchi pulled a stunning lap out of the bag in qualifying to beat both Caterhams and put his team-mate firmly in the shade. The race was harder work, but his pace was good, even though he never reasserted himself over Chilton after losing the position at the first stop. Another good weekend's work for the rookie, with his qualifying lap the undoubted highlight.

23

8/10  
Event rating

## MAX CHILTON

Marussia-Cosworth MR-02-03

Start: 22nd; Finish: 17th

Strategy: 2 stops

(medium/medium/soft)



There were two sides to Chilton's weekend. The first was a difficult Friday/Saturday, with chronic understeer on day one meaning he never quite caught up. He was four-tenths off his own theoretical best in Q1 and over a second behind Bianchi, but made up for it in the race after surviving an early clash with van der Garde by pressing home the slight strategic advantage of starting on mediums despite nursing a braking problem.



# INDIAN GP RESULTS

GILHAM/GETTY



## PRACTICE 1: Friday

POS	DRIVER	TIME
1	VETTEL	1m26.683s
2	WEBBER	1m26.871s
3	ROSBERG	1m26.899s
4	GROSJEAN	1m26.990s
5	HAMILTON	1m27.227s
6	BUTTON	1m27.335s
7	PEREZ	1m27.416s
8	MASSA	1m27.692s
9	HULKENBERG	1m27.770s
10	BOTTAS	1m27.800s
11	VERGNE	1m28.035s
12	ALONSO	1m28.214s
13	RICCIARDO	1m28.336s
14	MALDONADO	1m28.342s
15	SUTIL	1m28.468s
16	GUTIERREZ	1m28.538s
17	RAIKKONEN	1m28.730s
18	CALADO	1m29.197s
19	VAN DER GARDE	1m29.413s
20	BIANCHI	1m29.560s
21	PIC	1m30.026s
22	CHILTON	1m30.471s

Weather: Dry

## PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m25.722s
2	WEBBER	1m26.011s
3	GROSJEAN	1m26.220s
4	HAMILTON	1m26.399s
5	ALONSO	1m26.430s
6	ROSBERG	1m26.582s
7	MASSA	1m26.601s
8	RAIKKONEN	1m26.632s
9	PEREZ	1m26.857s
10	BUTTON	1m26.972s
11	RICCIARDO	1m27.304s
12	SUTIL	1m27.375s
13	BOTTAS	1m27.429s
14	HULKENBERG	1m27.491s
15	DI RESTA	1m27.608s
16	MALDONADO	1m27.720s
17	GUTIERREZ	1m27.949s
18	VERGNE	1m28.431s
19	VAN DER GARDE	1m28.692s
20	BIANCHI	1m28.799s
21	PIC	1m29.366s
22	CHILTON	1m30.164s

Weather: Dry

## PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m25.332s
2	WEBBER	1m25.892s
3	ALONSO	1m26.105s
4	HULKENBERG	1m26.306s
5	GROSJEAN	1m26.350s
6	MASSA	1m26.435s
7	DI RESTA	1m26.438s
8	ROSBERG	1m26.441s
9	BUTTON	1m26.489s
10	HAMILTON	1m26.557s
11	RAIKKONEN	1m26.635s
12	MALDONADO	1m26.641s
13	PEREZ	1m26.737s
14	SUTIL	1m26.847s
15	VERGNE	1m26.876s
16	BOTTAS	1m26.883s
17	RICCIARDO	1m27.259s
18	PIC	1m27.941s
19	GUTIERREZ	1m28.019s
20	VAN DER GARDE	1m28.498s
21	CHILTON	1m29.094s
22	BIANCHI	1m29.169s

Weather: Dry

## FRIDAY TESTERS



1	CALADO	1m29.197s
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ETHERINGTON/LAT



DUNBAR/LAT

## QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m25.943s (11)	1m24.568s (1)	1m24.119s
2	ROSBERG	1m25.833s (7)	1m25.304s (6)	1m24.871s
3	HAMILTON	1m25.802s (5)	1m25.259s (5)	1m24.941s
4	WEBBER	1m25.665s (2)	1m25.097s (3)	1m25.047s
5	MASSA	1m25.793s (4)	1m25.389s (9)	1m25.201s
6	RAIKKONEN	1m25.819s (6)	1m25.191s (4)	1m25.248s
7	HULKENBERG	1m25.883s (8)	1m25.339s (7)	1m25.334s
8	ALONSO	1m25.934s (10)	1m24.885s (2)	1m25.826s
9	PEREZ	1m26.107s (13)	1m25.365s (8)	1m26.153s
10	BUTTON	1m25.574s (1)	1m25.458s (10)	1m26.487s
11	RICCIARDO	1m25.673s (3)	1m25.519s	-
12	DI RESTA	1m25.908s (9)	1m25.711s	-
13	SUTIL	1m26.164s (15)	1m25.740s	-
14	VERGNE	1m26.155s (14)	1m25.798s	-
15	BOTTAS	1m26.178s (16)	1m26.134s	-
16	GUTIERREZ	1m26.057s (12)	1m26.336s	-
17	GROSJEAN	1m26.577s	-	-
18	MALDONADO	1m26.842s	-	-
19	BIANCHI	1m26.970s	-	-
20	VAN DER GARDE	1m27.105s	-	-
21	PIC	1m27.487s	-	-
22	CHILTON	1m28.138s	-	-

## QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	15	1	WEBBER
ALONSO	9	7	MASSA
BUTTON	9	7	PEREZ
RAIKKONEN	10	6	GROSJEAN
ROSBERG	6	10	HAMILTON
HULKENBERG	15	1	GUTIERREZ
DI RESTA	9	7	SUTIL
MALDONADO	7	9	BOTTAS
VERGNE	4	12	RICCIARDO
PIC	10	6	VAN DER GARDE
BIANCHI	14	2	CHILTON



MASON/GETTY

## BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€25,200	7
WEBBER	3	€35,000	7
ALONSO	0	€16,000	7
MASSA	3	€10,400	7
BUTTON	0	€1000	7
PEREZ	1	€600	7
RAIKKONEN	1	€2500	7
GROSJEAN	3	€0	7
ROSBERG	0	€1300	7
HAMILTON	1	€0	8
HULKENBERG	1	€3000	7
GUTIERREZ	3	€1800	7
DI RESTA	0	€5700	7
SUTIL	2	€1000	7
MALDONADO	0	€120,000	7
BOTTAS	0	€5900	7
VERGNE	0	€10,000	7
RICCIARDO	1	€0	7
PIC	2	€0	7
VAN DER GARDE	3	€12,400	7
BIANCHI	1	€2800	7
CHILTON	1	€300	7



## THE RACE: 60 laps, 191.071 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	SEBASTIAN VETTEL	RED BULL-RENAULT	60	1h31m12.187s	1m28.116s	2	47.568s	1
2	NICO ROSBERG	MERCEDES	60	+29.823s	1m28.816s	2	47.580s	2
3	ROMAIN GROSJEAN	LOTUS-RENAULT	60	+39.892s	1m28.796s	1	23.648s	17
4	FELIPE MASSA	FERRARI	60	+41.692s	1m28.886s	2	46.911s	5
5	SERGIO PEREZ	McLAREN-MERCEDES	60	+43.829s	1m28.503s	2	48.451s	9
6	LEWIS HAMILTON	MERCEDES	60	+52.475s	1m29.052s	2	47.120s	3
7	KIMI RAIKKONEN	LOTUS-RENAULT	60	+1m07.988s	1m27.679s	2	51.130s	6
8	PAUL DI RESTA	FORCE INDIA-MERCEDES	60	+1m12.868s	1m29.300s	2	47.686s	12
9	ADRIAN SUTIL	FORCE INDIA-MERCEDES	60	+1m14.734s	1m28.419s	1	23.891s	13
10	DANIEL RICCIARDO	TORO ROSSO-FERRARI	60	+1m16.237s	1m28.831s	2	50.079s	11
11	FERNANDO ALONSO	FERRARI	60	+1m18.297s	1m28.709s	3	77.461s	8
12	PASTOR MALDONADO	WILLIAMS-RENAULT	60	+1m18.951s	1m29.012s	2	51.842s	18
13	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	59	-1 lap	1m29.280s	2	48.360s	14
14	JENSON BUTTON	McLAREN-MERCEDES	59	-1 lap	1m28.814s	3	72.045s	10
15	ESTEBAN GUTIERREZ	SAUBER-FERRARI	59	-1 lap	1m28.682s	2	68.498s	16
16	VALTTERI BOTTAS	WILLIAMS-RENAULT	59	-1 lap	1m28.928s	2	53.528s	15
17	MAX CHILTON	MARUSSIA-COSWORTH	58	-2 laps	1m30.335s	2	49.202s	22
18	JULES BIANCHI	MARUSSIA-COSWORTH	58	-2 laps	1m30.171s	2	59.320s	19
19	NICO HULKENBERG	SAUBER-FERRARI	54	brakes	1m28.947s	3	77.987s	7
R	MARK WEBBER	RED BULL-RENAULT	39	alternator	1m29.500s	2	46.946s	4
R	CHARLES PIC	CATERHAM-RENAULT	35	hydraulics	1m32.907s	2	56.052s	21
R	GIEDO VAN DER GARDE	CATERHAM-RENAULT	1	accident damage	-	-	-	20

Weather: Dry. Winner's average speed: 125.700mph. Fastest lap: Raikkonen 1m27.679s (130.753mph) on lap 60.  
Lap leaders: 1-3 Vettel; 3-8 Massa; 9-28 Webber; 29-31 Vettel; 32 Webber; 33-60 Vettel

## TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	
Medium	<b>Soft</b>	Medium	
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	
Medium	<b>Soft</b>	Medium	Medium
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	
Medium	<b>Soft</b>	Medium	Medium
Medium	Medium	<b>Soft</b>	
Medium	Medium	<b>Soft</b>	
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	Medium	Medium	<b>Soft</b>
Medium	<b>Soft</b>	Medium	
<b>Soft</b>	Medium	Medium	
<b>Soft</b>	dnf		

Option tyre in bold; new set in red; used set in black

## DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	GB	D	H	B	I	SGP	ROK	J	IND	UAE	USA	BR
1	VETTEL	322	3 <sup>rd</sup>	1 <sup>st</sup>	4 <sup>th</sup>	1 <sup>st</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	ret	1 <sup>st</sup>	3 <sup>rd</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>	1 <sup>st</sup>			
2	ALONSO	207	2 <sup>nd</sup>	ret	1 <sup>st</sup>	8 <sup>th</sup>	1 <sup>st</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	6 <sup>th</sup>	4 <sup>th</sup>	11 <sup>th</sup>			
3	RAIKKONEN	183	1 <sup>st</sup>	7 <sup>th</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	10 <sup>th</sup>	9 <sup>th</sup>	5 <sup>th</sup>	2 <sup>nd</sup>	2 <sup>nd</sup>	ret	11 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>	5 <sup>th</sup>	7 <sup>th</sup>				
4	HAMILTON	169	5 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	5 <sup>th</sup>	12 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	1 <sup>st</sup>	3 <sup>rd</sup>	9 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	ret	6 <sup>th</sup>			
5	WEBBER	148	6 <sup>th</sup>	2 <sup>nd</sup>	ret	7 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	2 <sup>nd</sup>	7 <sup>th</sup>	4 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	15 <sup>th</sup>	ret	2 <sup>nd</sup>	ret			
6	ROSBERG	144	ret	4 <sup>th</sup>	ret	9 <sup>th</sup>	6 <sup>th</sup>	1 <sup>st</sup>	5 <sup>th</sup>	1 <sup>st</sup>	9 <sup>th</sup>	19 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	4 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	2 <sup>nd</sup>			
7	GROSJEAN	102	10 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>	3 <sup>rd</sup>	ret	ret	13 <sup>th</sup>	19 <sup>th</sup>	3 <sup>rd</sup>	6 <sup>th</sup>	8 <sup>th</sup>	8 <sup>th</sup>	ret	3 <sup>rd</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>			
8	MASSA	102	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	15 <sup>th</sup>	3 <sup>rd</sup>	ret	8 <sup>th</sup>	6 <sup>th</sup>	ret	8 <sup>th</sup>	7 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	4 <sup>th</sup>			
9	BUTTON	60	9 <sup>th</sup>	17 <sup>th</sup>	5 <sup>th</sup>	10 <sup>th</sup>	8 <sup>th</sup>	6 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	6 <sup>th</sup>	10 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	14 <sup>th</sup>			
10	DI RESTA	40	8 <sup>th</sup>	ret	8 <sup>th</sup>	4 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	7 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	18 <sup>th</sup>	ret	ret	20 <sup>th</sup>	ret	11 <sup>th</sup>	8 <sup>th</sup>			
11	HULKENBERG	39	ns	8 <sup>th</sup>	10 <sup>th</sup>	12 <sup>th</sup>	15 <sup>th</sup>	11 <sup>th</sup>	ret	10 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	5 <sup>th</sup>	9 <sup>th</sup>	4 <sup>th</sup>	6 <sup>th</sup>	19 <sup>th</sup>			
12	PEREZ	33	11 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	6 <sup>th</sup>	9 <sup>th</sup>	16 <sup>th</sup>	11 <sup>th</sup>	20 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	8 <sup>th</sup>	10 <sup>th</sup>	15 <sup>th</sup>	5 <sup>th</sup>			
13	SUTIL	28	7 <sup>th</sup>	ret	ret	13 <sup>th</sup>	13 <sup>th</sup>	5 <sup>th</sup>	10 <sup>th</sup>	7 <sup>th</sup>	13 <sup>th</sup>	ret	9 <sup>th</sup>	16 <sup>th</sup>	10 <sup>th</sup>	20 <sup>th</sup>	14 <sup>th</sup>	9 <sup>th</sup>			
14	RICCIARDO	19	ret	18 <sup>th</sup>	7 <sup>th</sup>	16 <sup>th</sup>	10 <sup>th</sup>	ret	15 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>	7 <sup>th</sup>	ret	19 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>			
15	VERGNE	13	12 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	ret	ret	8 <sup>th</sup>	6 <sup>th</sup>	ret	ret	12 <sup>th</sup>	12 <sup>th</sup>	ret	14 <sup>th</sup>	18 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>			
16	GUTIERREZ	6	13 <sup>th</sup>	12 <sup>th</sup>	ret	18 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	20 <sup>th</sup>	14 <sup>th</sup>	14 <sup>th</sup>	ret	14 <sup>th</sup>	13 <sup>th</sup>	12 <sup>th</sup>	11 <sup>th</sup>	7 <sup>th</sup>	15 <sup>th</sup>			
17	MALDONADO	1	ret	ret	14 <sup>th</sup>	11 <sup>th</sup>	14 <sup>th</sup>	ret	16 <sup>th</sup>	11 <sup>th</sup>	15 <sup>th</sup>	10 <sup>th</sup>	17 <sup>th</sup>	14 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	16 <sup>th</sup>	12 <sup>th</sup>			
18	BOTTAS	0	14 <sup>th</sup>	11 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	16 <sup>th</sup>	12 <sup>th</sup>	14 <sup>th</sup>	12 <sup>th</sup>	16 <sup>th</sup>	ret	15 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	12 <sup>th</sup>	17 <sup>th</sup>	16 <sup>th</sup>			
19	BIANCHI	0	15 <sup>th</sup>	13 <sup>th</sup>	15 <sup>th</sup>	19 <sup>th</sup>	18 <sup>th</sup>	ret	17 <sup>th</sup>	16 <sup>th</sup>	ret	16 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	18 <sup>th</sup>	16 <sup>th</sup>	ret	18 <sup>th</sup>			
20	PIC	0	16 <sup>th</sup>	14 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	17 <sup>th</sup>	ret	18 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>	15 <sup>th</sup>	ret	17 <sup>th</sup>	19 <sup>th</sup>	14 <sup>th</sup>	18 <sup>th</sup>	ret			
21	VAN DER GARDE	0	18 <sup>th</sup>	15 <sup>th</sup>	18 <sup>th</sup>	21 <sup>st</sup>	ret	15 <sup>th</sup>	ret	18 <sup>th</sup>	18 <sup>th</sup>	14 <sup>th</sup>	16 <sup>th</sup>	18 <sup>th</sup>	16 <sup>th</sup>	15 <sup>th</sup>	ret	ret			
22	CHILTON	0	17 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	20 <sup>th</sup>	19 <sup>th</sup>	14 <sup>th</sup>	19 <sup>th</sup>	17 <sup>th</sup>	19 <sup>th</sup>	17 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	17 <sup>th</sup>	17 <sup>th</sup>	19 <sup>th</sup>	17 <sup>th</sup>			

## SECTOR 1 TIMES

POS	DRIVER	TIME
1	SUTIL	42.941s
2	VETTEL	43.077s
3	PEREZ	43.141s
4	ALONSO	43.179s
5	RICCIARDO	43.192s
6	MASSA	43.255s
7	GUTIERREZ	43.264s
8	DI RESTA	43.327s
9	HULKENBERG	43.346s
10	RAIKKONEN	43.369s

## SECTOR 2 TIMES

POS	DRIVER	TIME
1	RAIKKONEN	22.764s
2	GROSJEAN	23.214s
3	BOTTAS	23.287s
4	ROSBERG	23.295s
5	VETTEL	23.310s
6	MALDONADO	23.381s
7	ALONSO	23.433s
8	BUTTON	23.460s
9	MASSA	23.476s
10	HAMILTON	23.491s

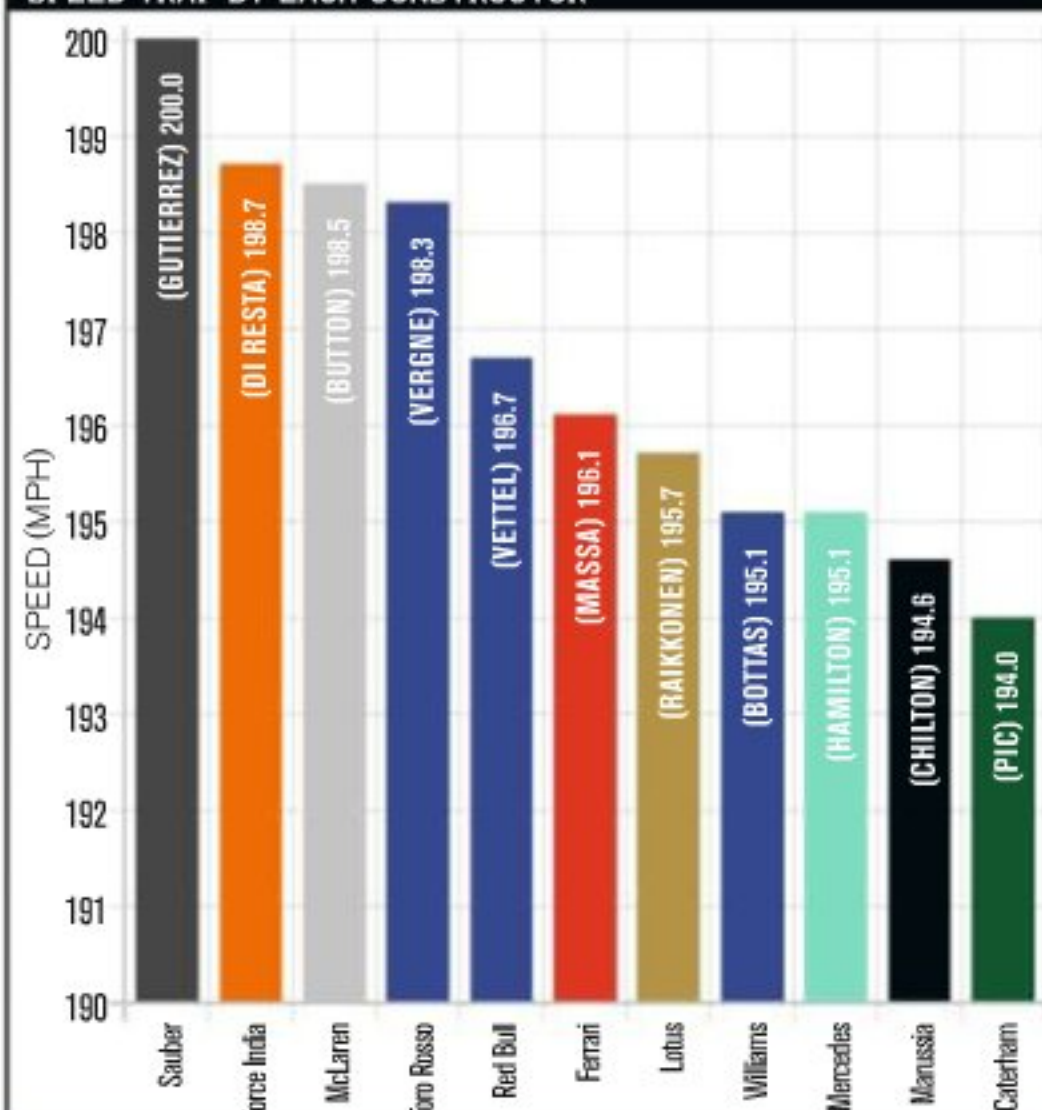
## SECTOR 3 TIMES

POS	DRIVER	TIME
1	RAIKKONEN	21.419s
2	PEREZ	21.623s
3	SUTIL	21.662s
4	GUTIERREZ	21.676s
5	VETTEL	21.686s
6	GROSJEAN	21.724s
7	ROSBERG	21.728s
8	ALONSO	21.834s
9	BUTTON	21.847s
10	HAMILTON	21.866s

## SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	GUTIERREZ	200.0
2	HULKENBERG	199.9
3	DI RESTA	198.7
4	BUTTON	198.5
5	PEREZ	198.3
6	VERGNE	198.3
7	VETTEL	196.7
8	WEBBER	196.4
9	SUTIL	196.1
10	MASSA	196.1

## SPEED TRAP BY EACH CONSTRUCTOR



FOR IN-DEPTH RESULTS  
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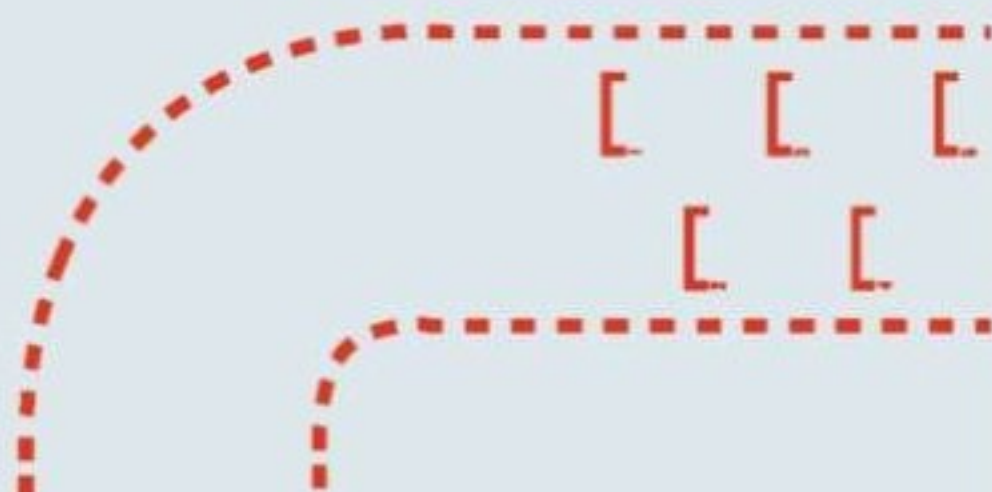


# ABU DHABI GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS** **F1** HD

## FIRST CORNER

300m



The back end of the season is crammed with tracks that have short runs from pole to Turn 1. At 300m, Yas Marina's is no exception. Last year, the brief drag to the third-gear, 130kp/h first corner generated an in-house Force India altercation between Nico Hulkenberg and Paul di Resta that ended the German's race.

## OVERTAKING STATS

Yas Marina has its fair share of critics, who say that the circuit delivers processional racing. However, last year's event pushed the track into mid-table for passing manoeuvres, although many of these can be accounted for by Sebastian Vettel's journey from pitlane start to the podium.



## FULL THROTTLE



59%

It's flat out for 59 per cent of an Abu Dhabi lap – or just shy of a minute – putting the circuit mid-table for throttle demand.

## PITLANE

At 357m, the pitlane is one of the shortest of the year, but the time lost traversing it is still around average because of the slow underground exit to Turn 3.



### YAS MARINA

Pitlane length	357m
Length rank	16th longest
Pitlane loss	19 seconds



MELBOURNE

SILVERSTONE

## SAFETY CARS

The safety car has made three appearances in four races at Abu Dhabi, giving an average intervention probability of 0.8 safety cars per race. That puts the circuit in eighth place in the safety car league table.



USA/INDIA

SINGAPORE

## FUEL PENALTY



It requires 2.8kg of fuel to complete a lap of the track, or just over half a kilo of fuel per kilometre, which is one of the highest fuel consumption figures per lap encountered all season. The fuel penalty is also high – at 0.4s per lap per 10kg carried.

## GEAR CHANGES

At 68 gear changes per lap, only Monaco demands more work in the cockpit from the drivers.



### YAS MARINA

Circuit Length	3.451 miles
Race Laps	55
Race Distance	189.805 miles
Lap Record	Sebastian Vettel, 1m40.279s (2009)
Corners	21 (12 Left, 9 Right)
Circuit Direction	Anti-clockwise
Corners <62mph	5
Corners >155mph	4

## WEATHER



Unsurprisingly, Abu Dhabi is classified as having a hot desert climate, which accounts for the scheduling of the grand prix in November, a few months after air temperatures have peaked.

### MONTHLY AVERAGES

Daily sunshine	9.6hrs
Rainfall	0.3mm
Min temp	19.0C
Max temp	30.1C

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS** **F1** HD

## THURSDAY

1100 Sky Sports F1  
LIVE Drivers' Press Conference

## FRIDAY

0615 Sky Sports F1  
LIVE GP2 Practice  
0845 Sky Sports F1  
LIVE Free Practice 1

1245 Sky Sports F1  
LIVE Free Practice 2  
1700 Sky Sports F1  
LIVE The F1 Show

## SATURDAY

0945 Sky Sports F1  
LIVE Free Practice 3  
1200 Sky Sports F1  
LIVE Qualifying

## SUNDAY

0910 Sky Sports F1  
LIVE GP2 Sprint race  
1130 Sky Sports F1  
LIVE Abu Dhabi GP

## ALL WEEK

Classic races from the Abu Dhabi GP will be played throughout this week.



100%

## GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the 16 races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



Vettel 100.229



Hamilton 100.369



Rosberg 100.377



Webber 100.597

101%



Alonso 100.689



Raikkonen 100.849



Grosjean 100.897



Massa 100.904

Kimi Raikkonen has reasserted himself as the leader of the Lotus team, leapfrogging back above Romain Grosjean thanks to the latter's failure to get beyond Q1 last time out



Button 101.434



Ricciardo 101.497



Sutil 101.536

102%



Perez 101.599



Hulkenberg 101.661



Di Resta 101.662



Vergne 101.951

Sergio Perez's best weekend for McLaren (he started ninth and finished fifth in India) has trimmed his gap to Adrian Sutil

Nico Hulkenberg's recent stellar run of form has lifted him above Paul di Resta, putting his Sauber ahead of a Force India for the first time this season



Gutierrez 102.130



Maldonado 102.385



Bottas 102.507

103%

## AND THE REST...

Max Chilton has reduced his season average still further, but the Brit is still a way off team-mate Jules Bianchi and Caterham duo Charles Pic and Giedo van der Garde.

Pic (Caterham)	104.111
Bianchi (Marussia)	104.285
Van der Garde (Caterham)	104.825
Chilton (Marussia)	105.014

Watch the Abu Dhabi Grand Prix live only on Sky Sports F1 HD – go to [sky.com/F1](http://sky.com/F1) or call 0844 2410826





# ABU DHABI GP PREVIEW

## The search for correlation

**Translating results taken from simulators, windtunnels and real-world testing into a successful F1 design is a tricky process requiring all the factors to be brought together into a cohesive whole**

**W**ith attention turning more and more to development work for 2014, one of the key weapons in any team's armoury is good correlation between the windtunnel, CFD and the real world. However, as Williams chief technical officer Pat Symonds warns, "correlation is a totally misunderstood word" – one thrown around to refer to a multitude of problems.

The most high-profile team that

has talked of struggling with correlation of late is Ferrari. Its refitted Maranello windtunnel is reopening, having been updated to ensure a far better strike rate in terms of how parts perform on track when they run for the first time.

First and foremost, correlation is not something you either have or do not have. It's talked about as if it is some magic switch that flicks on and ensures everything you try works out. It's not that simple. What's

"Correlation is talked about as if it's a magic switch that flicks on and ensures everything you try works"

more, correlation lies not only in the quality of the tools at your disposal, but also in the way you utilise them and the way you look at the results.

"All of your development tools, the windtunnel, CFD and more recently the simulators, are there to create a model to understand how the car is behaving in the real world," explains AUTOSPORT's technical correspondent Gary Anderson.

"What you want is good correlation between those, straightline testing and the track.

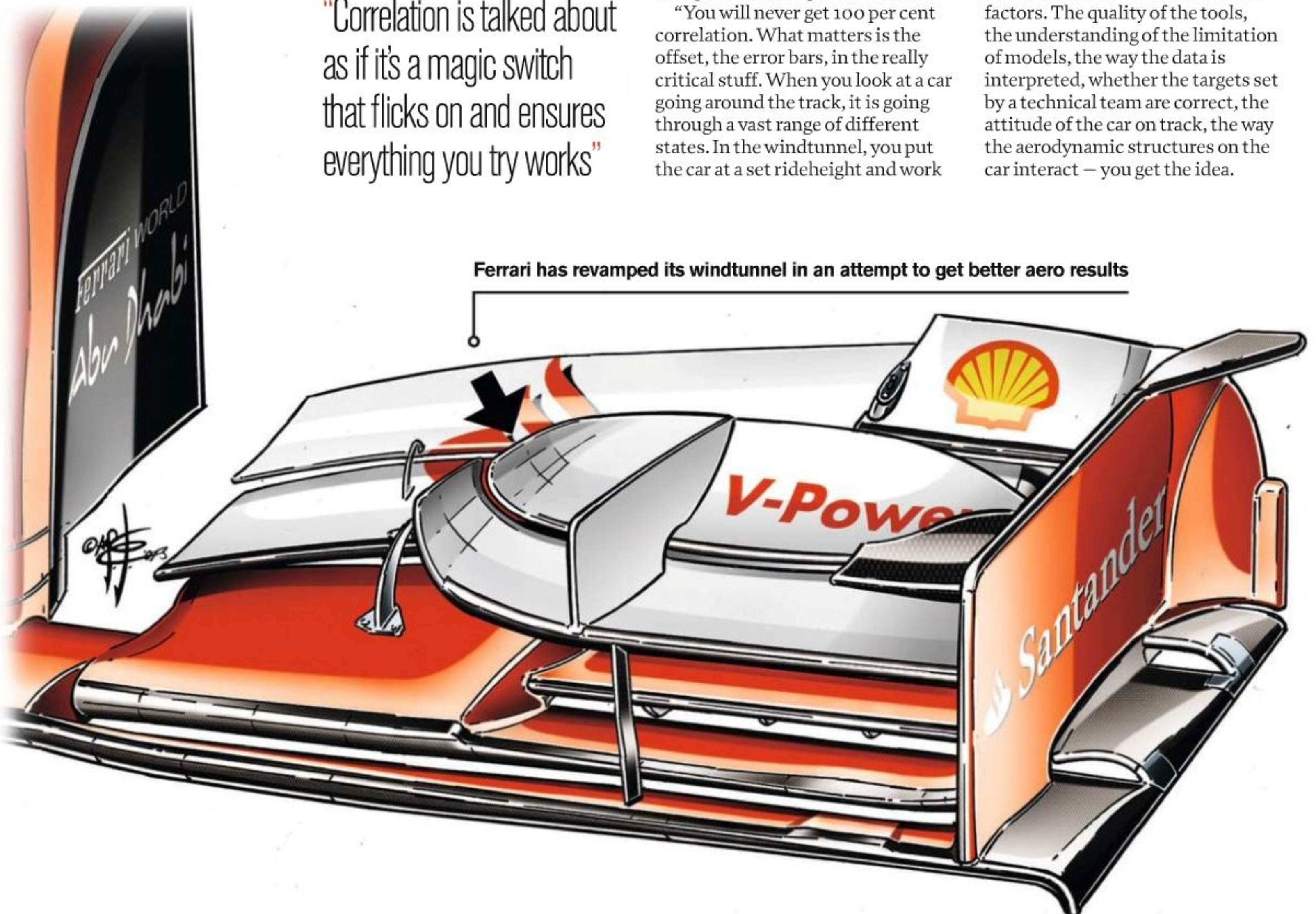
"You will never get 100 per cent correlation. What matters is the offset, the error bars, in the really critical stuff. When you look at a car going around the track, it is going through a vast range of different states. In the windtunnel, you put the car at a set rideheight and work

on, for example, the front wing. But you can't simulate the frequency of the movement of the front wing as the car goes over kerbs.

"So, for good correlation, you need to understand what kind of margin you need to leave. If you have a front wing that produces 'x' amount of downforce in the tunnel, but suffers from airflow separation when it vibrates, so you only get it a small amount of the time; that's no good."

The reality is that 'correlation' is a word that reflects a multitude of factors. The quality of the tools, the understanding of the limitation of models, the way the data is interpreted, whether the targets set by a technical team are correct, the attitude of the car on track, the way the aerodynamic structures on the car interact – you get the idea.

Ferrari has revamped its windtunnel in an attempt to get better aero results





## THE CIRCUIT BRIEF



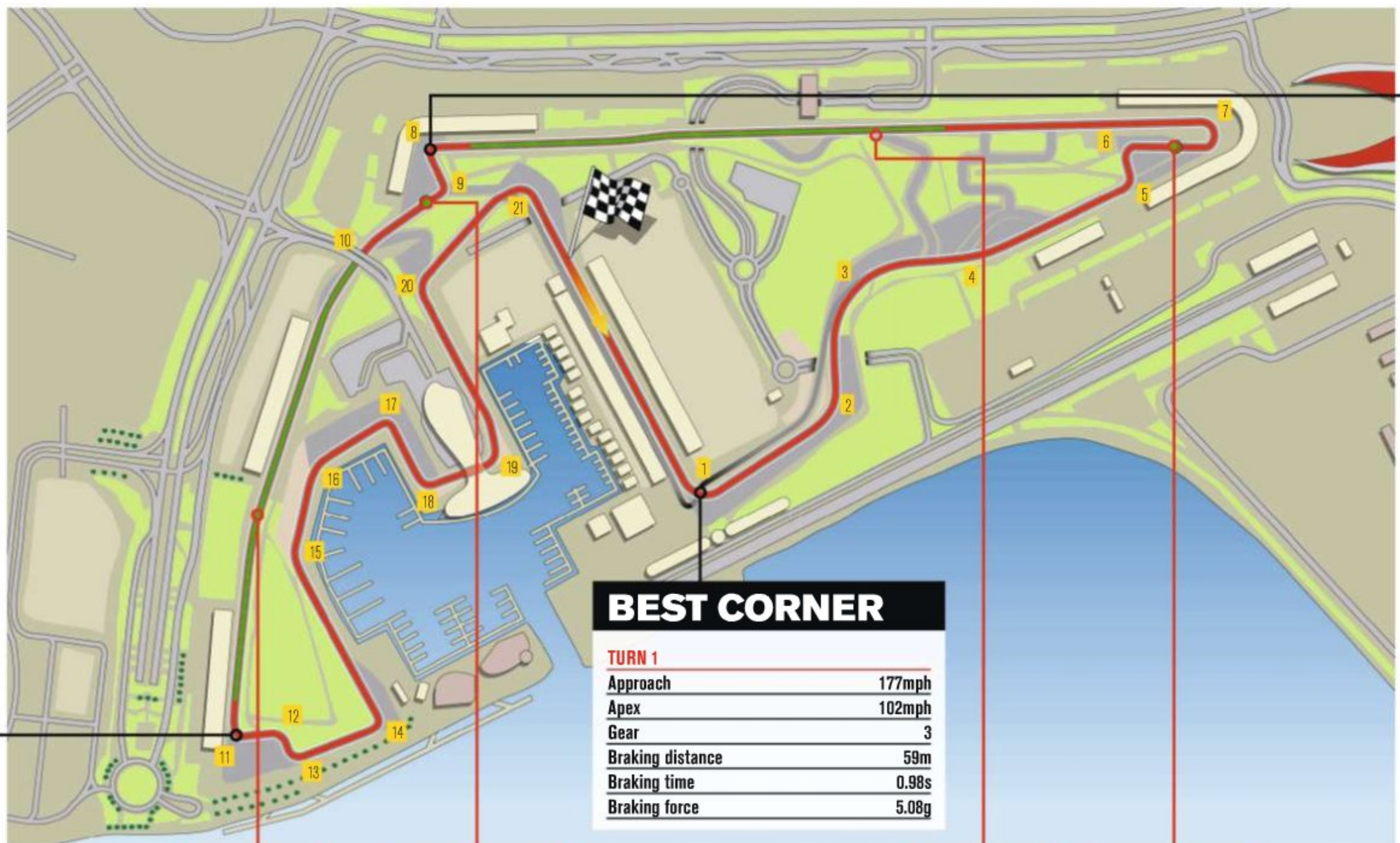
**Kimi Raikkonen**  
**2012 Abu Dhabi GP winner**

The track layout makes it really challenging for overtaking, because there are not too many places to pass. As a result, you really have to qualify well to be at the top, and to get a strong result from there.

There are many corners, and you need good overall downforce and grip. The car has to ride the kerbs very well, too. Having an evening race, with a mixture of day and night racing, makes this circuit a different test from those we visit anywhere else. We start with the sun and finish with the lights. It's different, interesting and spectacular, too.



Abu Dhabi race runs day and night



### BEST CORNER

TURN 1	
Approach	177mph
Apex	102mph
Gear	3
Braking distance	59m
Braking time	0.98s
Braking force	5.08g

DRS Zone 2

DRS Detection 2

DRS Zone 1

DRS Detection 1

### POTENTIAL FLASHPOINT

### THE STORY OF 2012

### PASSING SPOT



#### TURN 11

Approach	194mph	Braking distance	112m
Apex	56mph	Braking time	2.31
Gear	2	Braking force	5.83g

Kimi Raikkonen claimed his first win since returning to F1 after two years out in rallying. The Finn inherited the lead when Lewis Hamilton retired, but was pressured all the way by Fernando Alonso. Behind was chaos, much of it triggered by Sergio Perez. Sebastian Vettel started from the pitlane after being excluded from qualifying and charged up to third.



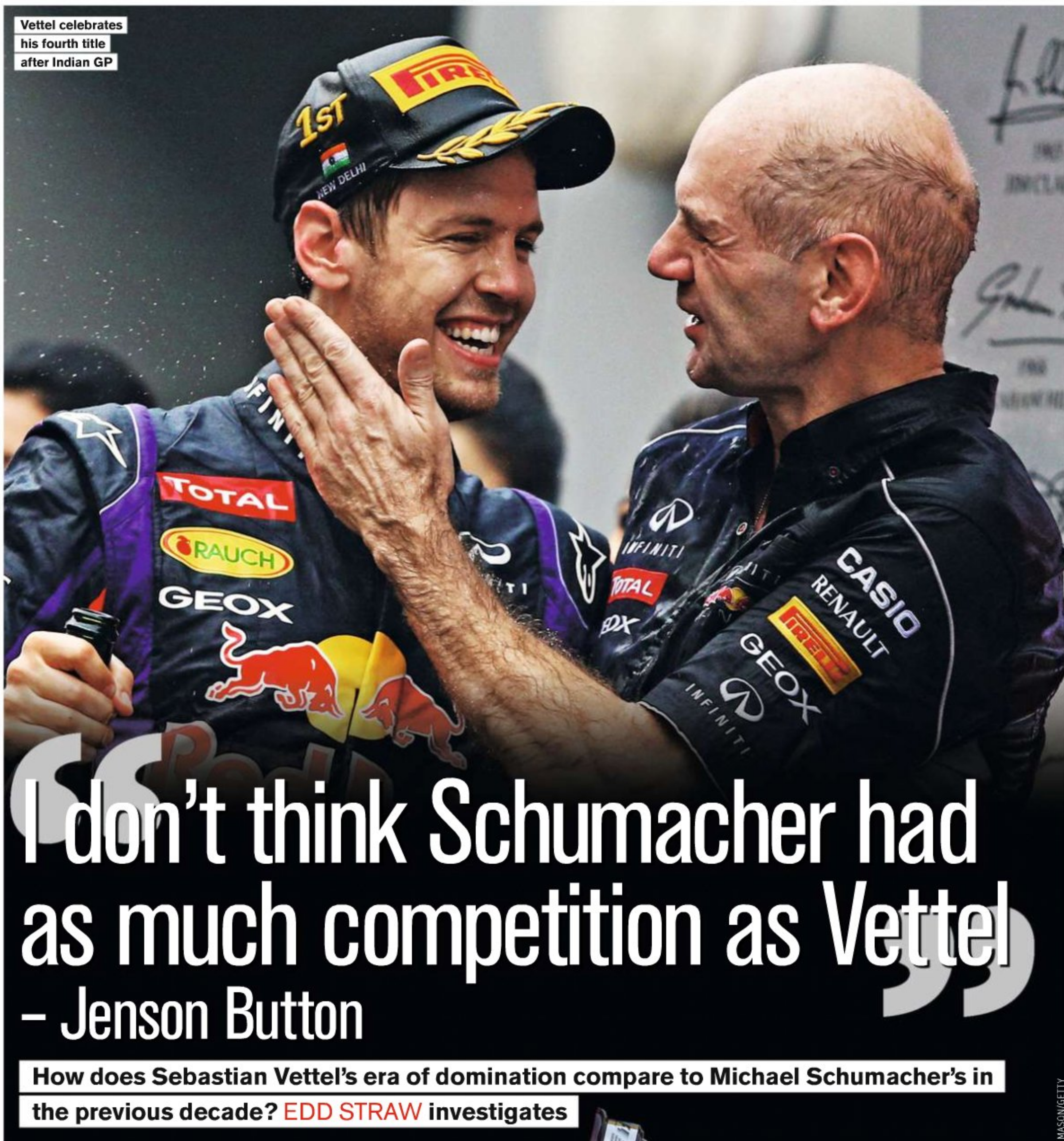
#### TURN 8

Approach	198mph
Apex	38mph
Gear	2
Braking distance	130m
Braking time	3.08s
Braking force	5.98g





Vettel celebrates  
his fourth title  
after Indian GP



# I don't think Schumacher had as much competition as Vettel – Jensen Button

How does Sebastian Vettel's era of domination compare to Michael Schumacher's in the previous decade? **EDD STRAW** investigates

Sebastian Vettel's four world championships place him among the greatest drivers in the history of grand prix racing. But his critics have suggested that he has it easy thanks to a car advantage. While Red Bull has certainly been the team of choice for the past four seasons, the evidence suggests it has not been as easy for Vettel as many portray.

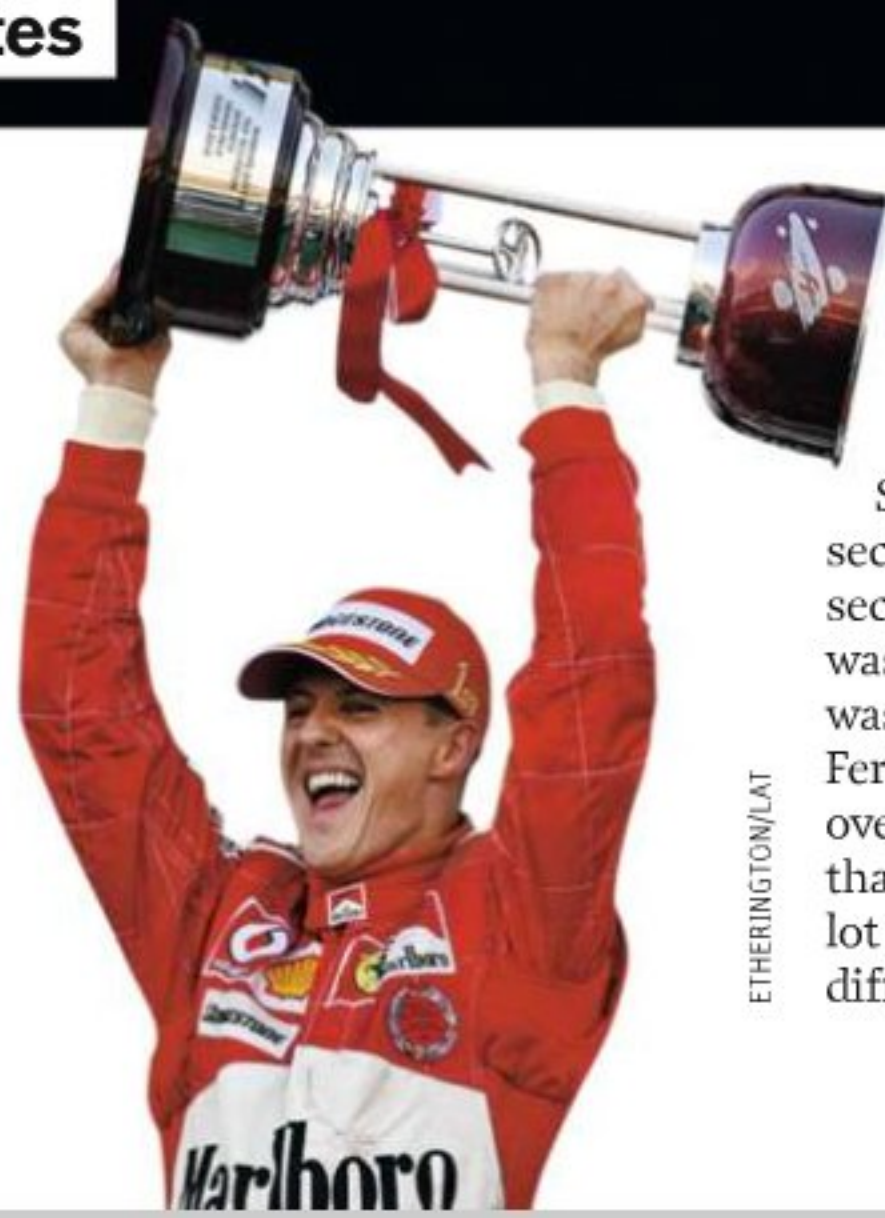
Jenson Button is uniquely placed to judge Vettel's supremacy relative to that enjoyed by Michael Schumacher and Ferrari in the early

years of the 21st century. He is the only man to have been on the grid throughout Schumacher's five Ferrari titles and Vettel's four. He also knows what it takes to win the world championship.

"It's very different," the 2009 title winner told AUTOSPORT. "I don't think Schumacher had as much competition in terms of teams. In the last few races, Red Bull and Sebastian have completely dominated. But that hasn't always been the case. There have been quite a few winners this year. One

year [2004] Michael won 13 races. Sebastian can get close to that but he's had more competition. It hasn't been easy.

"Some of the time [during the Schumacher era] we had the second-quickest car and we were a second slower than the Ferraris. I was leading one race, we thought it was an easy win and then the Ferraris put their pace in and were over a second clear! Nobody saw that until they started to push. It's a lot closer these days and it's more difficult to win a championship."



ETHERINGTON/LAT

MASON/GETTY

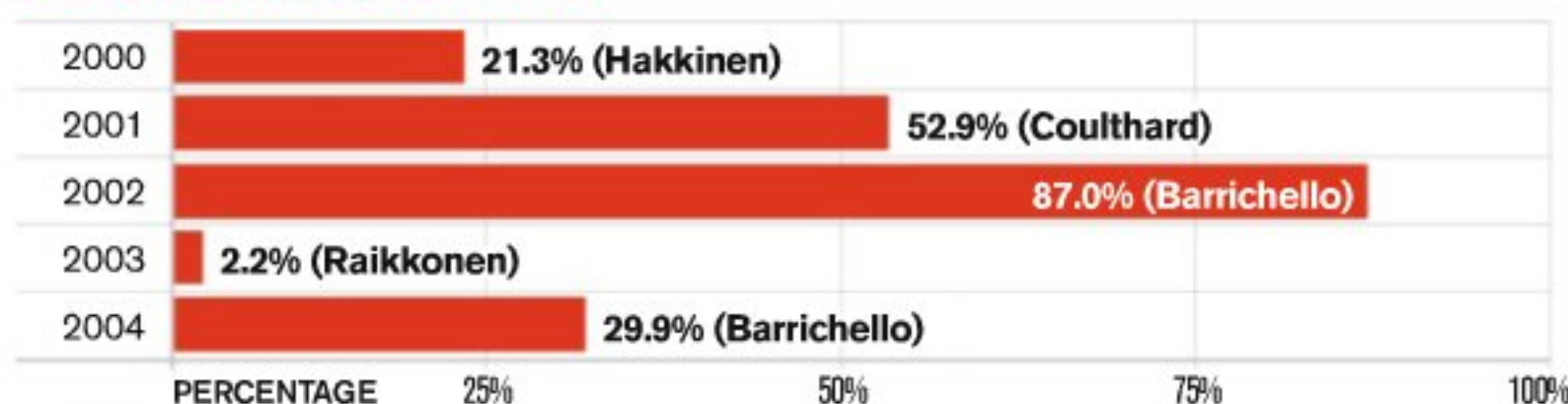


## TITLE-WINNING MARGINS

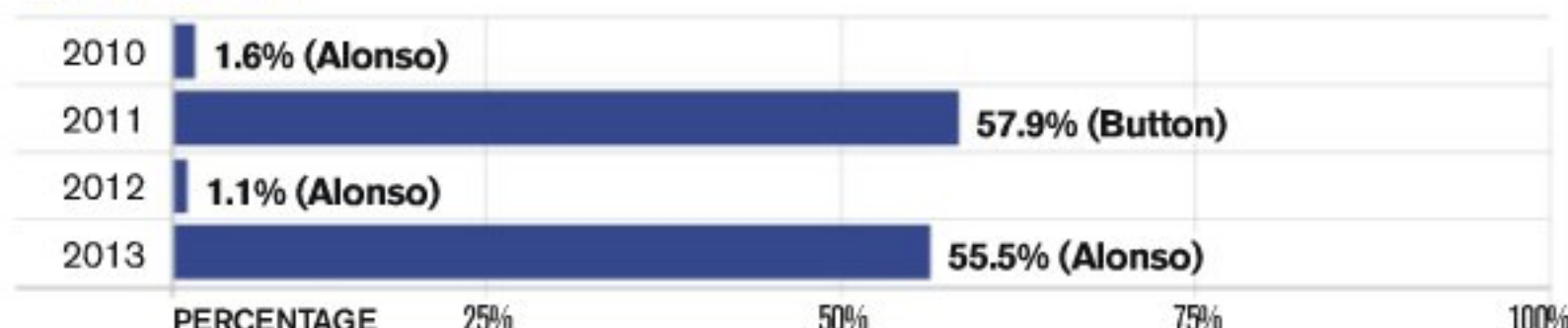
Vettel's title wins have all come with F1's new points system, so the only way to compare to Schumacher is to look at the percentage advantage over second place.

Vettel's most dominant season, 2011, is still some way short of Schumacher's huge '02 advantage. He also claimed two narrow title victories, to the one of Schumacher ('03).

### SCHUMACHER



### VETTEL



Who was more dominant? **Schumacher**

## QUALIFYING ADVANTAGE

Vettel has claimed 51.3 per cent of pole positions from 2010-13, a superior rate to that of Schumacher, who took 41.0 per cent from 2000-04. To this must be added

the caveat that during the Schumacher era, fuel loads distorted the qualifying order. Below, however, is the average margin over their nearest rival: Schumacher just edges it.

### SCHUMACHER



### VETTEL



Who was more dominant? **Schumacher**

## ONE-TWO FINISHES

Schumacher and Vettel have had only one team-mate during the periods in question. Both Rubens Barrichello and Mark Webber

gained sympathy as number two players, scoring nine and seven wins respectively while their team-mates racked up titles.

### FERRARI



### RED BULL



Who was more dominant? **Ferrari**

## WINS PER SEASON

Schumacher's victory rate is higher than Vettel's. He claimed 48 victories in 85 starts from 2000-04, a rate of 56.4

per cent. Vettel, by comparison, has won 31 of the past 74 grands prix, a rate of 41.9 per cent.

### SCHUMACHER



### VETTEL



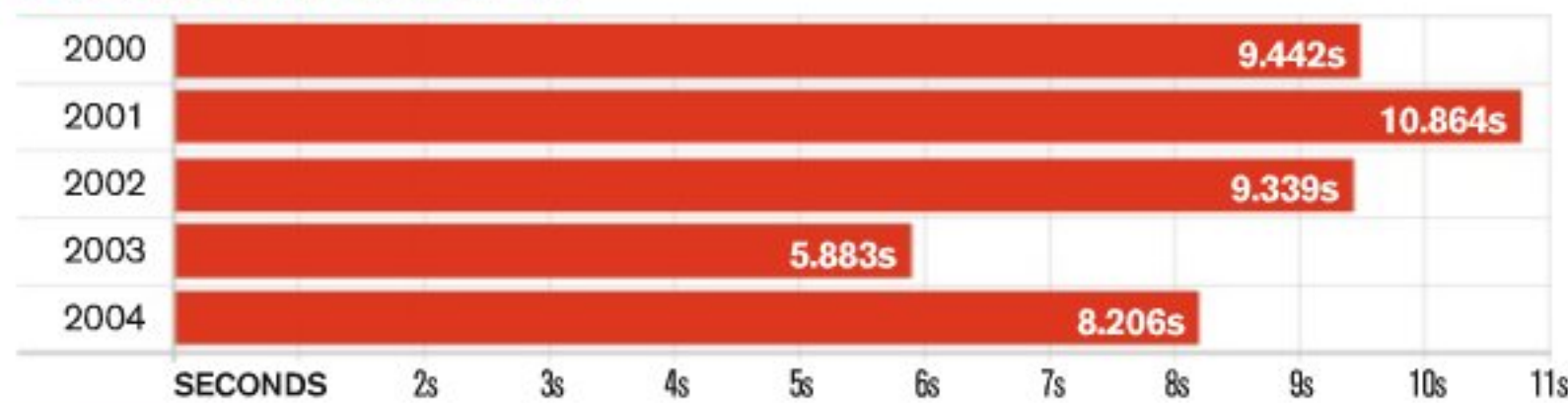
Who was more dominant? **Schumacher**

## RACE-WINNING MARGINS

The average winning margins of the two drivers are surprisingly similar. Schumacher's overall average was 8.905s and Vettel's 8.450s. But Vettel's figures suggest that his

winning margins are growing as time goes on. That said, this is an untrustworthy statistic as safety cars, incidents and drivers cruising to victory distort the figures.

### SCHUMACHER



### VETTEL



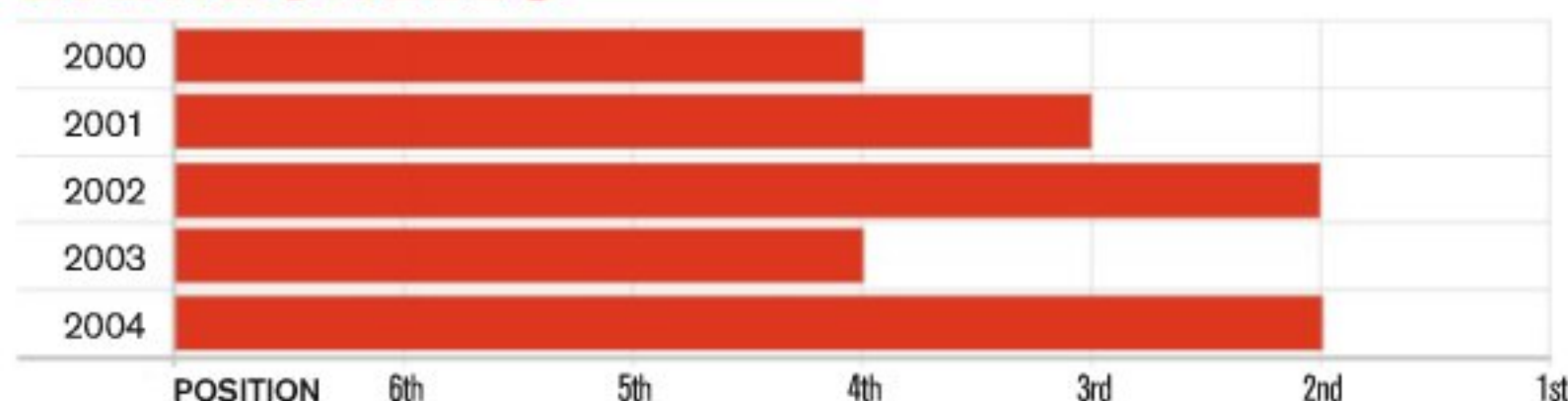
Who was more dominant? **Schumacher**

## #2 CHAMPIONSHIP POSITION

While Rubens Barrichello twice finished second in the championship to Schumacher, Mark Webber has never

managed to claim the runner-up spot. This is despite going into the 2010 season finale ahead of Vettel on points.

### BARRICHELLO



### WEBBER



Who was more dominant? **Ferrari**

## CONCLUSION

The numbers largely support Button's suggestion that Vettel certainly does not have it easy. That's not to say that Schumacher did, but the supremacy of Ferrari was greater than that of Red Bull.

Perhaps the key reason for this is tyres. While Ferrari had the advantage of bespoke tyre support from Bridgestone, Vettel has had to win his titles on one-make tyres, with Bridgestone rubber in 2010 and Pirelli subsequently. During the Pirelli era in particular, the fragility of the tyres has often shrouded the outright pace of Red Bull.

It's likely that without that limiting factor, Vettel's figures might

have been even more impressive.

The bottom line is that statistical comparisons across eras can only go so far. Both Vettel and Schumacher are considered all-time greats not only because of their statistics, but because of their ability to ram home an advantage.

After all, if it was that easy, Barrichello and Webber would surely have world championships of their own rather than just nine and seven wins respectively from the seasons when their illustrious team-mates dominated.

Thanks to Joao Paulo Cunha of [www.forix.com](http://www.forix.com) for his data.



# Why Red Bull chose Kvyat for Toro Rosso

Many doubt that Daniil Kvyat is ready to race in F1. But those who made the decision believe he has what it takes to face the challenge. By **EDD STRAW**



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**W**hen Red Bull revealed that Russian Daniil Kvyat will race for Scuderia Toro Rosso next season, there was widespread surprise. While Kvyat has had a strong year and goes into this weekend's GP3 finale arguably as favourite for the title, many questioned whether he was too young to make the stride from GP3/Formula 3 level to Formula 1. It is an unprecedented step for Red Bull, which has traditionally blooded its junior drivers with at least part-seasons in the Formula Renault 3.5 series, GP2 or F3000.

The fear is that the 19-year-old will wilt under the pressure. But Red Bull believes he won't – not least because his mental strength is one of the main reasons junior programme boss Helmut Marko cites for him beating favourite Antonio Felix da Costa and Carlos Sainz Jr to the Toro Rosso seat. Kvyat's adaptability in dovetailing a GP3

campaign with outings in the F3 European Championship also made a strong impression.

"We sat with detailed information about the performances of Sainz, da Costa and Kvyat," Marko told AUTOSPORT. "All three had problems with their team or their car [this year] and at the beginning it was mainly on the car of Kvyat. But it didn't affect him [mentally] like it did with da Costa. When he [da Costa] had problems that weren't his fault, it influenced his driving, but Kvyat kept going. In the middle of the season, Kvyat's performance curve was going up dramatically."

Now that the decision has been made, Kvyat is pushing on with preparations. He has only 22 laps of F1 testing, for Toro Rosso at Silverstone in June, under his belt, but will complete the 300 kilometres needed to apply for a superlicence (on the basis of the prescribed 'outstanding' single-seater record)

in a 2011 car. The plan is for him to drive during Friday practice in the final two races of this season. It is a tight schedule, but this year's running will be a big help and, with drivers pre-season set to complete 2000-2500km of testing, there is enough time for him to get ready.

"He is quick, very quick on the simulator and is mentally and physically good," says Marko. "He's not quite where he should be physically, but he has two months over the winter. He will have another 300km of testing and if he gets the superlicence, which it looks like he will, then he will be Friday driver in Austin and Brazil. Then he has all of the winter tests and has already done more than 150 races."

The step up from GP3/F3 level to F1 is a big one. But it is far from unprecedented. Valtteri Bottas had no experience of GP2 or Formula Renault 3.5, but he has had a strong rookie year in a difficult-to-drive

**MARKO:** "We sat with detailed information about the performances of da Costa, Sainz and Kvyat. He is quick, very quick"



Marko has faith in young Russian



Kvyat has 22 laps  
of F1 experience



Williams. While the Finn accepts that the step up is a difficult one – especially as Kvyat will not have the same full season of Friday driving as he had – he does not believe it to be too big a step.

“It’s never easy for a rookie,” said Bottas. “In the first season you are competing against guys who have a lot of experience and, whether you have had Fridays or not, it’s not going to be easy. But Fridays definitely helped me a lot.”

“The step from GP3 to F1 was the biggest one in my career. There is a lot to learn. Everything happens so much quicker in F1, although now the GP3 cars have a bit more power so maybe that helps. But any driver who deserves an F1 seat should have no problem getting used to the cars.”

Then there is the question of Red Bull’s patience. While it has a reputation for discarding talent, in F1 it has generally shown patience for inexperienced drivers. Marko

says that Kvyat’s seat is for the “medium-term” – perhaps for the next three years – which should give plenty of time to adapt.

“It’s a big challenge for him,” said Daniel Ricciardo, whose move to Red Bull to replace sportscar-bound Mark Webber opened up the vacancy at Toro Rosso that Kvyat has been selected to fill.

“But in Formula Renault [2.0] and GP3 he has always progressed well as the season goes on. He learns – he is not a guy that gets to a point and stays there. He is always improving so he has to keep that approach.”

“While age is not in his favour, he will have time to grow. Red Bull will be sensible with that and give him the time.”



Q&amp;A



STALEY/LAT

## TREVOR CARLIN KVYAT'S F3 TEAM BOSS

### How good is Daniil Kvyat?

It's hard to say. Naturally he has a massive turn of pace, and always has had from what I've seen – and I've been watching him closely since he started doing Formula Renault 2.0 in 2011. He was always massively quick and races very well. This year he rocked up in F3 with no testing and whacked it on pole on his first weekend in F3. He's got masses of speed.

### Is his late-season GP3 form partly a result of what he has learned this year in F3?

Absolutely. It's given him a little bit more focus. Look at all the top GP3 guys; apart from Regalia, they've either all got masses of amounts of GP3 experience, or they've done top-level F3.

### Is he ready for F1?

From a pure, natural talent point of view, he'll be able to get up to speed very quickly in the car. Where he'll find it difficult is dealing with all the engineers, all the systems, the new car and everything that goes with being an F1 driver in terms of the demands on your time and your life for PR duties and that kind of thing. He's ready from a driving point of view.

### Would he be better served staying on the junior ladder for next year?

In a way I don't think anybody's totally prepared for F1 because it's just so much of a step up from anything else. If you're even a GP2 driver, you do 11 rounds, have no media responsibilities, you get to the track on the Thursday nice and relaxed, no long-haul travel except for Singapore. You're only dealing with 12 blokes in the team. In that respect, it's no different between a GP2 driver – who nobody would claim wasn't ready for F1 – and Dany.

Trevor Carlin was talking to AUTOSPORT's Jamie O'Leary





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# Kvyat: "I'm ready for F1"

Russian teenager tells **JAMIE O'LEARY** why his promotion to Toro Rosso is anything but a token gesture, and why he has "no worries" about making the step from F3 and GP3 straight to F1

**How does it feel to be given a Formula 1 race seat with Toro Rosso at the age of 19?**

It feels great, but the important thing is to not get carried away. You have to keep your feet on the ground.

**Is the ecstasy reduced when you think about the tough task ahead of you?**

No. Not really. I feel OK. I'm not putting any pressure on myself to do well. There'll be lots of things coming towards me now. I've just got to take all these things as they come.

**Are you ready for F1?**

When a young driver goes to Formula 1 there's always this kind of talk – people saying you're not ready or you're too young. I have no real problem with people saying those things. I know I'm ready. No worries there.

**Red Bull's Helmut Marko said that aside from your speed, the most impressive thing about you is your mental strength. Is he right, and will this help as you move into F1?**

It's really nice to hear him say that.





Kvyat has got  
used to winning  
in junior series



## EXPERT VIEW



## Jean-Eric Vergne

### Kvyat's future F1 team-mate

People are talking a lot about Daniil and what he could do or not do. But it's really good Red Bull has given him the chance in F1 and everyone should leave him alone to learn. It's not going to be easy, but it makes no sense to talk about whether he will be good or not.

Of course it'll be tough, but I think we have to let him work his way into F1 and to learn. I faced a big challenge coming to F1 from World Series by

Renault, so to come from F3 and GP3 will be tough, but who knows?

He is a good driver, and Red Bull know what they're doing. They have many tools to know how a driver performs and if they put Daniil in it means they think he is the best.

Antonio Felix da Costa and Carlos Sainz Jr are really good as well, so if they think he is the best driver of those three that means something quite big.

## WHAT NEXT FOR DA COSTA?

Antonio Felix da Costa will remain a part of the Red Bull junior programme despite being overlooked for a promotion to Formula 1 for 2014.

The Portuguese driver was the favourite to land the spot, but he was informed of the decision just hours before Kvyat's signing was revealed.

"It's not that we are split," said Red Bull junior supremo Helmut Marko. "We are just working out what we can do with him and looking for a drive that does not clash with grands prix, because we want him with Red Bull as a simulator, test and show-car driver.

"It's not over, it's open. We are working on a programme for him. But at this stage where the decision had to be made, Kvyat was, from our point of view, the better option."

Da Costa admitted he was unhappy



to have missed out on the F1 chance, but he has not given up on making the step in the future.

"I'm sad and disappointed at not being the one who was picked, but I have to thank Red Bull," he said. "They have given me opportunities to race good cars, and helped get my name to where it is now. What I have to make sure now is that if there is a 0.01 per cent chance of getting anything in F1 with Red Bull, then I am top of that list."

He knows what he's talking about a lot more than I do. It's really not for me to judge. The people who are working with me on the Red Bull junior programme are the ones who see that and judge that. From my point of view, I just like to keep my head down and stay focused on the job I've got to do.

**Are you a better driver as a result of your programme in the Formula 3 European Championship this year than you would have been if you had focused solely on GP3?**  
I think so. Jumping out of a GP3 car

one week and into an F3 car the next week is a big challenge and I think doing that has helped me on the mental side as well as adapting my driving to different challenges. It's hard to say exactly how it would have gone if I'd just done GP3; this is how it went and I'd say it's gone very well. I've won a race in F3 and I am fighting for the championship in GP3 so I think I can be pretty happy.

**Are the revised F1 testing regulations, which will mean a total of 20 days of running next year, going to benefit you**

**significantly as opposed to rookies of the past three seasons?**  
Toro Rosso will let me know what's happening on that front, but obviously more time in a Formula 1 car is better for a rookie.

**Do you think the presence of a Russian Grand Prix on next year's calendar was influential in you being given the Toro Rosso seat?**  
No.

**Do you have any sympathy for Antonio Felix da Costa – your flatmate – after effectively**

**beating him to the drive?**  
He's a good guy, but that's life.

**The Red Bull junior programme exists to promote the most talented drivers into F1 when they're ready. You all live with or near each other, train together, often compete together... Does it create an awkwardness when one driver gets this kind of promotion and another doesn't?**

It shouldn't. We're all part of the same programme and we all understand that we're fighting for the same thing.

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# THIS WAY TO THE TOP



## 2014 INDY LIGHTS SCHEDULE

March 30	U	Streets of St. Petersburg
April 13	U	Streets of Long Beach
April 26	U	Barber Motorsports Park
April 27	U	Barber Motorsports Park
May 9	U	Indianapolis Motor Speedway
May 10	U	Indianapolis Motor Speedway
May 23	Δ	Indianapolis Motor Speedway
July 6	Δ	Pocono Raceway
July 20	U	Streets of Toronto
August 2	U	Mid-Ohio Sports Car Course
August 3	U	Mid-Ohio Sports Car Course
August 17	Δ	The Milwaukee Mile
August 23	U	Sonoma Raceway
August 24	U	Sonoma Raceway

Schedule subject to change. Δ Oval U Street/Road Course

**FROM THE PALM** tree-lined streets of St. Petersburg, Fla., to the shorelines of Long Beach, Calif., and the famed Indianapolis Motor Speedway, the 2014 Indy Lights Presented by Cooper Tires schedule promises an exciting playing arena to showcase the rising stars of the top rung of the Mazda Road to Indy ladder system. A total of 14 races will culminate with the crowning of a champion and a scholarship package of nearly \$1 million for the titleholder to advance to the IndyCar Series in 2015.

Highlights of the 2014 schedule include new doubleheader rounds at all road course events with a "sprint" race on Saturday of 40 minutes and a "feature" on Sunday of 60 minutes.

There is also a reduction in the number of oval races — from five to three — but the now traditional Freedom 100 race will remain intact as Indy Lights drivers take center stage at the Indianapolis Motor Speedway on Carb Day, the final practice day for the Indianapolis 500.

Indy Lights races will move from a Saturday race date to a Sunday slate next season, revving up the crowds as the checkered flag falls just prior to the start of IndyCar Series main events. All races will feature same-day coverage on the NBC Sports Network with international rights held by ESPN International.

The mix of three street circuit, four road course and three oval events ensures the proper blend of tracks to provide the necessary training for Indy Lights drivers as they prepare to advance to the IndyCar Series. Three of the top-five finishers in this year's Indianapolis 500 were from the Indy Lights ranks — winner Tony Kanaan (the 1997 Indy Lights champion), runner-up Carlos Muñoz (a third-place finisher in this year's Indy Lights championship), and fourth-place finisher Marco Andretti (a 2005 Indy Lights graduate).

Sage Karam, 18, is proof that the ladder system works. After claiming the 2010 USF2000 crown, Karam completed two years







of Pro Mazda competition — finishing third in the title chase last year — before advancing to Indy Lights where he recently captured the championship title after besting teammate Gabby Chaves in a thrilling title fight that came down to the wire in the season finale. He will use his prize and awards package of up to \$1 million to aid his ascent to the IndyCar Series next year.

Unique, unparalleled and successful, the Mazda Road to Indy program has caught the attention of drivers from every corner of the globe, leading many to focus their careers on America with the IndyCar Series and Indianapolis 500 as their ultimate goals. With

Andersen Promotions now at the helm as promoter of the series, advances are being seen across the board — including an updated car for 2014 and a new chassis debuting in 2015.

The new Indy Lights series is ticking all the boxes for up-and-coming drivers — a high-tech equipment package to develop and showcase their skills; competition and a level playing field; high profile events; a television package; a proper prize money program and the opportunity to advance; a cost-effective series to enter and a marketable series to sell to sponsors; and a series that activates and promotes as does its partners.

"This is the reason I came to the U.S.A.," said

Tristan Vautier, 2013 IndyCar Series Rookie of the Year/2012 Indy Lights Champion/2011 Pro Mazda Champion, after winning the Indy Lights title last season. "I knew if I could accomplish this first objective to win Pro Mazda, I'd get my chance in Indy Lights and now I have a scholarship to IndyCar. It's a young but amazing program that you don't find anywhere else."

To find out more on the series and the Mazda Road to Indy, visit [www.indylights.com](http://www.indylights.com).

For additional information, please contact:  
Jason Penix, Director, Development Series  
INDYCAR/Andersen Promotions  
[jpenix@indycar.com](mailto:jpenix@indycar.com)



# Rally of Spain



Salou (E), October 25-27  
World Rally Championship  
Round 12/13

## RESULTS

15 STAGES, 221.16 MILES

<b>1</b>	<b>SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)</b>	<b>3h33m21.2s</b>
<b>2</b>	<b>JARI-MATTI LATVALA (FIN)/MIKKO ANTTILA (FIN)</b>	<b>+32.9s</b>
<b>3</b>	<b>MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)</b>	<b>+1m13.7s</b>
<b>4</b>	<b>THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)</b>	<b>+1m33.9s</b>
<b>5</b>	<b>EVGENY NOVIKOV (RUS)/ILKA MINOR (A)</b>	<b>+2m01.0s</b>
<b>6</b>	<b>MADS OSTBERG (N)/JONAS ANDERSSON (S)</b>	<b>+2m26.0s</b>
<b>7</b>	<b>MARTIN PROKOP (CZ)/MICHAEL ERNST (CZ)</b>	<b>+4m55.8s</b>
<b>8</b>	<b>HAYDEN PADDON (NZ)/JOHN KENNARD (NZ)</b>	<b>+6m55.7s</b>
<b>9</b>	<b>ROBERT KUBICA (PL)/MACIEK BARAN (PL)</b>	<b>+11m14.1s</b>
<b>10</b>	<b>ABDULAZIZ AL-KUWARI (QAT)/KILLIAN DUFFY (IRL)</b>	<b>+13m26.1s</b>

## OTHERS

<b>11</b>	<b>KHALED AL-QASSIMI (GB)/SCOTT MARTIN (GB)</b>	<b>+13m30.5s</b>
<b>R</b>	<b>ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (FIN)</b>	<b>SS14-acc damage</b>
<b>R</b>	<b>DANI SORDO (E)/CARLOS DEL BARRIO (E)</b>	<b>SS13-accident</b>
<b>R</b>	<b>ELFYN EVANS (GB)/DANIEL BARRITT (GB)</b>	<b>SS11-accident</b>
<b>R</b>	<b>NASSER AL-ATTIYAH (Q)/GIOVANNI BERNACCHINI (I)</b>	<b>SS8-accident</b>

## DRIVERS' CHAMPIONSHIP

<b>1</b>	<b>OGIER</b>	<b>265</b>	<b>6</b>	<b>OSTBERG</b>	<b>89</b>
<b>2</b>	<b>NEUVILLE</b>	<b>158</b>	<b>7</b>	<b>LOEB</b>	<b>68</b>
<b>3</b>	<b>LATVALA</b>	<b>144</b>	<b>8</b>	<b>NOVIKOV</b>	<b>67</b>
<b>4</b>	<b>HIRVONEN</b>	<b>126</b>	<b>9</b>	<b>PROKOP</b>	<b>55</b>
<b>5</b>	<b>SORDO</b>	<b>117</b>	<b>10</b>	<b>MIKKELSEN</b>	<b>40</b>

## MANUFACTURERS' CHAMPIONSHIP

<b>1</b>	<b>VW MOTORSPORT</b>	<b>382</b>	<b>4</b>	<b>QATAR WORLD RALLY</b>	<b>169</b>
<b>2</b>	<b>CITROEN TOTAL</b>	<b>274</b>	<b>5</b>	<b>ABU DHABI CITROEN</b>	<b>63</b>
<b>3</b>	<b>QATAR M-SPORT</b>	<b>174</b>	<b>6</b>	<b>JIPOCAR CZECH NATIONAL</b>	<b>67</b>

## STAGE TIMES

### SS1 QUEROL (13.21 miles)

Fastest: Ogier 11m23.6s

Leader: Ogier

### SS2 EL MONTMELL (15.00 miles)

Fastest: Ogier 12m40.4s

Leader: Ogier

### SS3 RIUDECANYES 1 (10.15 miles)

Fastest: Ogier 10m35.9s

Leader: Ogier

### SS4 RIUDECANYES 2 (10.15 miles)

Fastest: Sordo/Latvala 10m26.2s

Leader: Ogier

### SS5 EL PRIORAT 1 (26.12 miles)

Fastest: Sordo 23m22.4s

Leader: Ogier

### SS6 COLLEJOU 1 (16.45 miles)

Fastest: Latvala 15m35.0s

Leader: Latvala/Sordo

### SS7 EL PRIORAT 2 (26.12 miles)

Fastest: Ogier 23m35.4s

Leader: Latvala

### SS8 COLLEJOU 2 (16.45 miles)

Fastest: Neuville 15m38.6s

Leader: Latvala

### SS9 SALOU (1.39 miles)

Fastest: Latvala 2m36.3s

Leader: Latvala

### SS10 GANDESA 1 (4.34 miles)

Fastest: Mikkelsen 4m31.0s

Leader: Latvala

### SS11 PESELLS 1 (16.52 miles)

Fastest: Mikkelsen 15m30.9s

Leader: Latvala

### SS12 TERRA ALTA 1 (22.17 miles)

Fastest: Ogier 23m34.3s

Leader: Latvala

### SS13 GANDESA 2 (4.34 miles)

Fastest: Ogier 4m25.1s

Leader: Latvala

### SS14 PESELLS 2 (16.52 miles)

Fastest: Ogier 14m59.6s

Leader: Ogier

### SS15 TERRA ALTA 2 (22.17 miles)

Fastest: Ogier 23m11.6s

Leader: Ogier

**Rally route** This year's route underwent significant change, with the opening leg of stages not starting until 20.00. Following another spectacular start outside Barcelona cathedral, three stages ran into the darkness. Day two was similar to last year, as was Sunday's gravel mileage – the only difference being that it ran on the final rather than the first day.

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FORIX

# Ogier wins in Spain after superb fightback

The new champion makes a stunning recovery to take victory and hand his Volkswagen team the manufacturers' title. By **DAVID EVANS**



THE ORGANISERS OF THE RALLY OF SPAIN FEARED the event would be remembered for the return of drivers slowing down and taking a tactical route to victory. How wrong could they have been? The event will instead go down in history as one of the best fightbacks the sport has ever witnessed. Sebastien Ogier was on another level on the final day's gravel roads of Tarragona. He celebrated his win, made slightly easier by a late transmission problem for team-mate Jari-Matti Latvala, and Volkswagen celebrated its title. Quite a first season for the Frenchman and his German team.

### LEG ONE (38.37 miles)

Clear and dry – ambient temperature range on stages 18-22C

Between the start outside Gaudi's greatest work – Barcelona's cathedral – and a late supper in

Salou, Ogier was untouchable. He won three from three stages to turn his spotlights off for the final time with an 8.8-second lead.

"I wanted to have some fun on this rally, and the best way to have fun is to push," said the leader. "The feeling is not quite right, but we will work on this tomorrow."

Local hero Dani Sordo slotted straight into second place, dropping 3s to Ogier in SS1 and a further 0.6s on the next test. Running further back on the road, his split times showed the loss of 6s in the last sector of the night.

"We slowed near the finish," he said. "This rally is complicated and we wanted to be behind the VWs for tomorrow and Sunday's gravel stages."

Sordo was now 12.6s off the leader, and would have his work cut out to take that time back





Ogier clawed his way  
back on gravel stages



through day two, only to potentially give it all away again on Saturday night.

Latvala was happy enough with his evening's work. His only gripe was a very serious one, however, after a rock was thrown at the screen of his Polo R WRC on the opening stage.

"I saw it coming at me," he said. "I was scared, I thought it would come in the car. I don't like that kind of thing."

The Finn was quick to add, though, that the rock wasn't the reason for the 8s separating him from his leading team-mate. There was more a more fundamental factor...

"He must have eaten more carrots than me!" laughed Latvala.

Funnily enough, carrots were on the menu at M-Sport on Friday night (along with some lovely roast beef), but the drivers had left before it was served. Which was a shame. Not least for Mads Ostberg, who was back in glasses again in his efforts to see the best way forward. He ended the day a disgruntled eighth, while team-mate Thierry Neuville was an equally unhappy fourth, 19.1s down on the leader.

Sitting waiting to go into service on Friday night, the Belgian spoke to his engineer. Words weren't necessary as the lead Fiesta driver crossed his arms with some imaginary lock, then turned them further. And further. Understeer.

"I am sliding all over the place," was his rather terse explanation.

Citroen's Mikko Hirvonen was in fifth place, struggling to find his rhythm, with VW's Andreas Mikkelsen sixth and Evgeny Novikov seventh – an incredible 39s ahead of Ostberg. Hayden Paddon

made a fine Fiesta RS WRC debut, and was just 1.3s down on Ostberg in ninth.

#### POSITIONS AFTER DAY ONE

1 Ogier/Ingrassia	34m39.9s
2 Latvala/Anttila	+8.8s
3 Sordo/Del Barrio	+12.6s
4 Neuville/Gilsoul	+19.1s
5 Hirvonen/Lehtinen	+27.3s
6 Mikkelsen/Markkula	+27.8s

#### LEG TWO (96.70 miles)

##### Sunny/overcast – ambient temperature range on stages 20-26C

Ogier's plan to win from the front took a small knock on the opening Saturday stage, where he was beaten for the first time. He admitted he'd overslept into the weekend, but there was nothing wrong with the Volkswagen's set-up. Joint fastest time from fellow Polo driver Latvala underlined the German machine's speed in the daylight on the Spanish stages.

Latvala shared that time with Sordo, who appeared to have brushed up on his psychology.

"Jari-Matti's time is very good," said Sordo. "I'm not sure I can catch him."

Fastest time on the next test proved he could, as he moved ahead of the Finn and into second place, just 6.5s off the leader.

Sordo was on blistering form through the El Priorat 26-miler, where half of Spain and all of Catalunya rocked up at the famous hairpin just outside El Molar to cheer him on.

Ogier explained away the time loss with talk of his tyres starting to move around beneath him. Usually the best driver in the field at getting the



Neuville had final-day puncture

best out his boots, there were those questioning whether this was the start of a tactical approach from the new champion.

Those doubts were erased when, waiting and tightening his belts before the start of stage six, he smiled.

"Honestly," he said, "I'm really not afraid to open the road tomorrow."

Why would he be?

Ten miles into the morning's final test, Ogier blew the conspiracy theories wide open. A front-left puncture cost him the best part of a minute. He'd taken a cut and found a rock in there.

"It's my tactic," he said at the finish. Onlookers did a double-take, Ogier raised his eyebrows.

He might have gone from first to sixth (46.8s off the front), but he wasn't done yet.

"I'm no giving up on the chance to win this race," he said ominously.

Out at the front, Latvala and Sordo shared the lead of the rally over lunch.

The afternoon was shorter without the run through Riudecanyes – replaced instead by a crowd-pleaser in the centre of Salou. The event stewards had voted to decide the running order on the stage before the run through the streets, for fear of the cars slowing down ahead of what would be big crowds on the seafront.

So it wasn't unreasonable to think that tactics could be coming into play on El Priorat 2, straight out of service. Whatever happened, Sordo didn't want to be taking a chunk of time out of Latvala.

He dropped a tenth of a second... and then vehemently denied he'd been tracing JM-L's splits for the past 23 minutes and 26 miles.

"I don't have his split," he said at the stage finish. Questioned again about the likelihood of finishing the second run at the week's longest test split by the smallest possible margin, he added: "I swear on my mother!"

Latvala would push as hard as anybody through SS8. Not only could he do nothing about the Sordo's tactics, but he also needed to outscore Neuville to help close the gap on second in the championship standings.

In the end, the leader lost out all round as the Belgian went fastest, Latvala himself was third and Sordo slowed down. The Volkswagen man would take a 1.6s advantage from Sordo into the final day.

"OK, so it is like this," said Latvala philosophically. "I should have pushed harder in there – I needed those points. For the win, maybe we need some help from the weather. But if there is no moisture in the morning and no dust, then we can't win this rally."

With the tactics done, the crews arrived at the day's final test – a dash down the promenade just before sundown. Latvala was fastest. Every second counted now as the finish moved into sight. ►

MCKLEIN



Mikkelsen hit a rock and broke a strut



► Sordo was upbeat, but still well aware that he had to beat Latvala through a day on gravel – something he hadn't done all year. Something, in fact, he hadn't come close to doing all year. Now more than ever, the Rally Germany winner needed to carry over his asphalt-sourced confidence and find the feeling for the loose.

Neuville was almost half a minute down on second place and 13s up on Ogier, with Hirvonen just a second behind him and Evgeny Novikov's Fiesta six down on the DS3 WRC.

#### POSITIONS AFTER DAY TWO

1 Latvala/Anttila	2m06.08.9s
2 Sordo/Del Barrio	+1.6s
3 Neuville/Gilsoul	+29.3s
4 Ogier/Ingrassia	+46.5s
5 Hirvonen/Lehtinen	+57.8s
6 Novikov/Minor	+57.9s

#### LEG THREE (86.08 miles)

Sunny – ambient temperature range on stages 22-28C

Latvala took off his glasses and polished them thoughtfully. The weather wasn't playing ball. Placing his glasses back on his head, he peered into the morning darkness. Still no clouds. And already the temperature was nearing 20 degrees Celsius.

These conditions likely brought Neuville and probably even Ogier into play.

Sordo's hopes of a victory were extinguished early as he dropped 9.2s to the fastest time in just over four miles. The Spaniard held on to second until lunchtime, but it looked only a matter of time before he dropped down to the bottom step of the podium.

Ogier got past Neuville for third in SS11 – despite another puncture near the end of the

Latvala led at end of day two



previous stage. The Belgian's miserable, traction-free morning was completed when Hirvonen also got by in the same stage.

By lunch, Ogier was breathing down Sordo's neck, just 2.9s behind and only a further 11.5s adrift of rally leader Latvala. No wonder he was smiling when he got back to service.

"It's been a good morning," he said. "But not completely without problem. We have the dust – especially in the second stage. It is terrible, where we are looking into the sun as well."

At the front, Latvala was cautious, nervy even. "I think the road will be cleaner this afternoon," he said. "But I can't do magic tricks."

The Volkswagen driver admitted he was a little surprised at the 16.4s Ogier had lifted out of him in SS14. "I got one split, and I was plus four to him," he said. "The next one I got, I was 15 down!"

The momentum was 100 per cent with Ogier as the cars headed to the hills for one last loop. He put it to good use in a simply stunning display of loose-surface skill. A second per mile quicker than Sordo in SS13, Ogier celebrated his 100th stage win of the season by elbowing the DS3 driver aside. He then fixed his stare on the only thing standing between him and victory. Half an hour later, and he was leading by 1.5s.

Latvala was not himself. The Finnish-flagged VW arrived at the stage end with flames licking through the air vent in the bonnet. The marshals tended to that, but Jari-Matti kept his door firmly shut. He had nothing to say. The fire was caused by a loose connection on a fuel hose – a problem that was sorted on the next road section. Sordo retired with suspension damage on the penultimate stage. He was very much an extra by then.

Away from the flames, there was a more sinister problem developing for Latvala. The front differential was failing and only delivering drive to both fronts intermittently.

The super-confident Frenchman thundered through the stage to win by 32.9s. Latvala was, every now and then at one wheel, quite literally powerless to stop him. He might have had a gun for what looked like a day-long knife fight, but when he pulled the trigger, he was out of ammo.

Hirvonen was third after a stronger show on the gravel. Neuville headed up a five-Fiesta train, which ran from fourth to eighth, and included Novikov, Ostberg, Martin Prokop and Paddon in that order. World champion in WRC2 Robert Kubica was ninth, while Abdulaziz Al-Kuwari took a top-10 finish on his first appearance in a World Rally Car since the corresponding event last year.

With both titles now secure for Volkswagen, Rally GB becomes an even straighter fight. Ogier rides the crest of his wave into Wales, but there are few more fired-up than Latvala.

Roll on Deeside. ❧

## IN THE SERVICE PARK

### David Evans



TEN YEARS AGO LAST WEEK, THERE WAS A LOT of head scratching going on. How had it happened? How had Burnsie thrown away a perfectly good title lead?

Soon enough we'd know only too well that Richard Burns' head was the cause for concern. And the concern went well beyond another world championship.

Last Saturday, October 26, marked a decade since Burns drove a rally car competitively for the final time. And, as would subsequently be the case with his life itself, his career should never have come down to this. The Marlboro red Peugeot 206 WRC, which had been running an unspectacular sixth, now lay in a ditch at the side of a soaking wet Viladrau stage.

A nothing accident had broken the steering. Burns had pretty much got straight into his road car and gone to his Barcelona apartment, leaving co-driver Robert Reid to deal with the debrief. That was unheard of. So was RB stopping to be sick between stages – a horrible feature of the previous two rallies, and with hindsight a shocking indicator of what lay ahead.

Fortunately, it's much easier to remember the rest of RB's 2003, when he and Reidy were top of the table. Seven podiums from nine rallies brought a seemingly unassailable and near season-long series lead.

The WRC lost out that October day, but the real tragedy was still to come.

An inauspicious end for Burns in '03



You plonker. If you were going to have a crash, I expected a proper one!

What M-Sport team principal Malcolm Wilson said to Elfyn Evans following his minor seafront shunt in Spain







## Kubica seals maiden world title

**ROBERT KUBICA CELEBRATED HIS FIRST EVER** world motorsport title in Spain last week – but immediately warned against excessive expectation on his World Rally Car debut at Rally GB in a fortnight.

The Polish star dominated the WRC2 category on the Rally of Spain, but will now step up from a Citroën DS3 RRC to a WRC for his first shot at Britain's round of the world championship.

Kubica said: "We have to stay calm in GB. I know many people would like to see me go very fast, but I think it will be very difficult. It will be impossible for me to be on the pace, or close to the top five or six – otherwise, with the other drivers' experience, something will be wrong in the system."

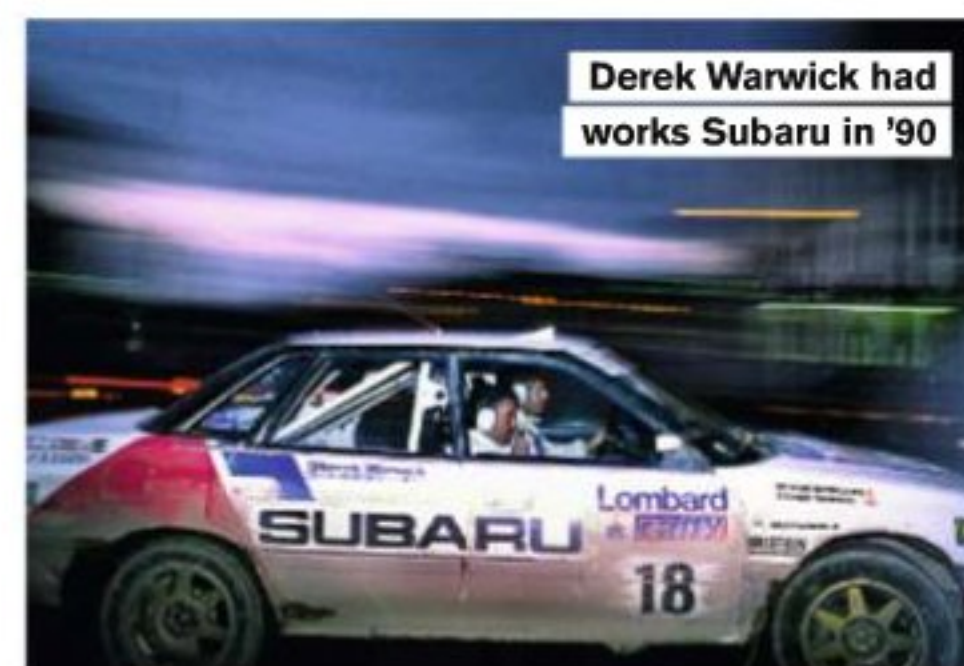
"I am staying very calm. I don't think GB will make any difference to my season, or to next year. This is a chance for me to learn a new car and new stages. Normally, my season would end in Spain, so I have to thank Citroën, Abu Dhabi and my sponsor Lotos – they had to say yes to this for me to have this opportunity."

Kubica admitted he had never expected such success in his first season in the sport, pointing out that his focus had been elsewhere following the horrific crash that almost cost him his life in February 2011.

"It's a nice feeling to win," he said. "It's definitely a good day for us. I repeatedly said from the beginning of the year that I want experience because of my situation from the accident in 2011. Before the accident, I was working only for the results. This was always the priority, but when you have limits and you are not healthy, your health becomes 100 per cent the priority – you can't do anything without it."

"However, it's still nice to achieve in motorsport. Even on the surface where I don't have the experience, the gravel, it was good. On the gravel, you need more input in the steering. My arm is still not perfect, but it's enough to perform well and drive safely, and at good speed."

Kubica is expected to test the Citroën DS3 WRC for the first time in the week prior to the Deeside-based event, which runs from November 14-17.



## NO FRONTLINE BRITS IN RALLY GB

This year's Rally GB will be the first time since 1990 that no British driver has been in a factory-specification frontline car capable of winning their home round of the world championship.

## AL-ATTIYAH HAS 'HUGE' SHUNT

Nasser Al-Attiyah admitted his Rally of Spain crash was the biggest of his WRC career. The Qatari driver rolled his Ford Fiesta RS WRC over a wall and 40 metres down a hillside on Saturday. "It'll need some work before Rally GB," admitted team principal Malcolm Wilson.

## HIRVONEN INTERESTS M-SPORT

M-Sport Ford boss Malcolm Wilson has spoken of how he would welcome Mikko Hirvonen back to the British team should he return after two years at Citroën. "I'd help him pick his chin up off the floor," said Wilson, who ran the Finn in Ford's works team from 2006-11.

## SAINZ MAKES DAKAR SWITCH

Volkswagen test driver and special advisor Carlos Sainz has left Nasser Al-Attiyah's Qatar Red Bull-backed Dakar team and will drive an SMG buggy in January's South American marathon. The Spanish star will retain Red Bull support on the rally.

## OSTBERG TO HAVE OPERATION

M-Sport Ford driver Mads Ostberg will undergo another eye operation to correct a stigmatism that he says has affected his performance throughout this season. The Norwegian underwent an operation on his left eye in 2009, but the issue has returned this year.

## WRC TO REVEAL FUTURE PLANS

The WRC promoter will lay out its plans for the future of the series at a meeting in Geneva today (Thursday). An hour of live television coverage is on the agenda for 10 rounds of next year's world championship, as well as regulation changes meaning drivers run in championship position for two days before the classification of lead drivers is reversed on the final day.

## LEMES WINS JWRC ROUND

Yeray Lemes collected his first Junior WRC win in Spain last week, after recently crowned champion Pontus Tidemand rolled out of the event on Saturday. Enrique Garcia Ojeda won WRC3 in his Citroën.



## Ogier pays tribute to Edwards

**SEBASTIEN OGIER DEDICATED HIS RALLY** of Spain victory – the one that landed Volkswagen its manufacturers' championship – to fellow Porsche racer Sean Edwards, who died last month.

Ogier shared the same team as Edwards in Monaco this year, and admitted the news of his death had left him deeply shocked.

"This was a fantastic day," said Ogier at the finish in Spain. "I am also really happy for the team because all season they gave me a fantastic car. But I also realised there are more important things in life. Recently I lost a very good friend, and I want to dedicate this victory to him."

"I met Sean only a few times, but immediately the connection was really good. He was really a fantastic guy. I raced with him in Monaco, and it will always stay in my memory now. It's a fantastic memory. He just gave me so many tips. Since this time, we have been in quite close contact, always texting. We had planned to celebrate together our victory this winter because he was very close to getting the Porsche Supercup title. He had a fantastic season. I only met him a few times, but I feel so sad."

Ogier wore a black armband throughout the event in memory of Edwards.





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NASCAR SPRINT CUP MARTINSVILLE (USA), OCTOBER 27 RD 32/36

# Gordon adds tonic to fight



Gordon edges  
inside Kenseth

**AFTER 500 LAPS OF BIFFING AND** bashing and almost relentless caution periods on Martinsville's half-mile oval, Jeff Gordon took the chequered flag for the first time this year.

It ended an even longer barren period for the four-time champion around the Virginia 'paperclip' — this was his first win there since the autumn race of 2005.

It was hard-earned too.

For the majority of the race, title rivals Jimmie Johnson and Matt Kenseth traded blows at the front.

Following the final restart Kenseth was on point, but his Joe Gibbs Racing Toyota was vulnerable on long runs. And as the race stayed green to the end, so Kenseth started to fall back into the clutches of the charging Gordon, whose Hendrick Motorsports Chevrolet got better

as the runs increased in length.

Kenseth bravely defended his lead as they swept through the lapped traffic, but Gordon had the drive out of the turns, and finally he was able to get far enough alongside to hold the inside line into the corner and take the lead.

"I was thinking, 'What would Jimmie Johnson do?' Or better yet, 'What would Richard Petty do?'" said Gordon. "I knew his car was good on the short runs, but every time I saw him slip a tyre, I just tried to conserve my tyres and drive real straight off the corner. Matt really drove a first-class race. I didn't know if we were going to get him. But it was awesome when we finally did."

Over the final lap Kenseth came under intense pressure from a charging Clint Bowyer, and the pair

crossed the line side by side. Kenseth was given the nod by six hundredths of a second and, with Johnson finishing fifth, he is now tied at the top of the points table with his rival with three races to go.

Brad Keselowski brought his Penske Ford home fourth, denying Johnson a place and a point with a handful of laps to go.

In a race of many tussles there were plenty of scores to be settled afterwards, with Greg Biffle seeking out Johnson after they had repeatedly clashed in the race.

"If he's running for the title, he'd better not tear my rear bumper cover off because that will be the last race he finishes," Biffle warned Johnson.

"We were racing earlier in the day and he's upset about something," Johnson said. "We talked about it, so we'll see how things go. That's short-track racing. Everybody gets good and heated."

● Connell Sanders Jr

## RESULTS

**1** Jeff Gordon (Chevrolet SS), 500 laps in 3h44m21s; **2** Matt Kenseth (Toyota Camry), +0.605s; **3** Clint Bowyer (Toyota); **4** Brad Keselowski (Ford Fusion); **5** Jimmie Johnson (Chevy); **6** Kevin Harvick (Chevy); **7** Denny Hamlin (Toyota); **8** Dale Earnhardt Jr (Chevy); **9** Greg Biffle (Ford); **10** Jamie McMurray (Chevy).

**Points** 1 Kenseth, 2294; 2 Johnson, 2294; 3 Gordon, 2267; 4 Harvick, 2266; 5 Kyle Busch, 2258; 6 Bowyer, 2239; 7 Earnhardt, 2238; 8 Biffle, 2236; 9 Kurt Busch, 2219; 10 Carl Edwards, 2218.



## NASCAR TRUCKS

Darrell Wallace Jr (above) took his maiden win at Martinsville, the Kyle Busch Toyota driver beating Brendan Gaughan (Richard Childress Chevy) and Jeb Burton (Turner Scott Chevy) commandingly. Points leader Matt Crafton was 17th.

## SUD-AM F3

Hitech Brazil-run Felipe Guimaraes won both races at Taruma to take his seasonal tally to 11 victories from 14 races, the Brazilian taking just four laps to hit the front in the second, reversed-grid race. Gustavo Myasava was second in both races.

## BRAZILIAN TOURING

Ricardo Mauricio maintained his series lead over Denis Navarro with a fifth place and a victory at Taruma in his JLM Honda. Felipe Gama won the opener in his Full Time Honda while Ricardo Zonta (RZ Toyota) had a second and is still in the title hunt.

## VLN

Phoenix Racing trio Marc Basseng, Laurens Vanthoor and Chris Mamerow won the season finale at the Nordschleife in their Audi R8 LMS ultra, Basseng recording his 25th race win in the series. Patrick Huisman/Henri Moser/Sabine Schmitz/Klaus Abbelen were second in a Frikadell Porsche. Renault Clio drivers Dirk and Tim Groneck secured the title.

## F MASTERS CHINA

Meritus GP man Aidan Wright came from behind in the points at Shanghai to take the title by winning final race of the season from Eurasia Motorsport's Tanart Sathienthirakul and title rival Afiq Yazid. Sathienthirakul won the opener while Yazid took race two.

## FRENCH GT

Fifth and eighth spots at Paul Ricard made Sofrev Ferrari duo Fabien Barthez and Morgan Moullin-Traffort champions. The guesting Kevin Estre teamed up with Henry Hassid to win both races in their TDS Racing BMW Z4.

## AUSTRALIAN PORSCHES

Two sixths and a fifth at Surfers Paradise were enough to give Craig Baird (below) his fifth title. Nick Percat passed Steven Richards on the last lap of race one to win and added another victory later on, while Richards struck back in race three.



Biffle had damage  
after Johnson hit



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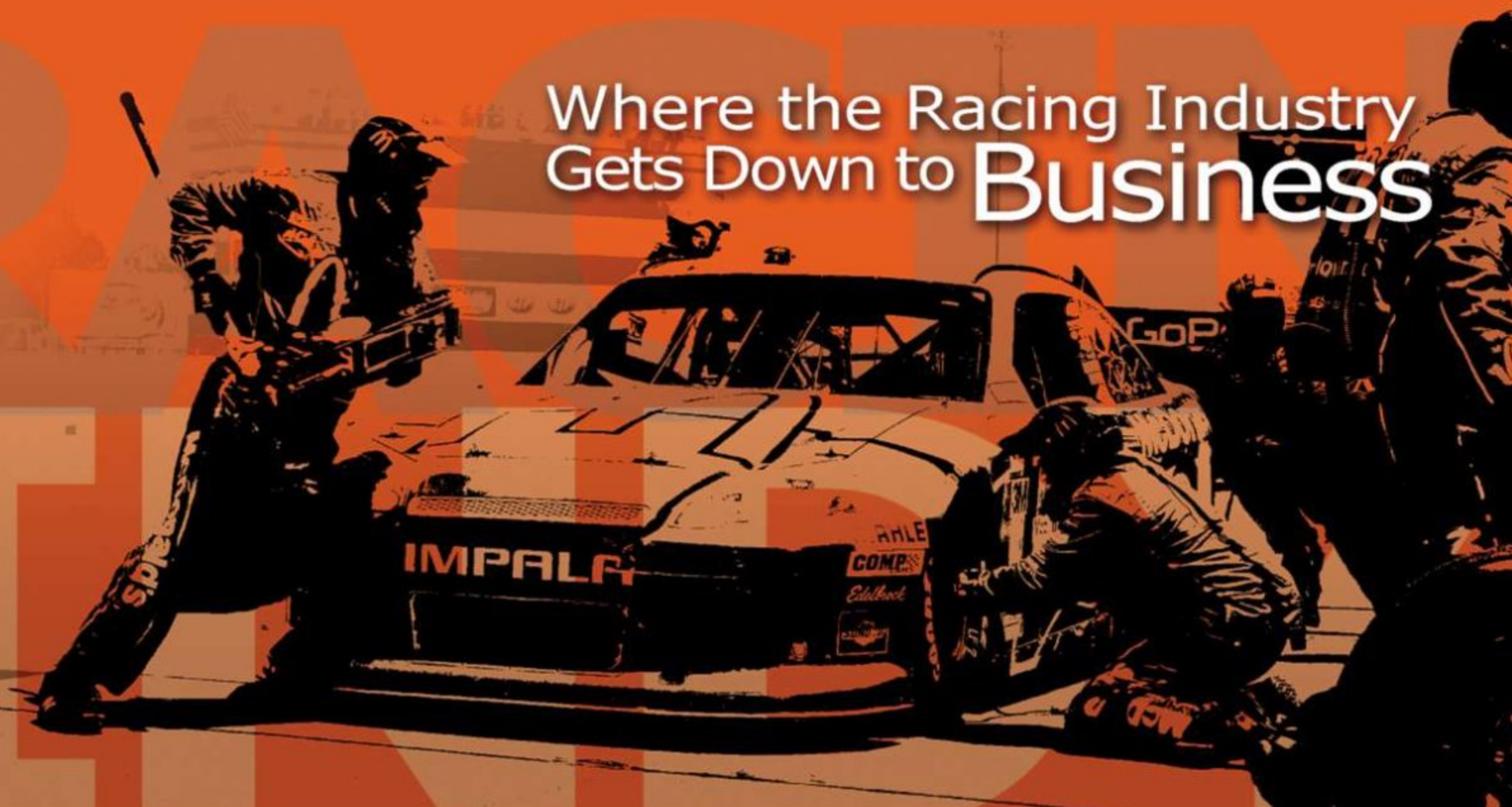
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Reynolds broke  
duck on Gold Coast



**V8 SUPERCARS SURFERS PARADISE (AUS), OCTOBER 26-27 RD 12/14**

## Reynolds takes gold at last

**TWO DRIVERS WINNING V8 SUPERCAR** races from pole position does not sound like a dramatic weekend, but that goes nowhere near telling the story of the Gold Coast 600.

On Saturday Craig Lowndes and Warren Luff overcame an early delay to take the victory, while on Sunday Rod Nash Racing/FPR driver David Reynolds stood on the top step for the first time in his career, partnered by Dean Canto, who himself broke a seven-year winless streak.

Lowndes's win, his first on the

Gold Coast in eight years, came in a race that had almost everything. Two Nissans clashed early in the race, but 30 minutes later the Altimas held the top three positions. Greg Murphy crashed James Courtney's Holden Racing Team Commodore for the second race in a row, this time after being rammed by Paul Dumbrell, who was in Jamie Whincup's Triple Eight Holden. Then Alex Davison was tapped into a nearly track-blocking spin by his own brother Will!

Murphy and Courtney looked to

have the Sunday race in their keeping until a steering arm broke, ending a heroic effort after an nearly all-night rebuild by the Holden Racing Team.

Fabian Coulthard/Luke Youlden took second ahead of Russell Ingall. The veteran and his globetrotting co-driver Ryan Briscoe were in sparkling form, fifth place for Walkinshaw Racing on Saturday proving that they had consistent pace on the street circuit. Coulthard's result was a welcome boost for Brad Jones Racing after Andrew Jones

crashed the car normally raced by Jason Bright in Friday practice, causing damage enough to keep the car out of action until Sunday. The shunt was part of a total damage bill for the weekend estimated by one team owner at more than £600,000...

After not even getting to drive on Saturday, Whincup salvaged fourth on Sunday but that was not enough to reclaim the series lead from team-mate Lowndes, who is eyeing a first title since 1999. Mark Winterbottom and Will Davison remain in title contention, but Ford Performance Racing will need to show more over the final two rounds to allow its drivers to challenge the Holden boys for the crown.

● Phil Branagan

### RESULTS

**Race 1** 1 Craig Lowndes/Warren Luff (Holden Commodore VF), 102 laps in 2h12m10.608s; 2 Shane van Gisbergen/Jeroen Bleekemolen (Holden), +8.715s; 3 Mark Winterbottom/Steven Richards (Ford Falcon FG); 4 Tony d'Alberto/Jonny Reid (Holden); 5 Russell Ingall/Ryan Briscoe (Holden); 6 Will Davison/Steve Owen (Ford).

**Race 2** 1 David Reynolds/Dean Canto (Ford), 102 laps in 2h09m31.037s; 2 Fabian Coulthard/Luke Youlden (Holden), +1.184s; 3 Ingall/Briscoe; 4 Jamie Whincup/Paul Dumbrell (Holden); 5 Lee Holdsworth/Craig Baird (Mercedes E63 AMG); 6 Rick Kelly/Karl Reindler (Nissan Altima L33). **Points** 1 Lowndes, 2549; 2 Whincup, 2543; 3 Winterbottom, 2461; 4 W Davison, 2428; 5 Coulthard, 2153; 6 Garth Tander, 2067.

**MRF CHALLENGE BUDDH (IND), OCTOBER 26-27 RD 1/4**

## Pin-sharp Pic shows high resolution

**IT WOULD BE STRETCHING A POINT** to suggest that victory in a grand prix support race can redeem a whole season. But both Arthur Pic and Rupert Svendsen-Cook headed to India to compete in the low-budget Formula 3-alike MRF Challenge one-make series and headed home with a victory apiece after, for varying reasons, difficult years.

In the case of Frenchman Pic, who claimed pole position for the first race and led from start to finish, he was coming off the back of a disappointing Formula Renault 3.5 campaign. But ranged against a decent field of drivers from Europe, the Antipodes, the Middle East, Japan and India, he was forced to work harder than the bare facts suggest.

You would have laid short odds on GP3 ace Tio Ellinas passing him for victory early on. The Cypriot shadowed Pic from the start and did have a pace advantage. He dived up the inside at the first corner on lap four and sailed past, only to run off the track.

Ellinas spent the rest of the lap trying to consolidate second place in the face of a challenge from Yudai Jinkawa, giving Pic some breathing space. Although Ellinas came back at him, Pic's pace late on ensured that he was never seriously threatened.

With a top-six reversed grid for the second race, Sean Walkinshaw slumped from pole to sixth at the start, leaving the way clear for Briton Rupert Svendsen-Cook to lead from Sam Dejonghe. Svendsen-Cook, a multiple race winner in British F3 in 2010-11, has spent much of this season on the sidelines, save for his role as development driver for the MRF series, but showed no signs of rustiness as he dominated the race from the inside of the front row.

The eventual margin of victory to Dejonghe flattered the second-placed man. The Belgian had nothing like the pace of Ellinas, who passed Pic and Jinkawa on his way to third, but made no mistakes under intense late-race pressure to secure a deserved second.

Pic claimed fifth behind Jinkawa,



Pic (c) flanked by  
Ellinas (l) and Jinkawa

with F3 European Championship race winner Harry Tincknell charging from the back of the grid to eighth after being fired into the gravel on the first lap of the opening race.

● Edd Straw

### RESULTS

**Race 1** 1 Arthur Pic, 10 laps in 19m35.967s; 2 Tio Ellinas, +0.558s; 3 Yudai Jinkawa;

4 Sam Dejonghe; 5 Rupert Svendsen-Cook; 6 Sean Walkinshaw; 7 Ashwin Sundar; 8 Shinya Michimi; 9 Parth Ghorpade; 10 Salman Al Khalifa. **Race 2** 1 Svendsen-Cook, 2 Dejonghe, +1.539; 3 Ellinas; 4 Jinkawa; 5 Pic; 6 Michimi; 7 Renan Guerra; 8 Harry Tincknell; 9 Walkinshaw; 10 Bar Baruch. **Points** 1 Pic, 33; 2 Ellinas, 29; 3 Svendsen-Cook, 25; 4 Dejonghe, 24; 5 Jinkawa, 23; 6 Walkinshaw, 8.



# MONSTER 911s

As you have probably heard, Porsche's 911 has been celebrating its 50th anniversary this year.

AUTOSPORT decided to take two of the most extreme examples and put current factory ace

Nick Tandy behind the wheel. **KEVIN TURNER** went to Silverstone to see how he got on

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**Y**ou could make a pretty good case for the Porsche 911 being the greatest competition car of all time. Over its first half-century, versions of the iconic German design have been successful in rallying, touring cars, rallycross and endurance racing.

Of course, to cover off some of the model's biggest wins, like the Le Mans 24 Hours, you do have to push the boundaries of what a 911 is. But Porsche has continually developed the concept, sometimes moved the goalposts within its chosen sphere of competition, and kept engineering themes that have run throughout those 50 years.

To mark the anniversary AUTOSPORT and Porsche Cars GB got together to track test two of the more extreme iterations of the 911, the flame-spitting 935 and prototype-like GT1. It also seemed appropriate to get factory Porsche ace and former McLaren AUTOSPORT BRDC Award finalist Nick Tandy, fresh from a GTE class win in the Petit Le Mans, to provide the pedal power.

Tandy arrives at Porsche's Experience Centre at Silverstone just after both cars have been fitted with wets and briefly fired up. In true old Le Mans style, the cars are then driven across to the National paddock ready for their runs.



Our scribe talks  
Porsches with  
Tandy and Prill (r)

S.BLOXHAM/LAT

Porsche nut Andy Prill, who looks after both cars, starts to talk Tandy through the 935, the silhouette turbocar that racked up countless victories in the 1970s and 1980s. "It's a pussycat but it's got a lot of poke," he warns. "Once the turbo starts to spool it's like a wave of energy. It's a helluva car this; 911s don't get better."

He has a point. The car's history is phenomenal (see panel on page 53) and includes second place at Le Mans in 1979, driven by Paul Newman, Rolf Stommelen and Dick Barbour. It has raced in many forms, but is now back in the very spec in which

it appeared at La Sarthe that year.

Tandy asks about the diff and gets told there isn't one. "No diff!" he exclaims with no little level of anxiety. "Oh my goodness..."

With 560bhp and a relatively rudimentary chassis in the wet, Tandy isn't keen to go for any lap records — "I would not want to crash in this, look at the rollcage!" — but appears more comfortable once he gets into the cockpit and sees the quality of the gear-selector mechanism, boost control and rollbar adjustment, not to mention the familiar shape of a 911 dash. ▶



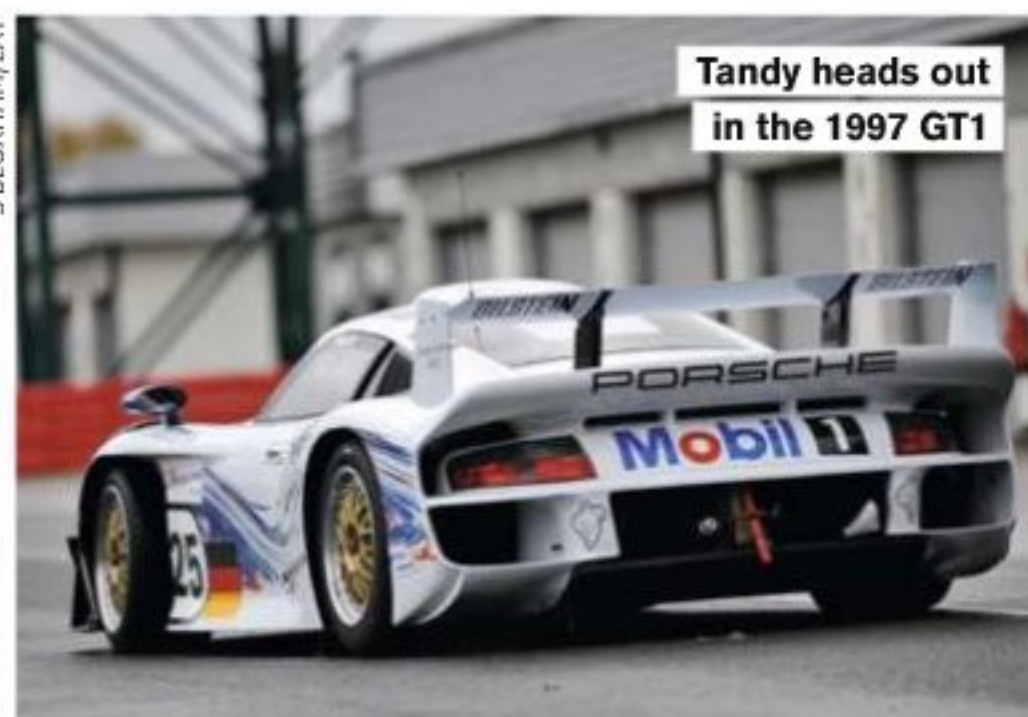
# BACK ON TRACK



53



S. BLOXHAM/LAT

Tandy heads out  
in the 1997 GT1The 935 has a great  
history, including  
a Le Mans podium911 dash in the 935  
helps make Tandy  
feel at home

► After a couple of laps for photos, the camera car peels off and Tandy howls away, though he is understandably cautious first time through a wet Copse. With nothing else on track the flat-six turbo can be heard around most of the lap as Tandy starts to wind things up.

"That is cool!" he shouts as soon as the door opens at the end of his run. "It's got a lot of power, a strong engine. I can understand why the car was so successful. The whole car is based around the engine, around going in a straight line very quickly."

"I expected it not to turn and when you get on the power, even a little bit and before the turbo spools up, it understeers."

"But when it gets going it really gets going. My lazy gearshifts were not helpful for the momentum of the car or the power – I think slow shifts could lose you a lot of time, it has the power to keep going."

There's no time to download Tandy any further at this stage. It's straight out of the 935 and into the GT1. Another quick lesson on the controls and the 28-year-old heads down the pitlane. "That's the sound of Le Mans," says Prill as he does so.

Tandy is visibly more comfortable in the later car and comes past the pits at a rate that excites the small crowd that's watching.

Less excited by the spectacle, however, are the Silverstone officials. That 'sound of Le Mans' turns out to be a bit too loud for them and Tandy is soon shown the red flag. It's a shame he has to stop early, but he's already made up his mind about the ex-works machine.

"With the 935 I was scared," he admits. "With the GT1 it's like a real racecar. You can go flat-out straight out of the pitlane."

After taking the opportunity to take some of his own shots of the cars, Tandy is now ready to give his thoughts on two 911 specials, separated by almost 20 years of development.

"It doesn't look much like a 911," he says as he ponders the 935. "It's certainly imposing and that wing on the back is huge. You don't get much view out of the mirror."

"It felt well put together. The gear linkage looked ever so good and it was perfectly precise to use. The car likes revs too – it has an appetite for them. The boost was strong all the way through the range."

"The brakes were very soft, softer than I'm used to – it was difficult to get a feel for them – but they were good enough. In these conditions it's down to tyre performance more than brakes."

He is not, however, such a fan of the seating

position, surprising given that this car's raison d'être was to win endurance events. "The pedal box is offset quite a lot, to the centre, because the wheelarch comes into the cabin," he says. "Your feet are offset and it twists your back, though you'd probably get used to it."

More than that, though, it is the safety features – or lack thereof – that grab his attention: "I could see it had been well prepared, but it's an old car. Things like the rollcage, which is very primitive compared with nowadays, and the wheelarch was next to my leg. If you rip a front wheel off it could potentially wipe your legs out. I didn't feel safe."

"I can appreciate the history and the performance of the car when it was racing, but I much preferred the GT1. The size of the sill in that is huge. You really have to climb into the car, which makes you realise you're sat in the car with protection. With the 935 I felt like I was sitting on top of it. The GT1 felt like I was in a prototype."

That's perhaps not surprising given that the GT cars of the late-1990s were sophisticated sportscars that had fewer and fewer links to the road cars to which they were related. Tandy is taken aback by just how sophisticated things are.

"I was quite surprised about the dash display," he continues. "I didn't realise they had that kind

## PORSCHE 911 GT1 Evo '993-GT1-004'

The BPR Global GT series revitalised GT racing in the 1990s and initially became the home of rich privateers and road-based cars like the McLaren F1 and Ferrari F40. Not for the first time, though, Porsche moved the goalposts with the 911 GT1 in 1996. Within the letter, if not the spirit, of the regulations, the car dominated the three BPR rounds it contested in 1996 and finished two-three at the Le Mans 24 Hours.

The series morphed into the FIA GT Championship for 1997 and included a full-house Mercedes effort as well as updated, long-tailed McLarens. Having changed the

game, Porsche fell behind for much of the 1997 season, though with Mercedes absent, the evolution versions of the car came to the fore.

Hans Stuck told AUTOSPORT at the time that the Evo was a big step forward over the 1996 machine: "The car was a bit nervous to drive, but that is gone now. The car gives us more confidence."

Our test car qualified second at Le Mans and led into the early hours of Sunday morning, driven by Stuck, Bob Wollek and Thierry Boutsen until Wollek had a mysterious crash at the Porsche Curves. The car's best result thus came at the Laguna Seca FIA

The business  
end of 911 GT1

GT finale, with Allan McNish and Ralf Kelleners taking third place.

It was subsequently retained by Porsche for tyre testing before being campaigned in minor Canadian events.



## Porsche 935

**ENGINE** three-litre flat-six twin-turbo  
**POWER** 560bhp  
**GEARBOX** four-speed H-pattern  
**BRAKES** ventilated steel discs with four-piston calipers

## Porsche 911 GT1 Evo

**ENGINE** 3.2-litre flat-six twin-turbo  
**POWER** 600bhp  
**GEARBOX** six-speed H-pattern  
**BRAKES** ventilated carbon discs with four-piston calipers



The two 911 specials illustrate the progress made over two decades

of technology 15 or so years ago. It had all the information we have now from the digital display. The only thing it didn't have was all the steering wheel controls, like the map switches, but they were still to hand on the dash or central console."

The factory's focus on, and experience at, winning long-distance events comes through with the transmission too. "It has a very light, easy-to-manage clutch, which would be very good for endurance racing," says Tandy.

"It's been a while since I've driven an H-pattern gearbox, but I thought it was excellent, even going across the gates. I wasn't worried about putting it in the wrong gear. It was precise and you could feel exactly what you were doing with the gearbox."

"When I came out of the pitlane the car felt soft so I had some sort of feeling for what the car was going to do before it started to slide. Immediately it gave me more feedback. Because I was in a comfortable position – I could heel-and-toe easily – I was happy to get straight on it and feel that lovely engine. Inside you mainly hear the turbo, which is great, schoolboy stuff."

And even in typical Silverstone-in-October conditions, the downforce levels impress Tandy. "The handling was very nice and you could feel the aero," he says. "Turning into Brooklands you think you've got a lot of grip, but you'd lose it as the speed came down. To feel that in the wet makes me think the car produces a lot of downforce."

"Our GTE cars are so restricted on engine power – this is easily faster in a straight line and we were running on 'showroom map'. You could feel the boost. It was really strong anything above about 3500rpm. I imagine it would be quicker than the GTE over a lap."

So, can he see the family resemblances to his current GTE and GT3 911 racers? "You can see why Porsche has won so many races, with their level of engineering over the years," he says. "You can see the family lineage, especially from the inside."

Porsche's current focus may now be on LMP1, but it would be a surprise if we didn't see some more successful variations of one of motorsport's greatest themes.

AUTOSPORT would like to thank Porsche Cars GB, Silverstone, James Haithwaite and Nick Tandy.

## PORSCHE 935/79 'THE OLD WARHORSE'

There were many successful 935s, but the test example is probably the one with the most remarkable record. And convoluted history!

The car started life as the last 935/77 built and was delivered to Dick Barbour for the 1978 IMSA season. Second at Daytona driven by Barbour/Manfred Schurti/Johnny Rutherford was the highlight of a strong season before Bob Garretson destroyed the car in a huge crash on the Mulsanne at Le Mans.

Using an updated 935/79 chassis (0090030), the car was rebuilt in America and, now in twin-turbo form, finished second at the 1979 Le Mans in the hands of Rolf Stommelen, Paul Newman and Barbour.

Garretson bought the car for 1980 and soon updated it to K3 specification, with even more outrageous aero. Results were modest, but more work on the body and engine paid dividends for 1981.

The season started well, with Bobby Rahal and Brian Redman helping Garretson to victory at the Daytona 24 Hours. After using a variety of co-drivers, Garretson finished second (with Rahal) at the Brands Hatch 1000Km in September to become the

inaugural world sportscar champion.

The Garretson Developments-run car had a quieter 1982, though still managed a third at Daytona and 11th at Le Mans before being sold to Wayne Baker. He converted it to the more standard, single-turbo 934 specification to contest the IMSA GTO class. Remarkably, not only did Baker go on to win the 1983 championship, he, Kees Nierop and Jim Mullen outlasted the opposition to take outright victory in the Sebring 12 Hours.

Baker converted the championship-winner back to 935 configuration at the end of the season and this time it took fifth at Daytona at the start of 1984.

Almost unbelievably, the next owner – Chet Vincentz – changed the Porsche to 934 spec again in 1985, then added 935-style bodywork when IMSA GTO rules changed for 1986.

The car was finally outclassed by 1987 and Vincentz retired it. In all, 'warhorse' had won two championships, two major races, finished on the podium at Le Mans, and covered more than 70,000 racing miles.



In K3 form 'our' 935 won 1981 Daytona with Rahal/Redman/Garretson



PER TOURING SPECIAL

# Great car! Porsche 911 RSR

It's not the most eye-catching 911 derivative, but it is key to the iconic model's history.

**GARY WATKINS** looks back at the development of one of the first 911 'specials'

## THE START OF SOMETHING BIG

Was there ever a more important racing Porsche than the 911 Carrera RSR? It was the first homologation-special 911 produced by the German manufacturer, which surely makes it the father of every GT turn-key customer racing car to roll out of Weissach over the past 40 years. That's every 934, every 911 GT2 and, these days, every GT3 car. And just for good measure it begat an altogether more extreme 911 in the outlandish 935.

The RSR was born out of Porsche's desire to maintain a presence in motorsport after regulation changes effectively ended the competition career of the 917/30 Can-Am racer

in North America. It also fulfilled the needs of a growing army of customer racers plying their trade with 911s in international GT racing and set Porsche on course for a return to front-line sportscar racing when Group 5 regulations came into force one year later in 1976.

"It was clear Porsche could not afford a big racing programme anymore," explains long-time Porsche engineer Norbert Singer. "Dr Ernst Fuhrmann had taken over at the head of the company from Dr Ferdinand Piech and wanted to stay in racing, but at the lower level. The idea was to produce a GT and offer it to customers."

The first step was to build a special road car, the 911 Carrera RS, in sufficient numbers to allow entry into the Group 3 and 4 categories. A production run of 500 cars was required for the racing RSR version's entry into Group 4 (special GT) and a further 500 for Group 3 (production GT).

Singer remembers work starting on the project as late as the autumn of 1972, yet the car would make its competition debut – in non-homologated form – in the hands of Gerard Larrousse on the Tour de Corse at the start of November. Porsche would stop off on

the way home from Corsica at Paul Ricard to start fine-tuning the race version of the car.

Little more than two months later, the 911 Carrera RSR made a winning start to its career at the 1973 Daytona 24 Hours. A car apiece was loaned to the Penske and Brumos teams, which outlasted the prototypes to become embroiled in a battle of their own for overall honours, Hurley Haywood and Peter Gregg prevailing in the Brumos entry.

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## DUCKTAILS

The famous ducktail rear spoiler was designed to overcome the rear lift created by the classic 911 shape. "That's not what you wanted with a rear-engined car," explains Singer. "The ducktail didn't produce downforce, but it made the car much nearer neutral in

terms of lift and produced a much better aero balance." The next step was the teatray wing of the 1974 car, which reduced lift still further.

It was the start of something of a trend for racing 911s, which have often had massive rear wings.

## ENGINE

Porsche increased the capacity of its flat-six from the 2.5 litres of the racing 911S up to 2.7 litres for the RS and then 2.8 for the RSR, each time with the increase in bore. Capacity would go up to three litres, the class maximum, during the course of 1973.



WILLIAMS MASTERPIECE

## WEIGHT

Cutting out the kilos was key to development – the weight of the racecar was set at the homologated figure for the road version. Porsche hit 900kg for the RS after a dramatic weight-saving programme that rid the car of any unnecessary trim and included lightweight front wings, doors and the roof.



First RSR appeared at 1972 Tour de Corse

## DRIVING THE RSR

**John Fitzpatrick**  
1972 & '74 European GT champion

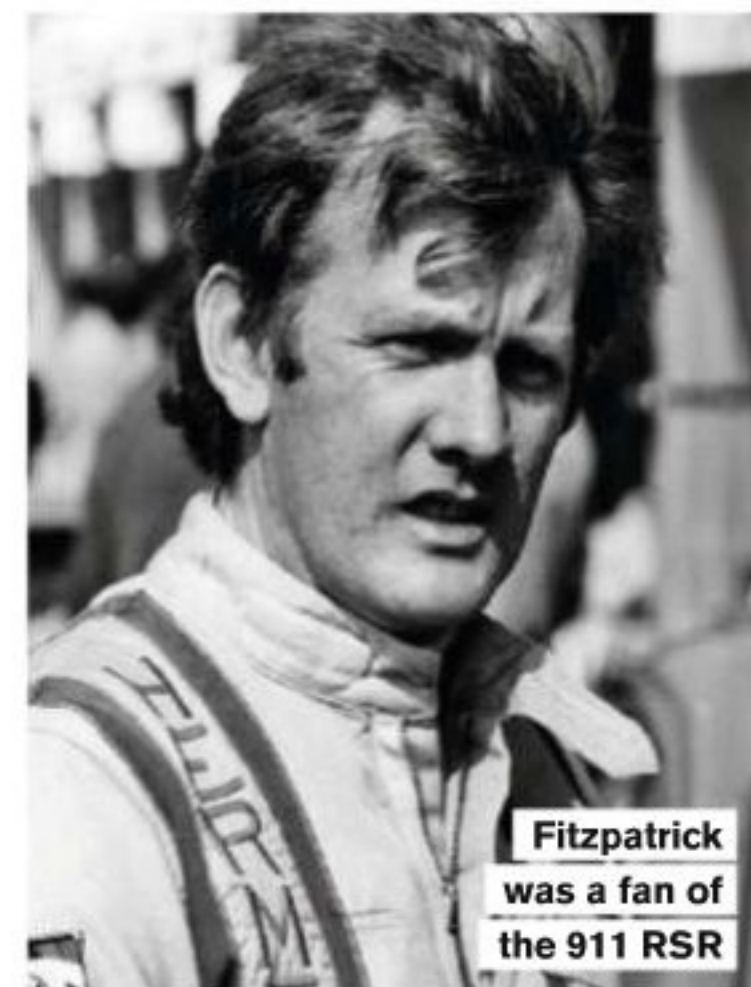
"I'd won the '72 European series in the 911S, which was really just a modified road car. That was really tail-happy. That changed with the RSR in 1973, because Porsche had gone over to coil springs and put that little spoiler on the back.

"The first RSR was a major step forward on the S. The 3.0 RSR was another step with its better aerodynamics and the bigger wheels, and was quite a nicely balanced racing car. It wasn't tail-happy at all.

"The RSR was one of the most important cars of my career. I did a lot

of races in those cars and won a lot of races and, of course, the championship in '74 when I started out with Georg Loos [at Gelo Racing], had an argument with him and switched to Kremer. I then had an argument with Erwin Kremer and went back to Loos. Neither was easy to get along with.

"The RSR could have been an even more important car in my career. Manfred Jankte [Porsche motorsport boss] approached me in '73 and asked if I was able to do the Le Mans 24 Hours in one of the works cars. They were offering me a factory contract for Le Mans and a handful of other races, but I was already contracted for all the races they wanted me to do."



Fitzpatrick was a fan of the 911 RSR



## WHEELARCHES

The RS had wider wheelarches than the 911S, to which extensions could be added by regulation on the race version. Regulations allowed a further two inches to be added under evolution rules that required a further 100 cars to be built, hence the even bigger arches on the 3.0 RSR of 1974.

## SUSPENSION

The 911 employed torsion bars rather than springs, but GT racing allowed the addition of auxiliary coil springs. "We realised after one day of testing that these coils were actually acting as the primary spring," says Singer. "The torsion bars weren't up to the job."



# TOP 10 PORSCHÉ 911 LEGENDS

With such a long and successful history, the 911 has had plenty of great drivers to pilot it to victory down the years. **GARY WATKINS** selects his 10 best racers

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## JORG BERGMEISTER

Jorg Bergmeister has to be on this list, and not just for all the titles he's won in Porsche 911s. The German holds the distinction of being sacked by the factory and then invited back after showing Weissach the error of its ways.

Bergmeister was already a champion in the Carrera Cup in Germany and the Supercup, and would have won the 2004 American Le Mans Series GT title with Timo Bernhard had he not been ill at the season-opening Sebring 12 Hours.

Mike Rockenfeller's promotion to full factory status from the junior ranks left no room at the

inn for Bergmeister the following year. His reaction was to win the ALMS title as a privateer with the Petersen/White Lightning squad in 2005 and again in 2006.

Just for good measure, he notched up more championship success in Grand-Am driving a Daytona Prototype in the second of those years. By 2007, he was back in the Porsche fold.

There are no hard feelings from Bergmeister. "Being dropped by Porsche was best thing that ever happened to me," he says. And just to make sure that his employers knew they'd been wrong, he's gone on to rack up a further three ALMS titles.



Bergmeister says being sacked was a good thing!



Bernhard was in 911 line-up that won 2003 Daytona 24

## TIMO BERNHARD

The quiet and understated Timo Bernhard was impressive from the moment he emerged from Porsche's junior programme in 2001. The tragic death of Bob Wollek resulted in a part season for Bernhard in the ALMS with Petersen/White Lightning, and he was on the pace immediately.

Briton Johnny Mowlem was his team-mate in the White Lightning 911 GT3-RS, and remembers being astounded by the young German. "Our first race together was at Sears Point – not an easy track to drive," he remembers. "I set a time, and by lap six, he was within a tenth of me."

Success quickly came Bernhard's way. He took GT2 class honours at Le Mans in 2002, was part of The Racers Group's overall Daytona 24 Hours win in 2003 and took the ALMS GT title in 2004.

The world of prototypes beckoned with the beginning of Porsche's RS Spyder LMP2 programme, but Bernhard still got the chance to prove his credentials aboard a 911 at Nurburgring 24 Hours each year. And a run of five victories with the Manthey team followed.





Bergmeister has been a top 911 exponent during the GT2/GTE era

WOOD/LAT

## EMMANUEL COLLARD

The Frenchman was a master of various iterations of the 911. And he's still going strong at the wheel of Porsche's rear-engined icon even if he doesn't have a top drive these days.

Collard's versatility is the stuff of legend. He could jump back and forth from prototype to GT machinery from weekend to weekend, seemingly without any effect on his pace or consistency. That versatility was transferred to the 911.

Collard claimed a title in the early days of the Supercup, and at only the second attempt. He was mega in both versions of the homologation-special 911 GT1 — being unlucky not to win the Le Mans 24 Hours in 1997 — and was blindingly fast in a 996-shaped 911 GT3-R in all its various iterations. And Porsche knew it. So much so that it was happy to place him in its machinery even

after he had secured a factory Cadillac contract a couple of years later.

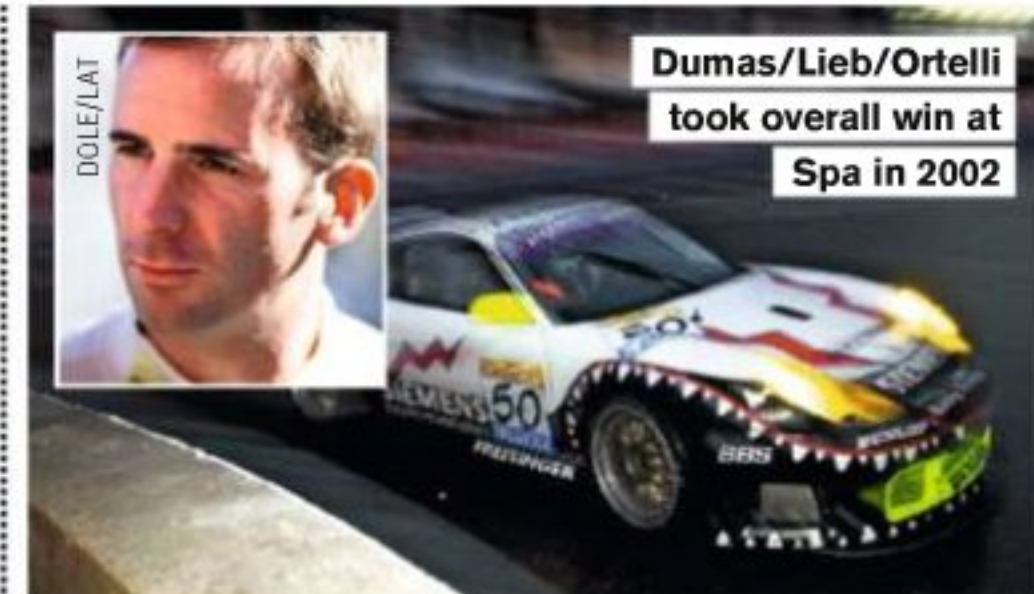
One tale that sums up the man's talents comes from his year in the pseudo-factory Gruppe M squad in the 2005 FIA GT Championship. The 911 GT3-RSR he was sharing with Stephane Ortelli and Tim Sugden had been crashed and needed Heath Robinson repairs involving ratchet straps and the heaviest thing the team could tie the car to (which turned out to be the transporter).

Steve 'Doc' Bunkhall, who was chief engineer at the time, takes up the story: "We'd managed somehow to straighten out the chassis legs and sent Collard back out in the rain. After a few laps, he came over the radio, saying the car was terrible and had no grip.

"His race engineer, Adam [de Borre] came back to him: 'Slow down, Manu, you're five seconds faster than everyone else, including the GT1 cars!'"



Collard was unfortunate not to win 1997 Le Mans in Porsche's 911 GT1



Dumas/Lieb/Ortelli took overall win at Spa in 2002

PHOTO-4/LAT

## ROMAIN DUMAS

Veteran Porsche man Norbert Singer wasn't sure about a new young French hotshoe driving the Freisinger Porsche 911 GT3-RS at the 2002 Spa 24 Hours. Yet the first stint in the car from Romain Dumas certainly impressed the engineer, who had worked with the great and the good of sportscar racing over the preceding 30 years.

"I didn't know much about him, except that I thought he was a nice guy," recalls Singer. "We put him in the car just as it started raining and sent him out on unscrubbed slicks. I remember thinking, now we will see if he is any good or not."

Dumas, according to Singer, "managed the situation perfectly and could stay out on slicks without losing time". Freisinger's rivals ended up making two extra pitstops, and Dumas, Stephane Ortelli and Marc Lieb went on to win the N-GT class from third place overall.

It was a portent of things to come. Dumas landed a Porsche factory drive and then a place in the Penske RS Spyder squad, but his skills aboard a 911 still got a regular airing right through into the current decade. He can now add his class win at Le Mans this year aboard the latest 991-model 911 RSR to his four overall 24-hour successes at the Nurburgring and a solo Spa triumph. ▶



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## HURLEY HAYWOOD

► Hurley Haywood helped make the racing reputation of the 911 — at least in the US. But the car was, by the American's own admission, also the making of him. It set him on course for stardom and a total of nine wins across the blue-riband enduros at Le Mans, Daytona and Sebring.

Six of those triumphs were won at the wheel of 911-derived cars, starting with the 1973 Daytona 24 Hours when Penske and Brumos were both given Carrera RSRs prior to the homologation of the new machine. The significance of victory for the Brumos team ahead of the might of Penske and Mark Donohue is not lost on Haywood.

"I didn't grasp the significance of beating them at the time — but that put me on the map," recalls Haywood, who would go on to notch up a second big victory with exactly the same car at Sebring six weeks after Daytona.

Haywood was a world-class driver, who could cut the mustard with whoever got off the boat from across the Pond. "The standard in the US was never as high as in Europe," recalls John Fitzpatrick. "But Hurley was the exception."



1973 Daytona fell to Carrera RSR of Haywood/Gregg



Huisman was the Supercup king of the late 1990s



## PATRICK HUISMAN

No list of the best 911 drivers in the 50-year history of the car would be complete without one of the big names from the Supercup, and the choice is obvious. Patrick Huisman dominated on the way to four successive titles in 1997-2000.

The Dutchman was something special at the wheel of his Manthey Supercup racer — both the 993- and 996-shaped cars, and he had the measure of an impressive group of rivals.

Huisman was good, and he knew it. There's a story — perhaps apocryphal, but apt nonetheless — about a rival team manager questioning Huisman about his smoking habit. "It will slow you down, you know," he told a relaxing Patrick behind the pits one day. The driver's response was to ask by how much. "A couple of tenths," came the reply. Huisman took another drag, exhaled and responded laconically: "I think I've got that covered." He probably had.

Huisman was never able to translate his talents into the endurance arena, but he returned to the Supercup in the mid-2000s and kept notching up the victories. His tally of 25 wins is more than any other driver in the history of that series.

## MARC LIEB

There probably isn't much to choose between the current crop of super-talented Porsche factory drivers. Just look how many have made this list. Yet Marc Lieb is the one you want when the chips are down, according to Olaf Manthey, his team boss in this year's World Endurance Championship and for each of his four victories in the Nurburgring 24 Hours.

"Marc is the one you want in the car when the conditions are bad," he says. "He can produce something special."

Those qualities have taken the German driver to an overall victory in the Spa 24 Hours, three class wins at Le Mans, class titles in both the FIA GT Championship (twice) and the Le Mans Series, in addition to that run of triumphs on the Nordschleife.

The story could be about to be interrupted. Porsche's blue-eyed boy is going to be given a chance in its new LMP1 contender for 2014. Don't doubt that he will be back, though. ►



Nurburgring wins are just some of the successes Lieb has taken in 911s



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## STEPHANE ORTELLI

► Even if you exclude Stephane Ortel's 1998 Le Mans 24 Hours victory with the Porsche 911 GT1-98 – engine in the wrong place, you see – the wiry Monegasque's had more than enough success in other 911 variants to be in this top 10.

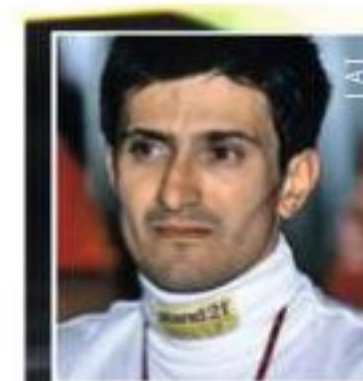
Ortelli took to a 911 like a duck to water when he was given his first chance by long-time Porsche entrant Franz Konrad in 1995.

"He was quick right away," recalls Konrad, "but then he did have a good teacher – me!" It should be pointed out that Ortelli also had another mentor in his early days, a certain Bob Wollek.

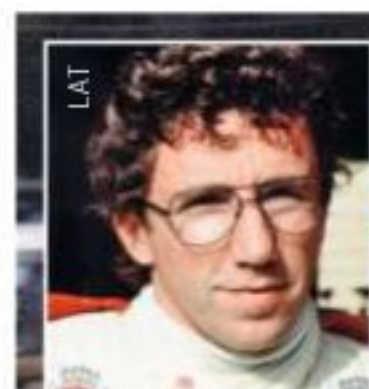
Konrad describes Ortelli as a hero of the turbocharged 993-shaped 911 GT2 of the mid- to late-1990s. It was where he cut his teeth, but his greatest achievements came in later cars.

Twice a winner of the N-GT title in the FIA GT Championship, he also moved over into the sprint arena and claimed the Porsche Supercup in the first year of those FIA crowns in 2002.

His greatest day, to my mind, came not when he led the crew that beat the GT1 cars to triumph overall at the Spa 24 Hours in 2003, but at a wet Estoril at the end of the previous season. Driving Freisinger's lead 911 GT3-RS, he lapped the whole N-GT field in a single stint.



Ortelli was a "hero" in the 993-shaped GT2 racer



Stommelen starred on way to second in 1979 Le Mans



## ROLF STOMMELEN

A legend in a Porsche 935 – that's the only way to describe Rolf Stommelen. Witness his drive in the 1979 Le Mans 24 Hours. The German came within a jammed wheel of winning it almost single-handed, so much faster was he than team-mates Paul Newman and Dick Barbour.

There were victories, at the wheel of factory and privateer 935s, and he was pretty handy in a 911 RSR earlier in the 1970s, too. However, the ultimate accolade for Stommelen comes from one of his peers.

"Rolf didn't have masses of success in the car, but for me he was the quickest guy in a 935," says John Fitzpatrick. "No question about it."

"I was happy to go up against Bob Wollek or Klaus Ludwig in equal machinery, but when I was racing against Rolf, that was different. If I beat him, I was over the moon."

## BOB WOLLEK

It's only right that Brilliant Bob is here. After all, the late Frenchman's career did span the first 30 or so years of the racing life of the 911, and he did race just about every variant of the car from the 911S to an early-2000s 911 GT3-RS.

The man from Alsace was in his pomp at the wheel of a 935, at least according to team boss Franz Konrad. The reason was the racing brain that allowed Wollek to continue to compete at the top well into his 50s.

"Maybe he wasn't quite the quickest in terms of outright pace," explains Konrad, "but he had an amazing technical understanding. The 935 was a hard car to set up and drive, but Bob was one of the few who could get 100 per cent out of it."

"He wasn't interested in laptops and data," recalls Konrad. "Only in what his arse was telling him. But his brain was amazing: it allowed him to keep winning for so long."



Wollek in 1981 DRM action at wheel of the extreme 935



## BUBBLING UNDER

**MARK DONOHUE** Had Donohue not been cut down in his prime, he'd have likely gone on to great things in 911 derivatives. Surely a post-Formula 1 sportscar beckoned for the winner of the 1974 IROC title in 911 Carrera RSR.

**JOHN FITZPATRICK** 'Fitz' is Britain's overlooked sportscar star. And the fact is that his biggest successes came at the wheel of 911s in European GTs and IMSA.

**PETER GREGG** How can 'Peter Perfect' be absent from this list, you might ask? The reason is that Hurley Haywood is on it, and the five-time Daytona winner was always the senior partner in that duo.



Fitzpatrick at work in 1974 Nurburgring 1000

**KLAUS LUDWIG** 'King Klaus' was mega in a 935 during a short period sandwiched between works deals with BMW and Ford. A Le Mans win and a title in

the German DRM Group 5 are testament to that, but his time in 911s was too short for inclusion here.

**LUCAS LUHR** Another multiple champion in the early 2000s would probably have made this top 10 had he not gone off to race prototypes, first with Porsche and then with Audi.

**SASCHA MAASSEN** There was a time when Maassen was the best 911 driver on the planet – not the fastest, but the best all-rounder. A couple of ALMS titles and an FIA GT gong are proof of that. But his star quickly waned and was only briefly rekindled in Porsche's RS Spyder.

**NICK TANDY** If this list was being written in a year or two's time, there's every chance that Tandy's name would be on it. He's rated highly by the men in the know.



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*Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP*

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*Steve Hallam, Director of Competition, Michael Waltrip Racing*

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*Jody Firth, Team WFR*



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- Be experienced in managing a flexible team and being able to optimise several logistics challenges concurrently.
- Have a self-motivated and proactive attitude, excellent communication skills and the ability to work to very tight deadlines within a team environment.
- Hold a National and International Certificate of Professional Competence of Road Haulage.
- Be IT literate and competent in systems such as Telematics.

In addition to the above this role requires natural leadership skills, the ability to adapt to multiple changes and new challenges on an hourly basis. The ideal candidate will consistently recognise the importance of this service function to both internal and external customers.

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## Tandy joins top Hayes entry

### Porsche GT ace one of more than 100 entries for FF1600 extravaganza

#### PORSCHE FACTORY GT DRIVER

Nick Tandy and ex-Formula 3000 champion Vincenzo Sospiri are the latest big names to commit to the Walter Hayes Trophy at Silverstone this weekend.

Despite being a Brands Hatch Festival winner during Formula Ford's Duratec-engined era, Tandy has never raced a Kent FF1600. He will now drive the National College for Motorsports Van Diemen RF92, and hopes to test the car tomorrow (Friday).

"I've never driven a Kent car and it's been a while since I've driven any Formula Ford," said the 28-year-old former McLaren AUTOSPORT BRDC Award finalist.

"I've never been to the Walter

Hayes before – I've always been away or busy – but I know it's going to be a slipstreaming Formula Ford-fest!

"It's the end of the season, it's Formula Ford and it's the Silverstone National circuit, so it's got to be fun."

The heat draw for the event was made on Monday, and Tandy will appear in heat five, up against last weekend's Festival winner Niall Murray.

"There are a few specialists and some guys coming up the ranks who want to prove themselves," added Tandy. "My aspirations are to have fun and not damage the car. If we're up at the front, great; if we're in the middle of that pack, that's fine, too."

"If the engine's good and the brakes work, we'll have a chance."

Sospiri, a double FIA Sports Car champion, won the 1988 Brands Festival and will drive a Van Diemen RF88. "The last time I raced a Formula Ford was in '88, and I haven't raced since 2002," said the 47-year-old. "I haven't driven in three or four years, but it doesn't matter, it is just for fun."

Other leading contenders include three-time event winner Peter Dempsey, who will drive a Kevin Mills Racing Swift SC92F, and multiple single-seater champion Scott Malvern, who will make his event debut in a KMR Spectrum similar to that in which Adrian Campfield won the 2011 event. Formula Renault BARC title winner Chris Middlehurst will also return to his FF1600 roots in heat one.

#### KEVIN TURNER FEATURES EDITOR

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@KRT917



#### IT DOESN'T SEEM TO MATTER

what is happening elsewhere in motorsport, Silverstone's Walter Hayes Trophy attracts a superb entry.

There are 106 drivers in this year's event, and they include some of the best racers in the UK. As well as the likes of Tandy, Dempsey and Malvern, former British Formula Ford champions Wayne Boyd and James Cole, ex-category stars Michael Vergers and Joey Foster, and a whole host of top club FF1600 drivers will descend on Silverstone for the season highlight.

Picking a winner is absolutely impossible. With such a competitive field it will boil down to who has the car sorted for the conditions, gets the job done on the day and has that little bit of luck that is always required in festival-style events. Whoever it is, they will be a worthy winner.

On the subject of those who deserve what they get, it will be interesting to see how Josh Webster gets on in the Porsche Carrera Cup, having won the championship's scholarship (see page 77).

The ex-Formula Renault BARC runner-up might not have had the best season in GP3, but he has always had to fight on with few funds and could make a career in GTs or sportscars.

We certainly hope he lasts longer in the series than Nick Bunting has in his role as MSA chief executive. The respective parties have said nice things about each other (p76), but it's hard to believe things have gone as planned given that Bunting was only in the job for six months.

Whatever the story, let's hope the MSA is able to find a keen and capable leader. It has several challenges ahead, including the implementation of those new rules on track limits in 2014...

#### ENTRIES TO WATCH OUT FOR

##### Heat 1

Joey Bickers  
Felix Fisher  
Chris Middlehurst  
Richard Tarling  
Oliver White

##### Heat 2

Graham Carroll  
Peter Dempsey  
Scott Malvern  
Ivor McCullough  
Vincenzo Sospiri

##### Heat 3

Wayne Boyd  
Jamie Jardine  
Michael Moyers  
Neville Smyth  
Luke Williams

##### Heat 4

James Cole  
Stephen Daly  
Noel Dunne  
Ed Moore  
Ben Norton

##### Heat 5

Josh Barnett  
Jonathan McMullan  
Ben Mitchell  
Niall Murray  
Nick Tandy

##### Heat 6

Luke Cooper  
Josh Fisher  
Joey Foster  
Scott Hargrove  
Michael Vergers

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Bunting has quit the MSA after just six months in charge

## MSA chief executive leaves post

THE MOTOR SPORTS ASSOCIATION has lost its new chief executive, with Nick Bunting leaving his role after little more than six months in the job.

UK motorsport's governing body announced last week that Bunting, who switched from a similar role with the Rugby Football Union in May, had left by mutual consent.

"I have very much enjoyed working

with the MSA staff and all the dedicated volunteers and organisations within the sport," he said in a statement. "I am delighted that we have been able to effect some changes that will enable the sport and the organisation to move forward."

MSA general secretary Rob Jones has been appointed as acting CEO in Bunting's absence.

Bunting told AUTOSPORT after his appointment earlier this year that he was committed to improving the sustainability of the sport and having an impact on grassroots racing.

Alan Gow, the association's chairman, said Bunting had addressed specific areas of improvement, but indicated he was not the man to implement the required changes.

"Nick was recruited to undertake a specific transitional role to prepare the MSA for future transformation," he said. "He has successfully laid out the pathway for this transition and identified that a specific style of leadership is required to achieve this."

"By mutual consent, he has decided not to take up the possibility of the continued role as MSA chief executive."

### Clio Cup Series

## Kart racer Stilp to make car debut with Clio Cup Series prize

KART DRIVER JACOB STILP WILL make his car racing debut in the Clio Cup Series' Autumn Cup race next month.

Stilp, son of former Clio Cup UK racer Daniel and nephew of current competitor Jordan, will drive a MonsterSport Europe Clio Renaultsport 197 in the Road class at Rockingham on November 16/17.

The fully-funded drive is a prize won at the Henry Surtees Challenge karting event, which Ginetta racer David Pittard won overall to get a GP3 test with Carlin.

"It was the prize I had my eye on," said Stilp. "I've only just started taking lessons for my road licence, so driving a car is very new to me. It's a great prize and a really fantastic opportunity."

Meanwhile, Clio Cup UK racers James Colburn and Jake Giddings will contest



Stilp will race Road class Clio

the one-off Clio Cup Final at Motorland Aragon this weekend.

They join drivers from across Europe, as well as competitors from the Clio Cup Bohemia – which covers Slovakia, the Czech Republic, Germany and Austria – in fighting for a year's use of the new turbocharged Clio Cup car.

### Suzuki Swifts

## Suzuki Swift organisers target multi-discipline championship

A CHAMPIONSHIP FEATURING rallycross, rallying and circuit racing elements could become a reality as soon as next season if interest is high enough.

Organisers of the one-make Suzuki Swift series, which runs alongside the British Rallycross Championship, are widening the scope of the cars for 2013.

Under the Swift Super Series banner, the cars will be eligible to race in their own class in the BRSCC Euro Saloons Championship and the English Rally Championship, alongside the existing rallycross class.

It is hoped this could develop into an 'all-rounder' series, possibly starting next season, although championship organiser

Sarah Watson insists it must be viable.

"What we want to do is give competitors the opportunity to maximise what they can do with their cars," she said.

"At the moment, we will run three standalone series, but we would love to make an all-rounder championship, once we know the interest is there. That could be as soon as next season."



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# Porsche Carrera Cup

## Single-seater racer Webster wins 2014/15 Porsche Scholarship

GP3 RACER JOSH WEBSTER HAS been awarded the 2014/15 Porsche Carrera Cup GB scholarship.

Webster, who has raced single-seaters since 2010, will receive £80,000 towards his budget for each of the next two domestic Carrera Cup seasons.

Formula Renault BARC runner-up in 2011 and 2012, Webster graduated to GP3 this year, but is yet to score any points and has retired from five of the 14 races during a difficult campaign with Status GP.

Webster has since targeted a switch to sportscar racing, with the Carrera Cup as his starting point.

"I'm absolutely delighted for me and my

parents: we're still bouncing off the walls," he said. "I just can't wait to get started and get some more seat time in the Porsche."

"I'm on a real high with the news. I know it was a tough call and I want to credit the other finalists, because they pushed really hard. Any one of us could have won it."

Webster beat British GT4 champion Ryan Ratcliffe, Scirocco R-Cup podium finisher Ross Wylie and Clio Cup UK racer Ignas Gelzinis to the prize.

Porsche GB's Marion Barnaby said: "Any of the four finalists would be a worthy scholar, but we could only select one."

We believe we have an exceptional scholar in Josh."



Webster beat off stiff competition to win

GRIFFITHS



### Da Costa shunts in F3 Cup appearance at Snetterton

Red Bull junior Antonio Felix da Costa stalled at the start of race two in the F3 Cup at Snetterton last weekend and was hit from behind. The Portuguese was a late addition to the entry, which qualified him for the Macau F3 GP.

SNAPPY RACERS

# BRDC F4

## Palmer signs up for BRDC F4 Winter Series with HHC squad

WILL PALMER WILL MAKE HIS single-seater debut in the inaugural BRDC Formula 4 Winter Series.

Palmer finished third in the Ginetta Junior championship this season driving for HHC Motorsport, and will remain with the

team for the two F4 meetings at Rockingham and Brands Hatch.

The 16-year-old claimed two second places on his Radical SR1 Cup debut at Snetterton last weekend, but is keeping his expectations in check.

"It is clearly an excellent championship," he said of F4. "It is very competitive. I hope I can be in the top half of the field and score consistent results across the eight races."

Palmer drove his F4 car for the first time at last week's Snetterton test. Among the other runners were Formula Renault BARC frontrunner Jake Cook and European karting champion George Russell.



Palmer was third in Ginetta Juniors

EBREV/LAT

# HUMBLE PYE

## The voice of club racing



The Veteran Car Run will have three Napiers for the first time in 2013

## Celebration of Britain's need for speed has great relevance

**H**eld every November since 1927 – except during World War II and in 1947, when petrol rationing precluded play – this Sunday's Royal Automobile Club London to Brighton Veteran Car Run commemorates the Emancipation Run of 1896.

The 1896 event celebrated the passing of the Locomotives on the Highway Act, a landmark ruling that raised the speed limit for 'cars' in Great Britain from 4mph to a heady 14mph. Of the 33 machines that set off from the Metropole Hotel bound for the stylish south coast resort 117 years ago, 14 arrived.

Apart from sowing the seeds of the need for speed, what has the run to do with motorsport you may ask? Well, rather a lot, since this year's entry of almost 500 pre-1905 vehicles, including three Gordon Bennett Cup Napiers – which will leave Hyde Park Corner from 0658 – is, as ever, peppered with owner/drivers who have competed, or still do, in more modern machinery.

Among the best known are Le Mans 24 Hours veterans Peter Lumsden CBE – whose best result in four starts was fifth in a Jaguar E-type in '62, with Peter Sargent – and Pink Floyd drummer Nick Mason, for whom 18th in Dorset Racing's Lola T290/297 [which he now owns] with Richard Jenvey, Brian Joscelyne and team chief Tony Birchenough in '79, on the first of his five appearances at La Sarthe, was not topped. They drive an 1899

Locomobile steam car and 1901 Panhard-et-Levassor respectively.

Long-time Can-Am and Trans-Am racer Monte Shelton is one of many coming from the USA, while historic racers Ben Cussons and Michael Quinn (grandson of Jaguar founder Sir William Lyons) are joined in the RAC by former AUTOSPORT editor Peter Foubister, now the club's motoring secretary.

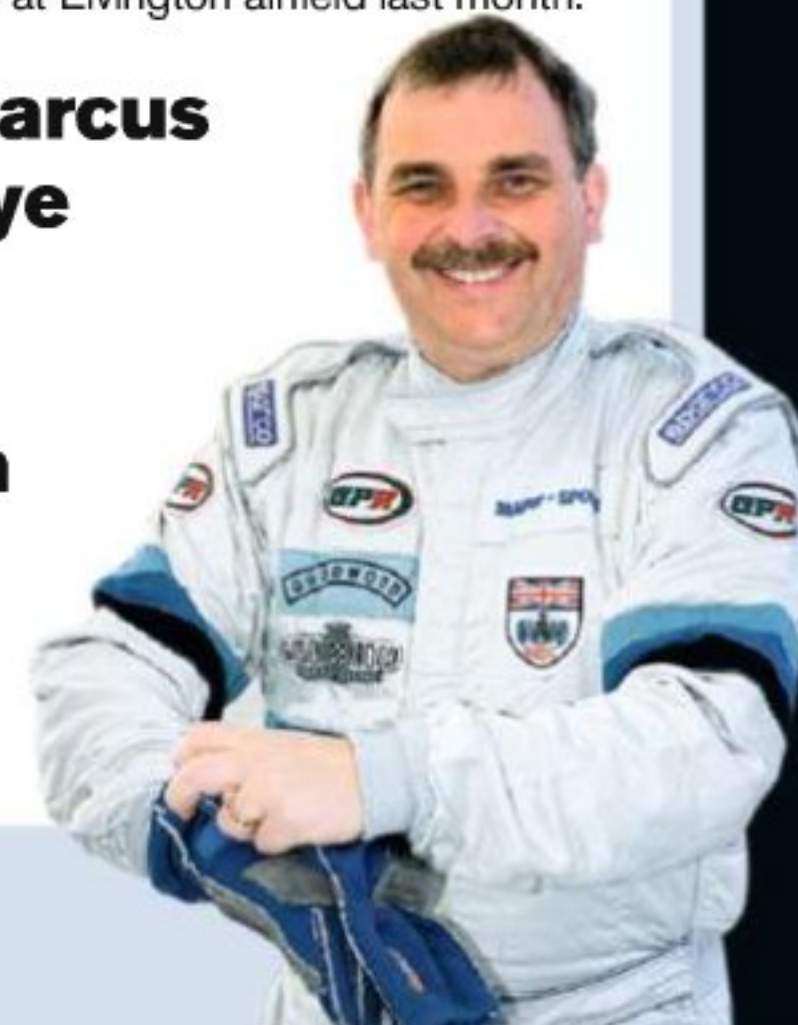
Other familiar names from the vintage, classic and historic motorsport world include Evert and daughter 'Queenie' Louwman, representing the wonderful Dutch National Motor Museum, VSCC president Tony Stephens, Dr Mark Green, John Polson (in a 1904 Vulcan), John Keatley, Alex Classick and Lord Irvine Laidlaw. Hillclimbers Joy Rainey and Channel Islander Geoffrey Grime are also on the list.

The public festivities start with Saturday's Regent Street Motor Show from 1030-1600. More than 300 cars will trace the history of motoring over 125 years, from early veterans through current supercars to the transport of the future.

Among the exhibits is Drayson Racing Technologies' astonishing Lola B12 69/EV sports racer, which set an FIA world electric land speed record of 205.139mph for the flying mile at Elvington airfield last month.

### Marcus Pye

**"As ever, this year's entry is peppered with owner/drivers from vintage, classic and historic motorsport"**





Murray recovered from  
an incident in his heat  
to win on Festival debut



ALL PICS: GARY HAWKINS

FORMULA FORD FESTIVAL BRANDS HATCH, OCTOBER 26-27 BRSCC

# Rookie Murray wins a thriller

FORMULA FORD ROOKIE NIALL MURRAY came through to win a thrilling Kent 1600 final at the Festival, defeating a fine field of more experienced racers.

The Dubliner, who switched from Ginetta Juniors to a Formula Ford Van Diemen RF99 for this season, was supported by a strong Irish contingent who, like everyone present, welcomed the category's promotion to headline event for the first time since 1992.

Former Festival winner Joey Foster set the ball rolling with a consummate lights-to-flag win in the first heat after he wisely opted for a wider, drier line on a very slippery surface. Murray seemed set

for second place until a clash with Joey Bickers put him in the gravel at Clearways, while the Californian – one of the Team USA scholars – raced on to be runner-up after his first standing start, and his first race in the rain.

Ballymena's Ivor McCullough was hoping for a hat-trick of Kent Festival wins, but his Van Diemen RF00 lacked pace in the wet and he could only finish eighth.

The other Team USA driver, Jake Eidson had his best times disallowed in qualifying after he persistently put four wheels off the track so he had to start a wet heat two from the fourth row. Nevertheless, the American put

his head down, picked off his rivals and then, on lap seven of 12, he drove all the way around Stephen Daly at Clearways to take the lead.

Eidson went on to win by over three seconds, while Oliver White just pipped Jonathan McMullan for third.

Former Duratec Festival winner Wayne Boyd had a frightening moment at Graham Hill Bend while he was leading the opening lap. His foot slipped off the brake pedal and hit the throttle and he careered across the infield almost as far as the paddock access road, but recovered well to claim sixth position.

Foster shone again in the first semi-final, sweeping around the

outside of the fast-starting Daly towards the end of the first lap to seize the lead. A little further back, Team Canada scholarship driver Scott Hargrove and McMullan were challenging 2010 winner Neville Smyth for third place. Once ahead, US F2000 champion Hargrove set his sights on Daly while Boyd forged past McMullan.

A safety car period meant that Foster's useful lead was cut to zero, but the double Festival winner remained calm and soon pulled away again from Hargrove. Towards the end Boyd rallied with a duo of amazing passes at Paddock, taking Daly and Hargrove on successive laps. But Foster was still 1.5 seconds ahead at the finish as Daly trailed home third, just ahead of Hargrove, McMullan, Smyth and Ben Mitchell, the battling group finishing nose to tail.

Noel Dunne, the 2006 Kent Festival winner, started the second semi from the third row but soon caught and passed early pacesetters Eidson and White. Eidson missed a gear at Graham Hill Bend and lost out to Murray and McCullough, while White put on a spurt during the race's conclusion as he chased the leader. At the finish he was just two tenths adrift of Dunne. Murray was a strong third, just ahead of McCullough and Eidson.

The final was a real cracker. Dunne started from pole and seized the initiative, chased by Foster, White, Boyd and Hargrove. But it soon became clear that Foster was in



Boyd had an off in  
his heat, but fought  
back to claim a podium



DURATEC &amp; ZETEC FORMULA FORD BRANDS HATCH, OCTOBER 26-27

## Van Os claims double and Benelux title as rivals falter

THE DURATEC FIGHT WAS ALL ABOUT the battle between invaders from across the North Sea, with Dutchman Bart van Os taking the spoils in both races.

Van Os led the semi-final throughout, although team-mate Max van Splunteren was always either right behind or alongside. On lap 13 of 15 van Splunteren broke his nosecone when he dived for the inside at Surtees, but continued. Van Os crossed the line with a two tenths advantage.

Dane Frederik Schandorff battled with them at first but fell back gradually to finish a lonely third.

The two Dutchmen resumed their rivalry at the start of the final and they were on target until they were both passed at Druids on the

first lap by Schandorff.

Much of the heat of the situation dissipated when van Splunteren outranked himself at Paddock and flew into the gravel, and it was removed entirely when Schandorff had to take to the grass to avoid a spinning backmarker and was unable to stop before nosing into the tyre wall at Clearways.

Van Os had time to hit the brakes on the asphalt and, once he recovered, he raced on to victory, winning the Benelux championship as well.

Abdul Ahmed came through to second and set the fastest lap during his pursuit. He would pick up a 10-second penalty for jumping the start, but the result was not affected. Schandorff recovered to finish third, still ahead of Jason Down.



Van Os edged the semi before easing to final victory

**DURATEC & ZETEC FINAL (15 LAPS)** 1 Bart van Os (Mygale SJ10); 2 Abdul Ahmed (Mygale SJ10) +10.668s; 3 Frederik Schandorff (SJ07); 4 Jason Down (SJ07/GD); 5 Paul Sieljes (SJ07); 6 Julian Hoskins (Vector TF93). **CW** Eric Heudicourt (Mygale SJ03); Hoskins. **FL** Ahmed 48.567s (89.53mph).

**SEMI-FINAL (15 LAPS)**

1 van Os; 2 Max van Splunteren (SJ10) +0.199s; 3 Schandorff; 4 Down; 5 Thomas Craincourt (Mygale Duratec); 6 Sieljes. **CW** Jo Zosso (Tatuus RC99). **FL** van Splunteren 48.242s (90.14mph).

trouble: White squeezed past on the inside at Graham Hill Bend and then next time round Boyd did the same thing at the same place. Then Murray passed Foster as well, so the weekend's double winner found himself back in sixth place after only four laps.

After a short safety car period, White slid wide at Druids and lost second place to Murray. Then Dunne took to the grass at Druids and fell back to third place behind Murray and White. In the latter half of the race Foster picked up his pace as well as several places, but his late bid ended in the gravel at Clearways, while Hargrove dropped back when his damper cover flew off and upset the airflow over the car.

Up at the sharp end Boyd moved up to second place and began to close in on Murray, but a high-speed flirtation with the gravel at Paddock put him back behind White again. Nevertheless the Irishman refused to give up: on the last lap he snatched second place from White at Paddock and then chased Murray across the line, less than two seconds down.

Hargrove was a close fourth, just

ahead of Eidson, McCullough, Dunne, Daly and McMullan.

On the podium, White was a shade disconsolate – "I'm a bit disappointed, especially after such a good start" – while Boyd was more relieved to be in contention than anything else. "I made a big mistake yesterday," he admitted, "but we fought hard."

As the man of the hour, Murray was naturally ecstatic. "I can't believe it," he said. "The lads worked hard on the car all week. I didn't realise I could win until I saw the chequered flag."

In the historic final for pre-1990 machines, polesitter James Buckton made the best start, but suddenly he was swamped on either side by McMullan and Richard Tarling as they approached Druids for the first time. Next time round McMullan found better traction out of Graham Hill Bend and outraged Tarling to seize the lead.

Once in front the Irishman was able to ease away to beat Tarling by eight seconds. Klaus-Dieter Hackel was a lonely third, ahead of Buckton and Christopher Stones.

● Kerry Dunlop



Team USA pair showed well in the heats



Final class winner McMullan also took Historic standalone

**FORMULA FORD 1600 KENT FINAL (20 LAPS)**

1 Niall Murray (Van Diemen RF99); 2 Wayne Boyd (Van Diemen RF02) +1.932s; 3 Oliver White (Van Diemen RF01); 4 Scott Hargrove (Ray GR08/09); 5 Jake Eidson (Ray GR12); 6 Ivor McCullough (Van Diemen RF00); 7 Noel Dunne (Van Diemen RF01); 8 Stephen Daly (Ray GR11); 9 Jonathan McMullan (Mondiale M89S); 10 Joey Foster (Ray GR10). **Class winners** McMullan; Richard Tarling (Van Diemen RF80). **FL** Boyd 50.557s (86.01mph).

**HEAT 1 (12 LAPS)** 1 Foster; 2 Joey Bickers (Ray GR08/09) +3.278s; 3 Neville Smyth (Ray GR509); 4 Zacharie Robichon (Ray GR08/09); 5 Hargrove; 6 Murray. **CW** Klaus-Dieter Hackel (Van Diemen RF88); Tarling; Ian Jeary (Dulon LD9). **FL** Foster 1m00.688s (71.65mph).

**HEAT 2 (12 LAPS)** 1 Eidson; 2 Daly +3.395s; 3 White; 4 McMullan; 5 Dunne; 6 Boyd. **CW** McMullan; James Buckton (Elden Mk8); Kevin Howell (PRS RH01). **FL** Sean Doyle (Van Diemen RF00) 1m00.970s (71.32mph).

**SEMI-FINAL 1 (15 LAPS)** 1 Foster; 2 Boyd +1.695s; 3 Daly; 4 Hargrove; 5 McMullan; 6 Smyth. **CW** McMullan; Tarling. **FL** Ben Mitchell (Van Diemen RF99) 52.326s (83.10mph).

**SEMI-FINAL 2 (15 LAPS)** 1 Dunne; 2 White +0.200s; 3 Murray; 4 McCullough; 5 Eidson; 6 Bickers.

**CW** Buckton; Conor Murphy (Van Diemen RF83); Philip Attwood (Crosbie 32F). **FL** Eidson 50.612s (85.92mph).

**HISTORIC FF1600 FINAL (15 LAPS)** 1 McMullan; 2 Tarling +8.992s; 3 Hackel; 4 Buckton; 5 Christopher Stones (Van Diemen RF88); 6 James Hagan (Reynard 88FF). **CW** Tarling; Buckton. **FL** McMullan 53.289s (81.60mph).



Murray celebrates his Festival success



Foster starred early on but faded in final



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Napolitano won the second of two packed Fiesta Class C races

FORMULA FORD FESTIVAL SUPPORTS BRANDS HATCH, OCTOBER 26-27 BRSCC

# Fiestas thrill with bumper entry

A HOST OF FIESTA RACES HEADED AN entertaining Formula Ford Festival support package at Brands Hatch.

Andrew Foley seemed to be set for victory in the first Fiesta Si race until a safety car intervention. Soon after racing resumed he slid a fraction wide at Clearways and was promptly mugged by a gang comprising Andrew Taylor, Daniel Holland and Joe Ferguson. Taylor had made contact with Foley and he was subsequently penalised, so Holland won from Foley and Taylor.

Next time out Foley seized the initiative from Holland, but it was Lee Napolitano who hit the front at the start of lap two. Despite gear-selection problems Napolitano went on to win from Holland. Ferguson came through to finish third after a tremendous scrap with the Foley brothers Andrew and Matthew.

A sharp shower shortly before Saturday's Irish Fiesta race made the track really greasy, but polesitter John Denning started perfectly to lead

Sean Lillis. Then James Turkington took command until lap seven of 13 when he flipped over harmlessly at Paddock. Towards the end Lillis slipped past Denning and went on to win by almost a second. Stephen and Jamesy Hagan finished third and fourth respectively.

On Sunday a cracking lead battle between Lillis and Denning was negated by a five-second penalty for both for overenthusiastic use of the grass, so Jamesy Hagan was awarded the win. Lillis and Denning were classified second and third.

David Abbott held on to win a thrilling first Fiesta Class A, B and D race by a length, despite strong opposition from James Appleby. His rival seized the lead briefly, but lost it again when he slid very sideways at Graham Hill Bend. Andrew Mitchell passed Al Daly on the penultimate lap to claim third place.

The second race lost several runners when three cars ended up in the gravel at the first corner,

including that of front-row starter Appleby. Mitchell made good his escape and raced on to victory ahead of Jack Williams. Abbott had also been involved in the earlier incident, but he recovered well to finish fourth, inches behind Daly.

Robert Cox led all the way in the first Fiesta Junior race, but it was no easy victory as his windscreen was badly misted. Alex Reed surged past Rory Collingbourne and James Ross on the same lap, but he was subsequently relegated to third place behind Ross for passing under yellows. On Sunday Cox had to give best to new champion Ross, who went on to win from Collingbourne and Ben Wilcox.

A running battle between Michael Gibbins and Chris Snowdon took centre stage in two of the three Sports 2000 encounters.

At the start of the Historic race the Lola T590 of Gibbins stormed away and opened up a gap of 2.5 seconds after only one lap. But Snowdon, who

had stalled at the start in his Tiga SC80, staged a great recovery. He began to lap quicker than the leader and then splashed past on the last lap to snatch victory. Clive Steeper was a distant third in his Tiga.

On Sunday, in the Pinto race, it was Snowdon who began to pull away in the rain, but as the track dried Gibbins stepped up his pace, passed the wet-shod Snowdon and pulled away to win. Damian Griffin made good progress to finish third.

Snowdon praised his rival's "good win" afterwards, adding: "He's almost 40 years younger than me!"

There was a messy start to the Duratec Sports 2000 race when several cars cannoned off each other in their struggle for traction. Patrick Sherrington was the first to emerge from the melee and over the next half-hour he simply drove away to win by 4.5 seconds. Robert Oldershaw and Craig Mitchell chased him on their way to the podium.

● Kerry Dunlop



Patrick Sherrington won the Sports 2000 Duratec encounter

**FORD FIESTA C (15 LAPS)** 1 Daniel Holland; 2 Andrew Foley +0.507s; 3 Andrew Taylor; 4 Lee Napolitano; 5 Matthew Foley; 6 Joe Ferguson. **Fastest lap** Holland 56.237s (77.32mph). **RACE 2 (21 LAPS)** 1 Napolitano; 2 Holland +1.369s; 3 Ferguson; 4 A Foley; 5 David Grady; 6 M Foley. **FL** Holland 56.131s (77.47mph). **IRISH FIESTA TROPHY (13 LAPS)** 1 Sean Lillis; 2 John Denning +0.933s; 3 Stephen Hagan; 4 Jamesy Hagan; 5 Philip Lawless; 6 Ian Beatty. **FL** Richard Livingstone 1m11.339s (60.95mph). **RACE 2 (15 LAPS)** 1 J Hagan; 2 Lillis +2.174s; 3 Denning; 4 John Boland; 5 David Yamamoto; 6 Paul Magill. **FL** Lillis 1m02.907s (69.12mph). **FORD FIESTA A, B & D (BOTH 19 LAPS)** 1 David Abbott; 2 James Appleby +0.399s; 3 Andrew Mitchell; 4 Al Daly; 5 Jack Williams; 6 Alan Donnelly. **Class winners** Mitchell; Ken Bateman. **FL** Williams 1m02.319s (69.77mph). **RACE 2 1 Mitchell**; 2 Williams +0.898s; 3 Daly; 4 Abbott; 5 Tim Bennett; 6 Ian Scruton. **CW** Daly; Bateman. **FL** Abbott 58.318s (74.56mph). **FIESTA JUNIOR (BOTH 18 LAPS)** 1 Robert Cox; 2 James

Ross +2.497s; 3 Alex Reed; 4 Rory Collingbourne; 5 Ben Wilcox; 6 Michael Higgs. **FL** Wilcox 1m03.251s (68.75mph). **RACE 2 1 Ross**; 2 Collingbourne +2.353s; 3 Wilcox; 4 Aaron Thompson; 5 Higgs; 6 Thomas Grundy. **FL** Ross 57.644s (75.43mph). **SPORTS 2000 HISTORIC (19 LAPS)** 1 Chris Snowdon (Tiga SC80); 2 Michael Gibbins (Lola T590) +0.788s; 3 Clive Steeper (Tiga SC80); 4 Michael Bischoff (Tiga SC80); 5 Lars Johansson (Tiga SC80); 6 Mike Barnby (Tiga SC80). **FL** Snowdon 1m02.021s (70.11mph). **PINTO (26 LAPS)** 1 Gibbins; 2 Snowdon +30.314s; 3 Damian Griffin (Lola T598); 4 Johansson; 5 Colin Feyerabend (Lola T90/90); 6 Mark Powell (Tiga SC84). **CW** Griffin; Feyerabend. **FL** Gibbins 52.022s (83.59 mph). **DURATEC (31 LAPS)** 1 Patrick Sherrington (MCR); 2 Robert Oldershaw (Gunn TS11) +5.169s; 3 Craig Mitchell (Lola T88/90); 4 Tom Stoten (Gunn TS8B); 5 Justin Everitt (March 09/R); 6 Nick Bacon (TS11). **CW** Mitchell; John Owen (MCR); Roger Donnan (Crosley 9S). **FL** Sherrington 47.457s (91.63mph).





**Tim Gray's Spire GT3**  
led at the start and – on  
the road – at the finish

ALL PICS: STEVE JONES

**BIRKETT SIX HOUR RELAY SILVERSTONE HISTORIC GP, OCTOBER 26 750MC**

# Radicals triumph in epic finale

**SENSATIONAL FINISHES IN BOTH THE** Scratch and Handicap classifications will enshrine the 750 Motor Club's 2013 Holly Birkett Memorial Six Hour Relay race – the first with a capacity entry of 70 teams on Silverstone's Grand Prix circuit – as arguably the greatest in a series dating back to 1951.

The quest of 366 competitors to cover the greatest distance was laced with drama. Six hours before its scintillating climax, it started with The Free Radicals' Martin Brooks being pushed off pole position when his engine refused to re-fire, leaving Darcy Smith to go from pitlane. There he was joined by Steve Harris from 2012 winners Saker Sportscars/Team JPR, who had

arrived late at the assembly area.

Dave Brodie's Harrow Car Club VW Vento was clobbered by a spinner on the busy opening lap, in which Mark Ticehurst made up 38 places in Mazda Motors UK's MX5, the progress of which was being broadcast live. Also flying was Will Burns in Academy Motorsport's Ginetta G55.

Aaron Bailey led for The Third Radicals, but multiple 750MC champion Tim Gray was after him for Inspires and howled his works Bike Sport-spec GT3 ahead. The same pair would slug it out for glory in a mesmerising final half-hour – during which Gray cut a 105mph best lap – but much occurred in between.

Spire constructor Paul Nightingale's

pit was the scene of some frenetic action. Having lost John Cutmore's GT3 against the Hangar Straight barrier following an ill-starred attempt to pass slower cars off-line in the damp stuff, the team was reliant on Jonathan Thackray after Alastair Boulton filled his car with gravel and Gray's chain was changed.

The Third Radicals' SR3 was not without its troubles. While Oliver Cox, Doug Carter and Lee Bailey furthered its challenge, Charles Harvey-Kelly did just one lap before he returned stuck in gear and was retired, forcing a reshuffle, but everything boiled down to a grandstand finish.

Inspires were frantically calling Boulton in to get Gray back into the fray, and with 26 minutes remaining Tim screamed out, just over 60 seconds behind Aaron Bailey. Driving like the wind, he halved the deficit in five laps, halved it again to 12.8s in another two and was under the red car's wing onto lap 144.

Exploiting the Spire's extraordinary handling – “with 1500cc to my 1000cc he left me out of every corner” – Gray dived past in the middle of Becketts, but Bailey retaliated and they ambushed Jason Holyhead's BMW M3 on both sides leaving Luffield.

On what everybody thought was the last lap – the result was declared

when the final car finished inside six hours, one earlier – Bailey lunged inside Gray into Village. “He came in too fast, from too far back, so I cut back underneath him on the exit, but took a knock in the rear corner at the left-hander [The Loop],” said Tim, who was overjoyed to take the chequered flag, even though he knew the result... Bailey didn't!

Unbeknown to him, Inspires had a 30-second penalty for Thackray overtaking under yellows. “That's why I raced Tim,” said Aaron. “We were abreast through the complex and had a little bang, which was my fault, but what a finish.”

Gray agreed: “It was awesome. One of the best last laps I've ever had.”

Super-competitive Birkett-hardened Caterham teams comprised much of the entry as usual. Nearly Six Sevens, headed-by Luke Stevens's bewinged CSR, Richard and Pascal Green's Racing Greens, and Doug Newman's doughty Gold Arts quartet (led off by Chris Porritt, who jetted in from Tesla Motors in California for his annual ‘fix’) were the quickest.

Gold Arts' effort imploded after Newman crashed out and Jon Schneider's engine blew. They slumped to ninth, but would not have caught Stevens, Kevin Williams, Keith Dunn and Peter Ratcliff who deserved third, Luke having



**Mazda Motors MX5**  
charged up the order  
in the early stages





**Stevens headed the Nearly Six Sevens charge to third**



## Man on a Mission in a Mazda

Britcar 24 Hours veteran Trooper Jimmy Gilborn helped Mission Motorsport, The Forces' Motorsport Charity, to 27th on handicap in this Mazda MX5 Mk1

overhauled the Sakers, delayed only when Paul Rose picked up a puncture.

Five laps behind the winners, Racing Greens landed a brilliant fifth, pipping The Free Radicals and 2012 runners-up The Hart Attacks, whose Rover K-powered Clubmans were again giantslayers, despite their 30-minute fuel range. Given that all its young guns hit trouble – Alex Champkin pitting with a chattering splitter, 'Michmissile' Hayward stopping with a smashed visor, and a dead battery stranding 'Wid' Pickering late on – seventh was a good result.

Best of the pure tin-top teams was Kumho BMW in a solid 10th, but Team SEAT (with its rorty Toledos and a Cupra Cup model) did as many laps and finished 70 seconds after the M3s, in the slipstream of The Six Signatures Caterhams.

The Handicap competition – for which Colin Ayre had scoured known performances to extrapolate team targets with the object of equalising their chances of winning – is more complex. 'Scratch' team The Free Radicals would count just its laps, but Smarts 4 You Racing effectively started 38 ahead and the rest had credit laps somewhere in between.

Previous winners RAFMSA Team Flywheel led initially through Darren Berris's demon wet stint in his Westfield V8. The Regency/TBR Racing Citroen Saxo quartet – Stock Hatch champion Tom Bell, runners-up Shayne and Lee Deegan and Nathan Saunders – and The Golfers had the veterans in their sights, however, sweeping past as it dried.

For more than half the race the Golf GTI squad, with AUTOSPORT's sportscar racing guru Gary Watkins fresh from Fuji, held a tenuous lead (never more than a lap), but just before five hours the 'Saxophonists' moved to the front and held on to land the coveted prize.

Theirs was a remarkable story, for having entered the event late, on a whim, the three novice circuit racers and second-year man Bell hit a major snag along the way. Lee Deegan was stranded early in the third hour when his gearbox expired, while Andy Southcott hit the oil and rolled his MG Midget, wrecking its new



## Rookies are handicap victors in Stock Hatch tin-tops

Tom Bell, Shayne Deegan, Lee Deegan and Nathan Saunders, who finished 1-2-3-4 in this year's Stock Hatch championship, contested their first Birkett Relay and scooped the big prize in their fleet of Citroen Saxos



## Former winner returns with Saker RAPX sportscar

Last year's Birkett scratch-winning Saker Sportscars team brought the latest, sleeker, RAPX version of the Subaru-powered GT for UK agent Paul Rose to drive at Silverstone. Rose sold a car on Friday's test day

Sebring nose but escaping injury.

The crippled Citroen was towed back to the pits where dad John Deegan and spannerman Ricky changed the 'box and got Lee out for the final stint. At the flag, with the result as yet confirmed, the car conked out and he coasted to Copse.

"The battery light had been on for 10 or 12 minutes, but I wasn't stopping for anything," he said

ecstatically at the prizegiving.

Team Trophy Tidee Boys – a tri-marque band including big South African Clint Compaan in a home-brewed SEAT Leon Cupra S – covered as many actual circuits as the winners but had one credit lap fewer. Once the handicaps had been applied, with 39 minutes of safety car operation (three four-lap interludes) factored in, they were second.



**Simon Cripps raced ex-Pete Collis MGBV8**

## 64TH BIRKETT SIX HOUR RELAY SCRATCH

**1 The Third Radicals:** Aaron & Lee Bailey (SR3), Oliver Cox (SR4), Doug Carter (PR6), Charles Harvey-Kelly (SR3), 144 laps in 5h58m04.79s; **2 Inspires:** Tim Gray, John Cutmore, Alastair Boulton, John Thackray (Spire GT3s) 144; **3 Nearly Six Sevens:** Luke Stevens (Caterham CSR), Peter Ratcliff, Kevin Williams, Keith Dunn (Caterham 400s) 143; **4 Saker Sportscars/Team JPR:** Paul Rose (Saker RAPX), Steve Harris, Mark Burton, Graham Pattle (Saker GTs) 143; **5 Racing Greens:** Richard Green (Caterham CSR), Pascal Green, Barney Prior, Bill Hailstone (Caterham C400s) 138; **6 The Free Radicals:** Gary Ramsdale (SR3 RS) Martin Brooks (PR6), Josh & Darcy Smith (SR4); Gary Paterson, Richard Hardie (SR3s) 138; **7 The Hart Attacks:** Barry Webb (Mallock Mk23b), Peter Richings (Mallock Mk30PR), Alex Champkin (Vision V84); Howard Payne (GEM 08), Michelle Hayward (Mallock Mk27), 'Wid' Pickering (Mallock Mk27EBX) 138; **8 All Sorts:** Carl Woodwiss (Caterham R300), Ben Shalders, Neil Hinson (Caterham 7s), Tom Webb (BMW E36 M3) 135; **9 Gold Arts:** Chris Porritt, John Schneider, Julian Lay & Doug Newman (Caterham 7s) 135; **10 Kumho BMW:** Colin Whitmore, Nigel French, Stephen Pearson, James Card, Jagmeet Bhamra (M3s) 134.

**HANDICAP 1 Regency/TBR Racing:** Tom Bell, Lee & Shayne Deegan, Nathan Saunders (Citroen Saxo VTRs) 153 laps (126+27 credit); **2 Team Trophy Tidee Boys:** Leon Bidgway & Steve Baker (Toyota MR2 Turbo), Matthew Weymouth & Adam McKeever (BMW 328i), Mike Marais & Clint Compaan (SEAT Leon Cupra R) 152 (126+26); **3 The Golfers:** Gary Watkins, Paul Blackburn, Paul Foreman, Richard Siffleet, Chris Webb (VW Golf GTI Mk2s) 152 (123+29); **4 Jagnuts:** Chris Boon, Chris Palmer, Sam & Sam W Clarke, Lawrence & Richard Coppuck (Jaguar XJSs) 151 (126+25); **5 Six Signatures:** Jim Needham (Caterham Tracksport), Chris Bingham, Wes Fox, Mike Hart, John Toshack, Spencer Horgan (Caterham Supersports) 151 (134+17); **6 Smarts 4 You Racing:** James Palmer, Ashley Craig, David Nash, Martyn Clatworthy (Smart For Twos) 151 (115+36); **7 Dawn GP:** David Bryant, Rob Barnett, Steve Lumley, Mark Jessop, Malcolm Edson (Toyota MR2 Mk2s) 150 (125+25); **8 The Roadies:** Alex Gurr, Tristan Judge, Scott Lawrence, Jason Gale, Zoltan Csabai, Tom Woodcock (Caterham 7s) 150 (127+23); **9 Kumho BMW 150** (134+16); **10 Four Corners:** Stephen Kimber, Vicky Pickles, James McAllister, Paul Bryant (Locosts) 150 (121+29).

**Class winners** Team Trophée Tidee Boys; Kumho BMW; Inspires; 750 Formula Fire Engines: Andrew Lake (Darvi 91D), Bill Rutter (Darvi Mk5B), Mick Harris (Darvi 877), Chris Gough (CGR Evo2), Billy Albone (Batten 3), Sue Harris (Darvi Mk5/97). **Fastest lap** Tim Gray (Spire GT3) 2m04.49s (105.26mph).



**The entry list was an eclectic mix**

The Golfers were delighted with third, and Jagnuts (which lost Richard Coppock's XJS against the pitwall in practice, thus he shared his dad's) equally so with fourth place.

Sixth was a fine reward for the intrepid Smart racers, grateful that the crosswinds remained light, while Kumho BMW had the unique distinction of making both top 10s.

● Marcus Pye



**Noble leads Palmer  
on his way to a double  
and the SR1 title**



ALL PICS: RICHARD STYLES

**SNETTERTON 300, OCTOBER 26-27 MSVR**

# Noble races to first SR1 crown

**COLIN NOBLE JR WRAPPED UP THE** Radical SR1 Cup title with an unflustered lights-to-flag win in race one as MSVR put on a bumper programme at Snetterton.

Despite the interruption of the safety car, Noble held firm to take the inaugural SR1 crown. Leading the chasing pack was Ginetta Junior frontrunner Will Palmer, making his transition to senior racing. He looked at home from the start, pegging Noble's lead to a few seconds on his way to a fine second.

Noble won again in the second leg, but not without a fight from Palmer, who twice took the lead before Noble finally edged away to win again. Behind them, Sir Chris Hoy looked on course for his first podium finish, only for Dan Vaughan to surge past late on and snatch the place.

After a race stoppage triggered by a collision between Paul Taylor's fast-starting Golf and Dave Carvell's Scirocco, the opening VAG Trophy race was restricted to just five laps.

On the restart, polesitter and VW Racing Cup champion Aaron Mason took a comfortable win in his Scirocco.

Meanwhile, Class A points leader Josh Caygill overtook Stewart Lines round the outside of Oggies to take second overall and keep his hopes of lifting the overall title alive. The odds, however, still favoured Class B pacesetter James Dowding, who cemented his chances with an emphatic class win in his Mk4 Golf.

Race two started off in frenetic fashion, with Taylor, Caygill and Mason racing nose to tail. Caygill and Mason eventually edged clear to dispute the lead, with the latter surging up the inside at Coram to head the last lap, just holding on to win by a fraction.

Although second place ensured Caygill the Class A crown, it was the promising Dowding who clinched the overall VAG Trophy in his first full year of car racing.

The F3 Cup reached its conclusion with a double-header that enjoyed

not only the climax of the title fight, but also a visit from a trio of Macau-bound professional racers. As last year, Antonio Felix da Costa needed an F3 outing to qualify him for an entry to the prestigious international event, with fellow Red Bull Junior Carlos Sainz Jr and Lotus Formula 1-supported Esteban Ocon following suit.

However, while Sainz headed da Costa to win race one on the road, the real race was behind them, with three drivers in contention to secure the F3 Cup title. Alex Craven, Alice Powell and Tristan Cliffe were all in with a chance, but Cliffe's points deficit meant he needed his rivals to encounter problems if he was to keep his hopes alive. Despite finishing fourth, Cliffe had points leader Craven just one place behind, meaning his hopes of the crown had all but ended.

The sequel started dramatically, with collisions on the grid triggered when da Costa stalled. It left his broken car and those of Robbie Watts and Tony Bishop stranded on the grid, and the race red flagged. With all three unable to make the restart, Cliffe took advantage to get a storming start. He leapfrogged Sainz to lead into Riches. Sadly, it all went wrong for Cliffe from there, as Sainz, sped past on the Bentley Straight to claim top spot. Cliffe then slid off and into retirement at Coram.

Thereafter, Sainz pulled away with ease. With da Costa's damaged car sidelined, and Ocon not starting the second race, an impressive Henry

Chart took charge of second place ahead of Craven, for whom a podium finish was enough to wrap up the title.

An early switch from wet tyres to slicks by Peter Belshaw in drying conditions ultimately proved decisive in the first SR3 Challenge race. Belshaw was one of only a few who chose dry rubber, and it paid off handsomely when he came in again to hand over to team-mate Phil Keen on lap seven. "Phil went out with nice warm tyres and brakes – I think I did the hard work!" joked Belshaw afterwards. Keen surged through the field and into a winning lead three laps from home.

There were no showers or safety cars to interrupt race two, allowing runaway points leader Bradley Smith to notch up yet another win.

The Golf GTI championship came down to a tense conclusion, with ex-touring car racer Harry Vaulkhard among the trio in with a shout. He had his work cut out in both races, however, with reigning champion Jamie Martin and Class 1 leader Andrew Aldridge ranged against him.

Race one started in dramatic fashion, with midfield collisions into Oggies on the opening lap leaving Aldridge's car and title hopes seriously dented. Luckily for him, the race was quickly halted, and he got his car back to the pits in time have it repaired and ready for the restart.

Despite his pace, Vaulkhard knew he had a battle on his hands from the start, as former karter Jason Tingle and the fast-starting Dan Gibbs both



**Mason added to his  
2013 win tally with  
VAG successes**





Tingle (65) came out on top in the second Golf race



Sainz Jr (19) twice defeated da Costa (left) in F3 Cup

passed him in short order. Unfazed, Vaulkhard reclaimed second, before sweeping to the front with a terrific move into Hamilton. Further back, Aldridge kept his title hopes on track with a remarkable drive through the field to finish second in class. By contrast, Martin's hopes all but ended after retiring with engine problems.

The race one result left Aldridge just needing a decent finish in the finale for the overall title. While Tingle proved untouchable at the front, Aldridge did enough by winning his class. Despite having to fend off a feisty Gibbs for second, Vaulkhard secured the Class Two title.

Adam Gore's impressive Elise Trophy form continued in the final



BTCC racer Onslow-Cole won both Atom encounters

double-header of the season, as he and Andrew Bentley shared a win apiece. Gore came out on top in race one after a terrifically close battle with Bentley and Craig Denman.

Despite the top 10 qualifying positions from race one being reversed for the sequel, Bentley and Gore reached the top two places inside a couple of laps. Although Gore pressed hard for a way past, Bentley's resistance held firm, and he took the flag three-tenths ahead.

Touring car star Tom Onslow-Cole tried his hand at the wheel of an Ariel Atom, winning both outings in the guest car for the Atom Cup despite determined opposition from Silverstone winner Andrew Smith.

Jesper Westerholm and Lewis Plato took a win apiece in the pair of Radical Clubman's Cup races, each doing enough to secure the PR6 and SR3 class titles respectively. Westerholm's slender points advantage also ensured that he won the overall title.

● Oliver Timson



The winning Evora chases the leaders early on at Snett

LOTUS UK CUP SNETTERTON 300, OCTOBER 26-27 MSVR

## Kershaw and Yusuf outlast Lotus rivals in enduro race of attrition

THE CHASE FOR RACE VICTORY AND championship honours in the Lotus UK Cup's two-hour night race proved to be survival of the fittest, with mechanical gremlins taking their toll on the frontrunners.

For the first half hour the top three remained relatively stable, with Steve Train's 2-Eleven heading the Exige of Benji Hetherington, Ken Savage's 2-Eleven and Jamie Stanley's Exige. Behind them, though, some of their main opposition was falling away.

First, Marcus Jewell's surge up the order from row four on the grid to fifth was undone by a long stop to fix a throttle problem on his 2-Eleven, and Rob Fenn's progress to fourth place was abruptly ended when his Exige's engine cut out and left him stranded on track. The car was eventually towed back in, and made it back into the race for much of the last hour, but was well out of contention.

Third-placed Savage was next to fall, with electrical problems forcing his retirement, followed shortly after by long-time leader Train, who

lost drive and retired just short of half-distance.

While others suffered, the immaculate Evora driven by Gavan Kershaw steadily ascended the order. Having taken the wheel from team-mate Ossy Yusuf on lap 21 in eighth place, Kershaw surged to the lead by lap 29 and stayed ahead to the finish, one lap clear of a trio of Exiges in second to fourth.

Fifth-placed Simon Deacon's class victory brought him this year's 2-Eleven class and the overall UK Cup title.

### RESULTS (2 HOURS: 51 LAPS)

**1 Ossy Yusuf/Gavan Kershaw (Evora GT4);** 2 Adam Knight/Adam Balon (Exige V6 Cup) -1 lap; 3 Benji Hetherington/Freddie Hetherington (Exige S1); 4 Paul McNeilly/BJ Chong (Exige S1); 5 Simon Deacon (2-Eleven); 6 Jeff Mileham/Steve Guglielmi (Exige S1). **CW** Hetherington/Hetherington; Deacon; Dave Carr/Craig Denman (Elise S2 111R); Jamie Stanley (Exige Cup). **FL** Steve Train (2-Eleven) 2m05.126s (85.41mph).



Deacon secured UK Cup title

### RADICAL SR1 CUP (BOTH 10 LAPS)

**1 Colin Noble Jr;** 2 Will Palmer +4.814s; 3 Robert Almond; 4 Dan Vaughan; 5 Brian Caudwell; 6 Chris Hoy. **Fastest lap** Noble 1m58.634s (90.09mph).

**RACE 2 1 Noble;** 2 Palmer +4.060s; 3 Vaughan; 4 Hoy;

5 Almond; 6 Caudwell. **FL** Noble 1m58.901s (89.89mph).

**VAG TROPHY (5 LAPS) 1 Aaron Mason;** 2 Josh Caygill

(Golf GTi Mk5) +5.244s; 3 Stewart Lines (Golf GTi Mk5);

4 Paul Taylor (Golf R32 Mk4); 5 Joe McMillan (SEAT Leon

Cupra R M2); 6 Tony Absolom (VW Golf Van R32).

**Class winners** Caygill; James Dowding (Golf GTi Mk4).

**FL** Mason 2m10.667s (81.79mph).

**RACE 2 (7 LAPS) 1 Mason;** 2 Caygill +0.093s; 3 Taylor;

4 McMillan; 5 Simon Tomlinson (Golf GTi Mk5); 6 Ken Lark

(Corrado). **CW** Caygill; Dowding. **FL** Mason 2m11.418s

(81.32mph).

**F3 CUP (12 LAPS) 1 Carlos Sainz Jr (Dallara F308);**

2 Antonio Felix da Costa (Dallara F312) +0.859s;

3 Esteban Ocon (Dallara F305/6); 4 Tristan Cliffe

(Dallara F307); 5 Alex Craven (Dallara F307); 6 Henry

Chart (Dallara F302). **CW** Cliffe; Olly Rae (Dallara F301).

**FL** Sainz 1m43.711s (103.05mph).

**RACE 2 (9 LAPS) 1 Sainz;** 2 Chart +32.707s; 3 Craven;

4 Alice Powell (Dallara F307); 5 Rae; 6 Mark Harrison

(Dallara F306). **CW** Chart; Rae. **FL** Sainz 1m45.060s

(101.73mph).

**RADICAL SR3 CHALLENGE (16 LAPS)**

**1 Peter Belshaw/Phil Keen;** 2 Andy Cummings/Bradley

Ellis +5.401s; 3 Bradley Smith; 4 James Abbott; 5 Tom

Jordan/Alex Kapadia; 6 Tom Ashton/Rob Garofall.

**FL** Keen 1m51.150s (96.15mph).

**RACE 2 (19 LAPS) 1 Smith;** 2 Cummings/Ellis +6.838s;

3 Jordan/Kapadia; 4 Belshaw/Keen; 5 Ashton/Garofall;

6 J Abbott. **FL** Smith 1m50.491s (96.82mph).

**VW GOLF GTI (7 LAPS) 1 Harry Vaulkhard;** 2 Jason Tingle

+0.612s; 3 Chris Skipp; 4 Simon Gusterson; 5 Ian Carvell;

6 Dan Gibbs. **CW** Adrian Ward. **FL** Skipp 2m22.318s

(75.09mph). **RACE 2 (5 LAPS) 1 Tingle;** 2 Vaulkhard

+3.628s; 3 Gibbs; 4 James Bark; 5 Gusterson; 6 Skipp;

**CW** Andrew Aldridge. **FL** Bark 2m 21.997s (75.26mph).

**LOTUS ON TRACK ELISE TROPHY (8 LAPS)**

**1 Adam Gore (S2);** 2 Andrew Bentley (S1) +0.133s;

3 Craig Denman (S2 111R); 4 Martin Wills (S1);

5 Dave Carr (S2 111R); 6 Jason Baker (S2 111R).

**FL** Bentley 2m11.995s (80.97mph).

**RACE 2 (7 LAPS) 1 Bentley;** 2 Gore +0.260s; 3 Neil

Stothert (S1); 4 Carr; 5 Nigel Hannam (S1); 6 John

LaMaster (S2). **FL** Gore 2m11.859s (81.05mph).

**ATOM CUP (BOTH 10 LAPS) 1 Tom Onslow-Cole;**

2 Andrew Smith +2.234s; 3 Nick Whitehead; 4 Paul Donkin;

5 Stuart Drewell; 6 Richard Marler. **FL** Onslow-Cole

2m06.668s (84.73mph).

**RACE 2 1 Onslow-Cole;** 2 Smith +3.347s; 3 Whitehead;

4 Donkin; 5 Marler; 6 Jonathan Lek. **FL** Onslow-Cole

2m05.966s (84.84mph) **establishes record.**

**RADICAL CLUBMAN'S CUP (10 LAPS)**

**1 Jesper Westerholm (PR6);** 2 Lewis Plato (SR3) +0.602s;

3 Oskar Kruger (PR6); 4 Marcel Marateotto (SR3);

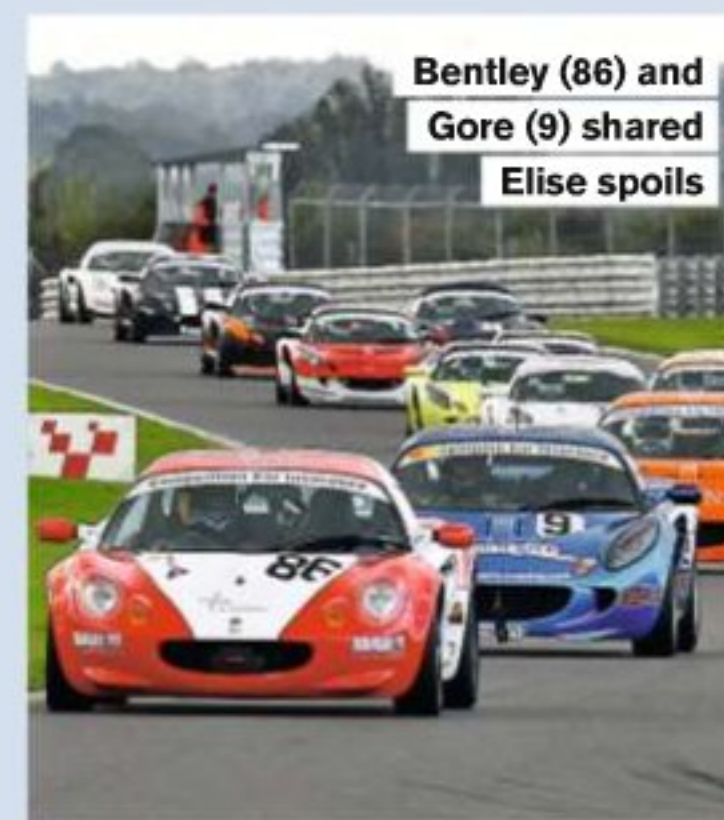
5 Brian Murphy (PR6); 6 Tim Porter (SR3). **CW** Plato.

**FL** Westerholm 1m52.276s (95.19mph).

**RACE 2 (8 LAPS) 1 Plato;** 2 Westerholm +0.997s;

3 Kruger; 4 Steve Burgess (SR3); 5 Marateotto; 6 Murphy.

**CW** Westerholm. **FL** Westerholm 1m51.323s (96.00mph).



Bentley (86) and Gore (9) shared Elise spoils



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## THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK &amp; SCREEN • ONLINE

## What you think of the motorsport news of the past week



## Sebastian shows his heart

One of the most touching title celebrations ever, I dare to say. The instinctive and enthusiastic way Sebastian Vettel expressed his joy – even after four titles and as a 26-year-old ‘adult’! – showed us his true nature; he really loves what he does, he races with all his heart and F1 is truly his life.

Moments like this make F1 such an

emotional and human sport – and Seb is a worthy winner.

He can be considered robotic, and he is in a certain way, but feeling the same raw happiness as if this were his first title? Only a real sportsman with enormous will, devotion and heart can have such emotions.

**Brigitta Gyimesi, by email**

**Congratulations to Sebastian**

Vettel. I, like many, was not a great supporter at first, but over the years he has shown great personality, immense dedication and time and time again the exact focus, in any given situation, to get the maximum from himself and his car.

This is lacking in most of his peers

and we saw it again last weekend:

he drops into the pack but charges

Schumacher-esque to put himself

in the right position at the right time.

That's the difference – well deserved.

**Gary Wills**

**Deeping St James**

**As I watched the celebrations**

after the Indian GP, I just knew that

a fine would soon follow.

It's very sad that the governing body

has no sense of humour. Surely

someone winning their fourth world title

can show some emotion and entertain

the fans without being penalised.

To my mind it was great to see the world champion showing us his fun side. Well done, Seb. Let's see some more of the real man and get rid of the boo-boys.

**Keith Quinnell**

**By email**

**I think Edd Straw wrote a very**

good piece regarding Vettel's position as one of the all-time greats. What I find slightly amazing is the ongoing feeling of the pundits that they need to justify it.

One thing which has been mentioned from other quarters, including some jealous F1 drivers, is what will Vettel do when driving a car that's not the fastest.

Are they forgetting 2008 and winning in a Toro Rosso? Yes, it was wet for the entire weekend, but Vettel was peerless when others faltered.

**Paul Irwin**

**By email**

**I feel for Vettel and Red Bull. The**

reprimand and fine were outrageous.

When Seb demonstrated his joy at winning his fourth title, it was great to see an F1 driver showing how he felt and giving the fans a spectacle.

F1 needs to stop being so stuck-up

and stuffy. After all, it's entertainment.

Flavio Briatore once said F1 is a

show and needs to do more to keep

casual fans interested. So come on

FIA, get your heads out of the sand.

If you want more TV viewers and fans

at races, let the drivers celebrate.

**John Nichols**

**By email**

**Three donuts was it? That's**

about €8000 each. I'm sure the team would say it's well worth it! Also, Seb has probably won a lot more fans as a result.

**Alistair Murray**

**By email**



# In pictures

Images around the globe, from Spain to Australia via Virginia & Silverstone

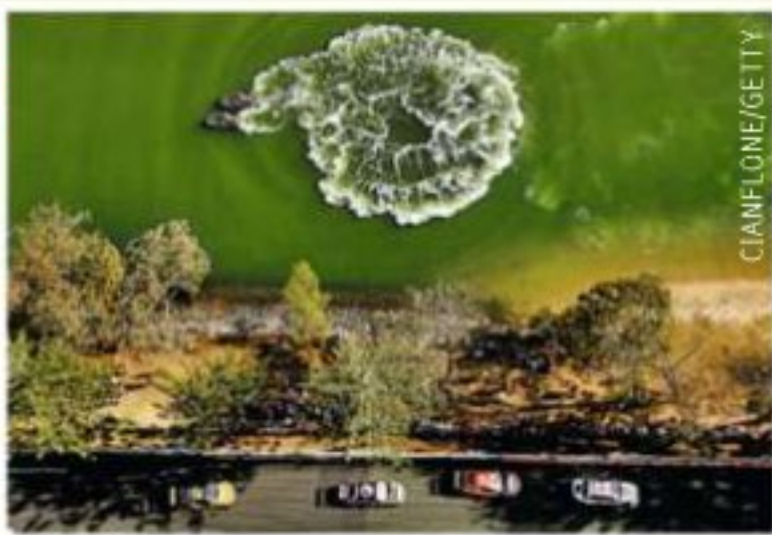


**THE STYLE OF A CHAMPION**  
Multiple-exposure view of World Rally champ Sebastien Ogier charging to a fantastic Rally of Spain success



**THREE VERY DIFFERENT PORSCHE 911s**  
Porsche Cars GB's very own 1965 911 historic racer sits between the two later cousins – 935 and 911 GT1 – we tested at Silverstone last week

**V8 SUPERCARS MAKE A SPLASH**  
There was some chaotic tin-top racing around the streets of Surfers Paradise last weekend, and some watery goings on too



**WHY SMOKING IS BAD FOR YOU**  
David Reutimann goes for a smoky spin during last Sunday's yellow-flag-riddled NASCAR Sprint Cup race at Martinsville



## In the shops

Desirable new releases

### PORSCHE SPORTSCAR BOOK

£69.99 – [autosport.com/shop](http://autosport.com/shop)

'World Champion by Technical Knockout: A Racing Season With Porsche' is Helmut Zwick's first-hand account of the German giant's 1969 world sportscar championship season with the lightweight and potent 908 and its roster of international aces led by Jo Siffert and Brian Redman.

A classic era of endurance racing is relived via race reports, technical analysis and plenty of behind-the-scenes photos.



### MINARDI F1 T-SHIRT

£24.95 + P&P – [retroformula1.com](http://retroformula1.com)

Everyone likes an underdog, a fight-against-the-odds charger, which is why Formula 1 fans always had a soft spot for Giancarlo Minardi's Italian outfit. Retro F1's latest homage to the sport's favourite minnows features all the correct logos on 100 per cent 180gsm ringspun cotton and comes in sizes s-xxl. Check the website for other team designs.



### 1:18-SCALE INDYCAR MODELS

£69.99 – [autosport.com/shop](http://autosport.com/shop)

Greenlight collectibles has released a series of 1:18-scale Dallara DW12 IndyCars from 2013. Pictured below, from top, are the cars of James Hinchcliffe (Andretti Autosport), Helio Castroneves (Penske) and Dario Franchitti (Ganassi).





## WHAT'S ON

## ON TRACK IN THE UK



FF1600 thrills at Silverstone - but take four coats and a brolly

## SILVERSTONE

**Walter Hayes Trophy**  
**November 2-3**  
[silverstone.co.uk](http://silverstone.co.uk)

We say it every year, but the Walter Hayes Trophy is to Formula Ford today what the Festival at Brands Hatch was in its heyday, bringing genuine

knockout format racing to the category on Silverstone's National Circuit each November. The entry looks set to be slightly down on quantity compared to last year (only six heats are scheduled on Saturday's timetable; last year's edition featured eight), but the quality will

no doubt be as high as ever. Triple winners Peter Dempsey and Joey Foster will duke it out again for an unprecedented fourth victory, while ex-British Formula Ford champions James Cole and Scott Malvern will also be on the grid, alongside the usual clutch of British and Irish category aces. It's



Britcar brigade fights out Donington season finale

MICK WALKER

always cold, and usually wet, but you probably won't see a more competitive club race all year than the WHT grand final. The HSCC will put on open and closed-wheel allcomers races to break up the FF1600 action.

## BRANDS HATCH

**BARC**  
**November 2-3**  
[brandshatch.co.uk](http://brandshatch.co.uk)

The British Truck Racing Association's season finale is being billed as a 'Guy Fawkes spectacular', though as far as we can tell there are no plots to blow up the Houses of Parliament, just a big fireworks display following the end of Sunday's racing. There are 18 races planned in all - five for the Trucks, plus a support

programme that includes Legends, Pickups, Quaife Intermarque League, and Quaife MN Saloons & Cannons Tin Tops.

## DONINGTON PARK

**BRSCC/Britcar**  
**November 2**

[donington-park.co.uk](http://donington-park.co.uk)

The final round of the British Endurance Championship completes Donington Park's 2013 racing season. A two-hour 'night race' tops a five-event programme, which also includes a 90-minute Britcar Production Cup championship contest and three 'Britcar Winter Warmer' non-points races, the first of 20 minutes duration, the others being 40-minute thrashes.

## ON TRACK AROUND THE WORLD



Futuristic Abu Dhabi setting for F1, GP2/3 and Porsches

## ABU DHABI GRAND PRIX

**Formula 1 World Championship**  
**Rd 17/19**  
**Yas Marina, UAE**  
**November 3**  
[formula1.com](http://formula1.com)

## GP2 SERIES

**Rd 11/11**  
**Yas Marina, UAE**  
**November 2-3**  
[gp2series.com](http://gp2series.com)

## GP3 SERIES

**Rd 8/8**  
**Yas Marina, UAE**

**November 2-3**  
[gp3series.com](http://gp3series.com)

## PORSCHE SUPERCUP

**Rd 8/8**  
**Yas Marina, UAE**  
**November 2-3**  
[Porsche.com/motorsport](http://Porsche.com/motorsport)



WTCC in action at Shanghai

## NASCAR SPRINT CUP

**Rd 34/36**  
**Texas Motor Speedway, USA**  
**November 3**  
[nascar.com](http://nascar.com)

## WORLD TOURING CAR CHAMPIONSHIP

**Rd 11/12**  
**Shanghai, China**  
**November 3**  
[fiawtcc.com](http://fiawtcc.com)

## SUPER GT

**Rd 8/8**  
**Motegi, Japan**  
**November 3**  
[supergt.net](http://supergt.net)



Your guide to the best events taking place in the UK and around the world – plus TV and online

## ON TELEVISION

## THURSDAY OCTOBER 31

0830-0900 ESPN

NASCAR Now

1100-1145 Sky Sports F1 LIVE

F1 Abu Dhabi GP:

Drivers' Press Conference

1415-1720 Motors TV

V8 Supercars:

Surfers Paradise Highlights

1800-1900 Eurosport 2

WTCC: Suzuka Highlights

## FRIDAY NOVEMBER 1

0615-0650 Sky Sports F1 LIVE

GP2: Abu Dhabi Practice

0845-1045 Sky Sports F1 LIVE

F1 Abu Dhabi GP: Free Practice 1

1245-1450 Sky Sports F1 LIVE

F1 Abu Dhabi GP: Free Practice 2

1450-1535 Sky Sports F1 LIVE

GP2: Abu Dhabi Qualifying

1500-1545 Sky Sports F1 LIVE

F1 Abu Dhabi GP:

Team Principals' Press Conference

1700-1800 Sky Sports F1

The F1 Show

## SATURDAY NOVEMBER 2

0355-0420 Channel 5

Motorsport Mundial

0600-0635 Sky Sports F1 LIVE

GP3: Qualifying

0630-0715 Eurosport LIVE

WTCC: Shanghai Qualifying

0805-0930 Sky Sports F1 LIVE

GP2: Abu Dhabi Feature Race

0940-1040 ITV4

Motorsport UK

1200-1430 Sky Sports F1 LIVE

F1 Abu Dhabi GP: Qualifying

1430-1520 Sky Sports F1 LIVE

GP3: Abu Dhabi Race 1

1710-1815 BBC1

F1 Abu Dhabi GP: Qualifying

1930-2205 Motors TV LIVE

NASCAR Nationwide: Texas

2015-2050 Eurosport

WTCC: Shanghai Qualifying

2305-0215 Motors TV

ALMS: Petit Le Mans Highlights

## SUNDAY NOVEMBER 3

0730-0815 Eurosport LIVE

WTCC: Shanghai Race 1

0805-0855 Sky Sports F1 LIVE

GP3: Abu Dhabi Race 2

0815-0915 Eurosport LIVE

WTCC: Shanghai Race 2

0910-1015 Sky Sports F1 LIVE

GP2: Abu Dhabi Sprint Race

1130-1630 Sky Sports F1 LIVE

F1 Abu Dhabi Grand Prix

1630-1800 BBC1

F1 Abu Dhabi Grand Prix

1900-2000 Sky Sports F1

F1 Abu Dhabi GP: Highlights

2000-0000 Premier Sports LIVE

NASCAR Sprint Cup: Texas

2200-2300 Eurosport LIVE

WTCC: Shanghai Highlights

## MONDAY NOVEMBER 4

0220-0310 ITV

Motorsport UK

0700-0830, 1630-1730 Eurosport 2

WTCC: Shanghai Highlights

0700-0800, 1230-1330,

2000-2100 ESPN

NASCAR Sprint Cup:

Texas Highlights

1620-1825 Motors TV

NASCAR Nationwide:

Texas Highlights

## ONLINE

## HOT ON THE WEB THIS WEEK

YouTube JOHN BOWE'S MEGA MUSTANG TIN-TOP BATTLE AT BATHURST

**SEARCH FOR:** John Bowe, Touring Car Masters Bathurst Race 3 (17:56)

We found this gem hiding in the YouTube archives from Bathurst 2011, with Tasmanian tin-top legend John Bowe's camera-laden Ford Mustang in the thick of the historic touring car action on The Mountain. Crank up the volume, because the audio's absolutely fantastic.

## AUTOSPORT+

Exclusive content coming up in our premium website this week

## The secrets of Vettel's Red Bull title winner

With the F1 world championship decided for another year in favour of Sebastian Vettel, we take a look at what makes his Red Bull RB9 so special, as well as bringing you all the Abu Dhabi GP news. There's an extended version of our Top 10 BTCC drivers of 2013, too.

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**AUTOSPORT**

## Revved up over what's on the box



FOR FOOTBALL FANS, BBC RADIO 5 Live's 606 show has long been the place to go to hear Surrey-based Manchester United supporters bleat about their team's performance. Or, my personal favourite, the ones who are convinced that, by listening to a radio commentary, it was definitely a penalty/offside/red card/etc.

Loosely held together by DJ Spoony and his fragile grasp of the English language, the *Footballers' Football Show* it ain't. There have been various spin-offs over the years. Tennis gets *6-Love-6* during Wimbledon and there was *6-Duck-6* during England's defence of the Ashes.

So, to celebrate Sebastian Vettel's fourth straight world title on Sunday, we were treated to *Slicks-0-6*. Great!

And what did the public make of this opportunity? All I can say is host Jennie Gow and guests James Allen and Gary Anderson did a remarkable job to keep their cool in the face of a barrage of idiocy.

**Exhibit 1**

**Caller:** "I don't think Vettel's achievements are that great because of the amount of electronic aids on the cars. Drivers like Nigel Mansell were true competitors."

**Exhibit 2**

**Caller:** "Wouldn't it be better if Vettel won

in an actual car. I mean Red Bull just make fizzy drinks, not cars like Ferrari."

**Exhibit 3**

**Caller:** "No, I'm not happy he won. I don't think it was a great drive at all. Everyone just got out of his way."

We should just be thankful there was no social media in 1957, or else imagine...

**Caller:** "Juan Manuel Fangio only wins because he switches teams to make sure he has the best car. And when his car breaks, the team forces his team-mate to hand over their car to him."

Boooooooo!

**Revved Up**



# Per Eklund

“One of my greatest memories was beating Stig in a proper fight”

■ International Swedish Rally ■ February 20-22, 1976 ■ Saab 96 V4 ■ Beating Stig on home ground



Eklund/Cederberg led  
Blomqvist/Sylvan to a  
one-two finish for Saab

MCKLEIN/DE

**STIG BLOMQVIST AND I HAVE** been fighting our whole lives. I'm only about a month older than him and we started fighting in 1964 when we were still teenagers.

I won sometimes and he won on others but my greatest memory is of our biggest fight of all on the 1976 Swedish rally. Lancia was there with Cesare Fiorio and Bjorn Waldegaard and all this Italian mafia with the Stratos. Stig and I were both in Saab V4s. The Saab was a fantastic car on snow, it had really good traction. It had the heavy Ford V4 engine in the front with really good torque.

The conditions were very slippery, there was lots of snow. The Lancia was all over the road, even on the straights, but the Saab was front-wheel drive, perfect for the conditions. It was the last rally for the 96 V4 before the 99 took over. It was a long event, with a lot of stages, and ran through the day and night — it was no hotel rally!

We started the stages one minute apart and Stig was the car in front of me. He went off into a snow bank during the rally but managed to get back on the road just as he saw my lights coming, so he turned his lights off hoping that I would go off in the same place. There were no pace notes at that time, just maps,

so he was hoping I would go off there, too. I didn't!

We were 20 minutes in front of the other boys towards the end. It was a really tough race between us, and we were fighting like hell. About five or six stages before the end the Saab Motorsport boss told us, “you have to slow down, your

job is done now, you must slow down and finish”.

“Tell him to slow down,” I said, and Stig said the same. The boss replied: “Monday morning you have no more work with us if you don't slow down now.”

“Piss off!” I said. I was leading the rally by 15 seconds and I went on to win by over a minute. I didn't slow down and Stig didn't either. At the end the boss was OK with it. He had been terrified that we would not win, but he was crazy — we had over 20 minutes lead. That rally is one of my greatest memories — to beat Stig in a proper fight on the Swedish rally. He was one of the best drivers ever in the world and we battled for many, many more years after that. We were best friends, but always fighting. We are still friends now, but he never phones me. It's like we are still in competition. Nothing's changed! Per Eklund was talking to Hal Ridge

## PROFILE



### SWEDEN PER EKLUND HAS

competed in a range of disciplines for almost 50 years. Formally a rally driver, he drove for many different works teams from the 1960s to the '90s. He switched full time to rallycross in 1997, winning the European championship in 1999. He also won the Pikes Peak Hillclimb in 2000 and '02. Now 67, he still competes but is more often found running cars for customers.

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 **AUTOSPORT**

# 2013 BTCC REVIEW

HOW INDIE KING JORDAN SWEPT TO HIS MAIDEN TITLE



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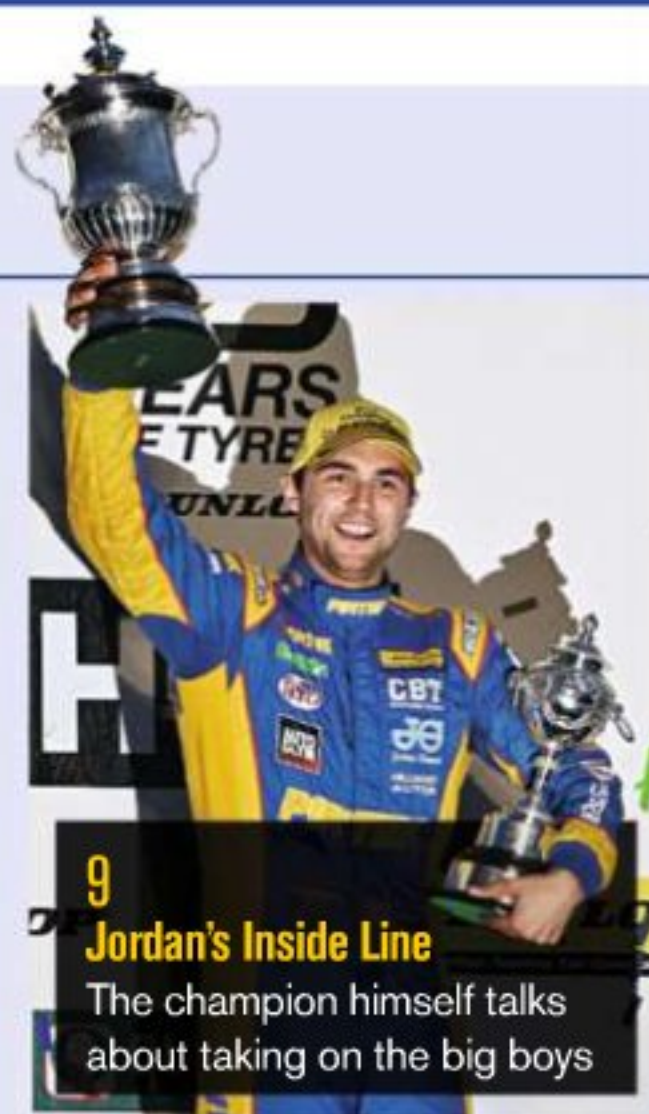
# A GREAT BTCC SEASON AND A WORTHY CHAMP

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The champion himself talks about taking on the big boys



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How team made its NGTC BMW into a winner and why Turkington was denied the title



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Rob Austin on his journey to become a BTCC race winner



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We pick out the standout performers from 2013

## THIS SEASON'S BRITISH

Touring Car Championship was one of the finest in recent years. As well as big grids, there were no fewer than four former champions, driving for three different teams. And yet the title went to a privateer, taking his first BTCC crown.

Andrew Jordan and his father Mike's Eurotech operation went toe-to-toe with the factory Honda and MG squads and came out on top. It was a worthy and popular result and shows that the younger generation of tin-top racers can come to the fore, even while established stars such as Jason Plato and Matt Neal are still out there fighting.

There were many other highlights of 2013. Colin Turkington's return to the WSR squad was one, the new BMW 125i M Sport coming on strong and taking the fight to the established Hondas and MGs.

Rob Austin also took a popular breakthrough win, but Motorbase suffered a year team boss David Bartrum does not want to repeat.

The technical tweaks – chiefly the reduction in extra turbo boost allowed under the equalisation regulations – also helped avoid some of the randomness we saw in 2012. That only seven drivers won races illustrates that the cream really was allowed to rise to the top.

We've tried to pick out the key moments, cars and performers of a fine season in this review. We hope you enjoy it.

**KEVIN TURNER**  
**FEATURES EDITOR**

Kevin.turner@haymarket.com  
@KRT917







## CHAMPIONSHIP POSITIONS

1	ANDREW JORDAN (GB) Eurotech Honda Civic	397
2	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	390
3	JASON PLATO (GB) MG (Triple Eight) MG6	380
4	MATT NEAL (GB) Honda (Dynamics) Honda Civic	356
5	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	347
6	SAM TORDOFF (GB) MG (Triple Eight) MG6	286
7	ADAM MORGAN (GB) Ciceley Toyota Avensis	233
8	MAT JACKSON (GB) Motorbase Ford Focus	225
9	ARON SMITH (IRL) Motorbase Ford Focus	201
10	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	176
11	ROB AUSTIN (GB) Rob Austin Racing Audi A4	154
12	TOM ONSLOW-COLE (GB) Hard VW Passat/ Motorbase Ford Focus	152
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14	JEFF SMITH (GB) Eurotech Honda Civic	132
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16	FRANK WRATHALL (GB) Dynojet Toyota Avensis	76
17	JACK GOFF (GB) Hard Vauxhall Insignia	73
18	DAN WELCH (GB) Welch Proton Gen-2	72
19	WILL BRATT (GB) Rob Austin Racing Audi A4	32
20	OLLIE JACKSON (GB) Speedworks Toyota Avensis	32

## JACK SEARS TROPHY

1	LEA WOOD (GB) Vauxhall Vectra	18
2	LIAM GRIFFIN (GB) Motorbase Ford Focus	6
3	JAMES KAYE (GB) AmD VW Golf	2
4	JOE GIRLING (GB) Tech-Speed/Finesse Chevrolet Cruze	1
=	DAVID NEY (GB) Welch Ford Focus	1
=	JAKE HILL (GB) Motorbase Ford Focus	1
=	SHAUN HOLLAMBY (GB) AmD VW Golf	1

## MANUFACTURERS/CONSTRUCTORS CHAMPION

HONDA/TEAM DYNAMICS

## TEAMS CHAMPION

HONDA/TEAM DYNAMICS

## INDEPENDENTS TROPHY

ANDREW JORDAN (GB) Eurotech Honda Civic

## INDEPENDENTS TEAM TROPHY

EUROTECH

PLATO	JORDAN	SHEDDEN	TURKINGTON	NEAL	AUSTIN	TORDOFF	PLATO	JORDAN	AUSTIN	SHEDDEN	TORDOFF	TURKINGTON
8	6	5	5	4	1	1	4	2	1	1	1	1

## FASTEST LAPS

JORDAN	8
PLATO	6
SHEDDEN	5
TORDOFF	3
TURKINGTON	3
AUSTIN	2
MORGAN	2
NEAL	1*
J SMITH	1*

## POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap. Jack Sears Trophy table based on number of class wins per driver.

RACES: Brands Hatch Indy, March 31; Donington Park, April 21; Thruxton, May 5; Oulton Park Island, June 9; Croft, June 23; Snetterton 300, August 4; Knockhill, August 25; Rockingham, September 15; Silverstone National, September 29; Brands Hatch GP, October 13.

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# JORDAN DEFEATS

There were four former champions in this season's BTCC, but none of them could quite stop

For the second year in a row the British Touring Car Championship has a new champion, and this time he is a privateer. Andrew Jordan's pace has long since been proven, but his consistency and ability to sustain a title assault had been in doubt.

Not any more. Jordan and his Eurotech Honda Civic were in the mix every weekend of 2013. The 24-year-old made the most of the car when it was good and picked up points when it wasn't. Only an unfortunate clash not of his own making in race two at the Brands Hatch GP

finale prevented him from completing 30 points finishes from 30 starts.

The works Hondas of defending champion Gordon Shedden and Matt Neal, Jason Plato's factory MG and the returning Colin Turkington (WSR BMW) all went to the final round with a chance to deny Jordan, but ultimately none of them could match the consistency of his results – for a variety of reasons.

## HOW IT WAS WON

Much of Eurotech's good work was done over the winter, Mike Jordan's squad focusing on small areas of improvement. "We asked where weren't we good last year?" says Jordan Sr. "We weren't great on success ballast, so we worked on that. We had a methodical plan on where we needed to improve."

The team also stripped and crack tested the subframes for each round, and the Civic was invariably well turned out. "I'd tell Andrew 'do all you have to do to be fast and we'll fix it,'" adds Mike.

Combine that with the best chassis in the field and Jordan's increased confidence thanks to his 2012 Independents' title, and Eurotech had a potent mix. At times, Jordan proved capable of outpacing Shedden when carrying more success ballast.

At the Brands opener, Jordan took pole and showed that he was prepared to take on the big



Mike Jordan guided Andrew (r) to the title





# THE BIG GUNS

Andrew Jordan and Eurotech taking the crown. **KEVIN TURNER** looks back

boys with a lunge at leader Plato at the final corner. That didn't come off, and both were lucky to survive, but thereafter Jordan showed the right mix of aggression and caution. "This is the year I need to take it to them," he said at the time.

At Donington Park he held back from attacking Shedden too hard in the first race before making a winning assault in race two when he knew the works car was heavier.

Pole and a dominant run at Thruxton was thwarted by a puncture, but Jordan bounced back to win the third race at Oulton Park. It was the first of three victories in reversed-grid encounters.

In between, he kept picking up points, and scored brilliant wins at Snetterton, charging through on the soft tyre, and Rockingham, making a great move on Plato at Deene.

At Silverstone (always the Civic's worst track thanks to the boost equalisation in the series that keeps the Hondas near the bottom of the speed traps), he managed three top sixes and was involved in one of the races of the season as he narrowly lost out to Plato in the second event.

All this, combined with the problems of others, meant Jordan arrived at the Brands finale with a healthy 34-point lead. A fifth in race one put him in a good position to clinch the crown with a race in hand, but his first non-finish of the season came



when Aron Smith spun Rob Collard around at Surtees and Neal hit Jordan as the Eurotech car jinked to miss the BMW. Jordan nevertheless charged from row 12th to finish ninth and secure the championship in fine style.

## WORKS HONDAS MISS OUT

By contrast to its customer, the works Honda squad, run by Team Dynamics, was caught out by trying to find too much performance ahead of the season. As a result, the Civics were not where the team wanted them for the opening two rounds at Brands and Donington.



Dunlop's yellow side-walled soft spiced things up

## TALKING POINT

One of the main changes to the BTCC for 2013 was the introduction of a soft-compound Dunlop tyre. Prior to qualifying, each driver had to nominate which race he was going to start on the softer rubber.

The aim was to mix up the races, but there were concerns before the season that the soft would be too weak, and that it would be faster for a few laps before falling off a cliff.

In the event, the benefit/disadvantage of the soft tyre depended on circuit conditions and the cars themselves (the Honda Civic was particularly rapid on the soft), but either way the move worked. The pace disparity created by having cars on two different compounds helped create some good action: two of Jordan's best charges, at Snetterton and Silverstone, came in races when he elected to run the soft while most others were on the standard hard tyre.

Bringing such a change into the championship might not have been a factor to suit the purists, but once again series boss Alan Gow managed to introduce an idea that helped spice up the show.

"We spent a lot of time in the winter trying to improve the aerodynamics, and we didn't succeed," admits team boss Steve Neal. "Eurotech started off with last year's car and this year's engine, and took the lead on us straight away."

Of the two works drivers, Shedden perhaps had the most cause for complaint, picking up more than his fair share of bad luck. He was disqualified from a fine third in race two at Brands thanks to a rideheight infringement and suffered a rare Honda engine failure at Knockhill.

Shedden wasn't always the innocent victim, however. At Thruxton, he would have been ▶



► better off giving Plato some room between Cobb and Segrave, rather than moving fully to the left and getting fired off by the nose of the MG. There was also a big slide at Paddock Hill Bend in the first race of the season at Brands, and his removal of Turkington from the lead in the reversed-grid encounter at Snetterton was the sort of punt he hadn't had to indulge in on his way to the 2012 crown. He was lucky to keep his victory.

Nevertheless, Shedden kept on pushing – only at Silverstone did his on-track performance really appear to suffer – and his charges through the pack, particularly on the new soft Dunlop tyre, were impressive. Given all his issues, finishing within seven points of Jordan was a fine effort.

Team-mate Neal was rarely a match for Shedden or Jordan on pace and yet still topped the table for much of the season. He often raced well – his drive to win at Croft and climb from 10th to third at Silverstone were two of the best of the year – and for much of the season he demonstrated a great ability to stay out of trouble.

Rockingham unravelled Neal's title thrust. A mistake behind the safety car lost him crucial points in race one before steering failure forced him out of race two. That put him on the back foot even before he broke a finger in a martial arts accident and crashed in qualifying at Brands GP.

## THE OTHER CONTENDERS

The main challenges to the Civics came from MG's main man Plato and returning 2009 champion



Plato and the MG6 were often fast, but had their problems

Turkington, although the two had quite different campaigns to head into the final with title chances.

When it was in the zone, Triple Eight's MG6 was the quickest car around, as Plato proved with four poles and four double victories. True, the TOCA-engined car usually had a bit more straightline speed than the Hondas and BMWs thanks to the BTCC's boost equalisation system, but the MG genuinely had great traction and was much better in wet conditions than it had been in 2012.

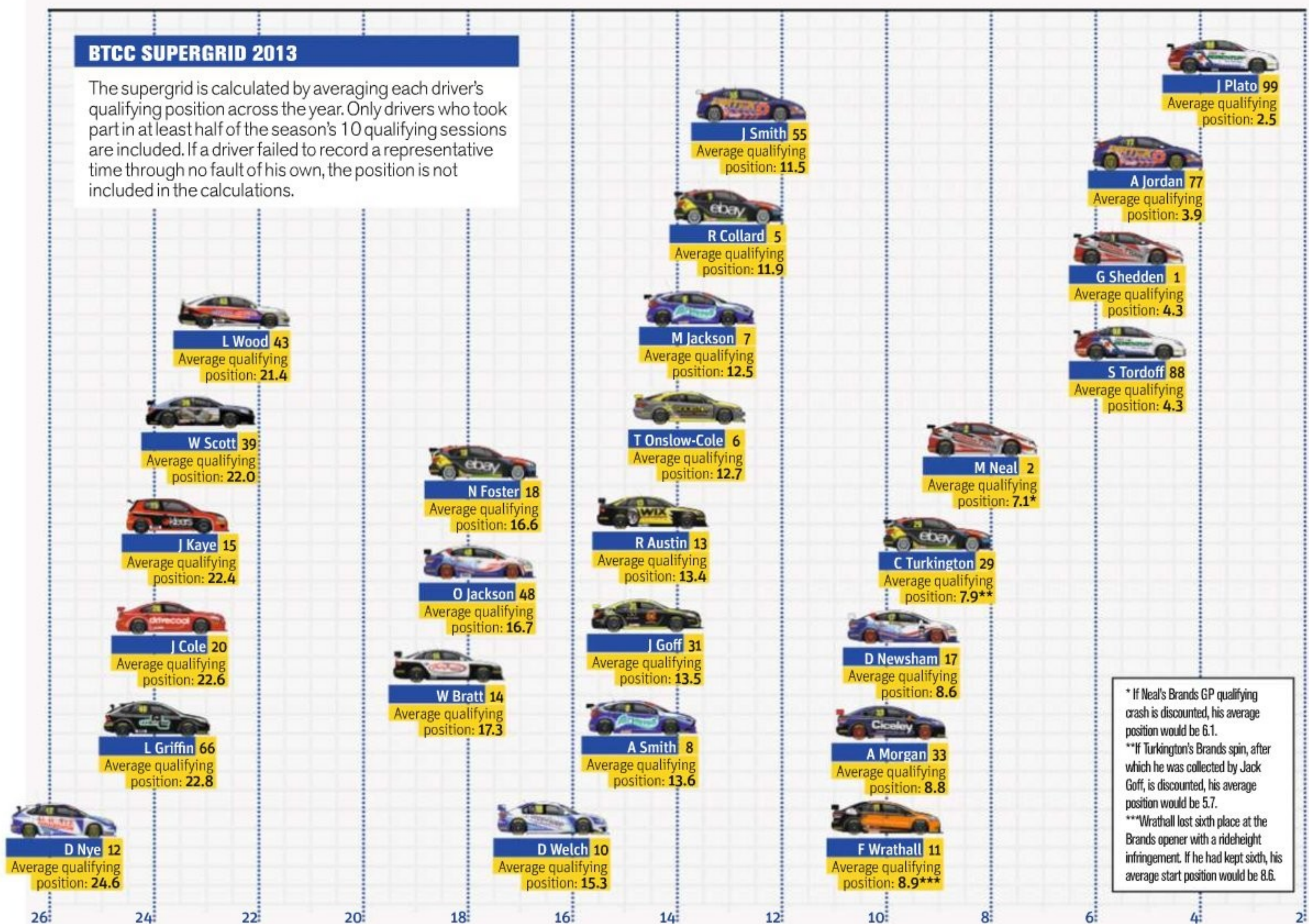
Plato kicked the season off with two wins at

Brands, and the MG was the class of the field at Oulton, Snetterton and Silverstone, as well as in the wet finale. That could have been enough to take Plato to his third crown had there not been some hiccups along the way.

Snetterton was perhaps the crucial weekend. There, rookie Sam Tordoff outqualified his more illustrious team-mate and won the first race. With more weight for race two, however, Tordoff was less formidable, and Plato looked set for an easy victory. Then a fuel issue struck, followed by Plato crashing

## BTCC SUPERGRID 2013

The supergrid is calculated by averaging each driver's qualifying position across the year. Only drivers who took part in at least half of the season's 10 qualifying sessions are included. If a driver failed to record a representative time through no fault of his own, the position is not included in the calculations.



\* If Neal's Brands GP qualifying crash is discounted, his average position would be 6.1.  
 \*\* If Turkington's Brands spin, after which he was collected by Jack Goff, is discounted, his average position would be 5.7.  
 \*\*\* Wrathall lost sixth place at the Brands opener with a rideheight infringement. If he had kept sixth, his average start position would be 8.6.



in race three as the field slowed thanks to a Neal-Dave Newsham tangle.

"We had a couple of mechanical issues at inappropriate moments and we made a couple of mistakes," says Triple Eight boss Ian Harrison, who confirmed internal changes were made at the team as a result. "It doesn't matter how long you've been doing it, there is always room for improvement."

Plato did brilliantly to keep his title hopes alive until the very final race, but his Brands pace mysteriously evaporated in the finale, and he ended up being bumped by Shedden in the table despite taking more victories than anyone else.

Turkington's challenge was far more stealthy. That was partly the consequence of WSR's BMW 1 Series being brand new. With so little testing, it was inevitable the car wouldn't be on a par with the established NGTC frontrunners at the start of the year, but Turkington regularly picked up points.

Using the traction of the rear-wheel drive, he could often jump several places at the start and then use his guile to keep faster cars behind. When handed a reversed-grid front row start at Donington, Turkington checked out and never looked like losing.

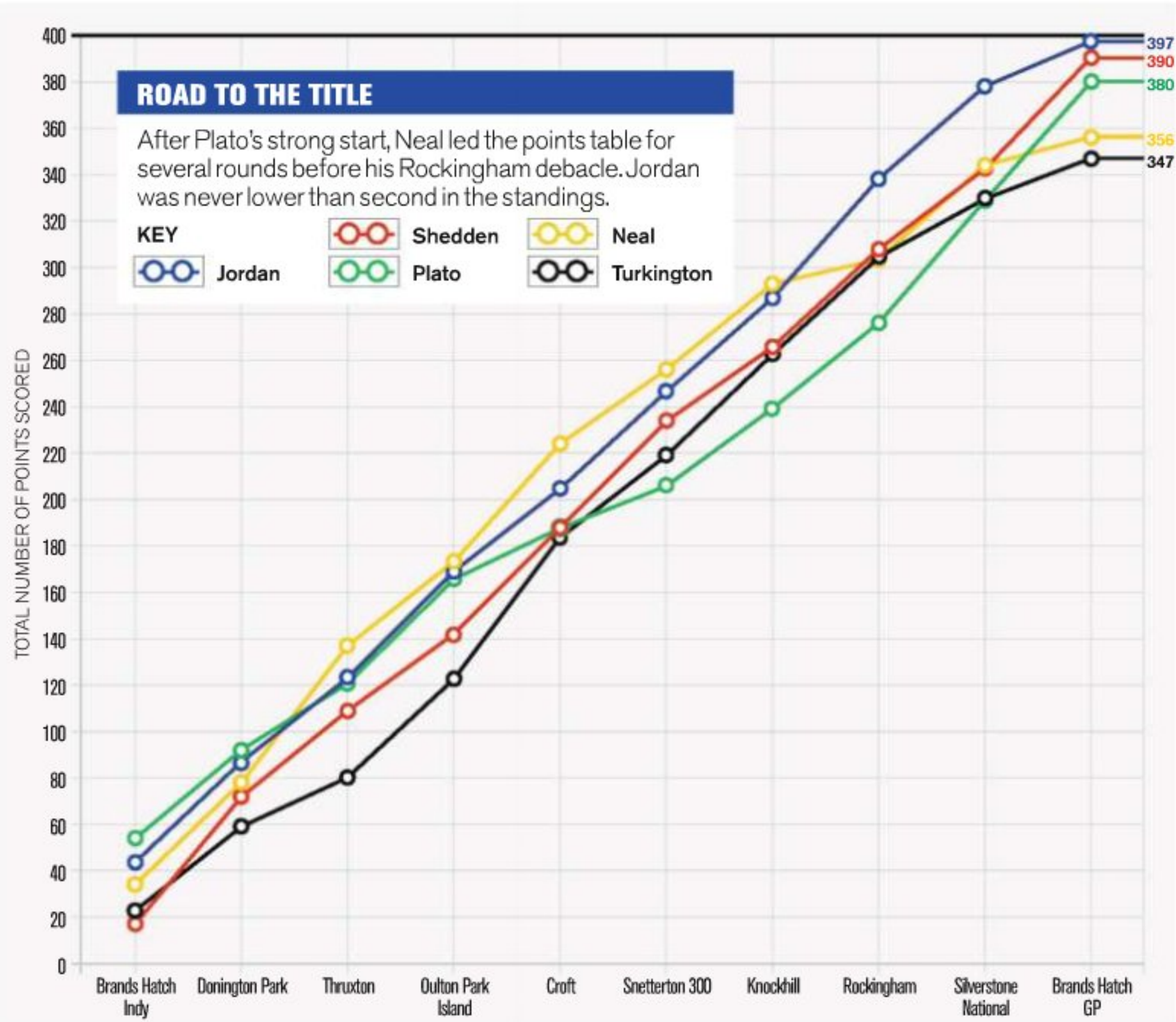
At more abrasive tracks, the BMW's kindness to its tyres also helped him attack in the closing stages. At Oulton Park, the BMWs started to look like real threats, and at Croft and Knockhill – where the car's strengths in slow- and medium-speed corners could be maximised – Turkington was supreme, taking two doubles.

Turkington's title challenge, unlikely at the start of 2013, began to look more and more serious. But there were just a few too many incidents in the end. His contact with Jordan at Snetterton was perhaps self-inflicted, but the 31-year-old was innocent when it came to the clashes with Shedden (Snetterton) and Mat Jackson (Silverstone) that cost so many points. The racing incident at Brands GP with team-mate Rob Collard, who improved after an unfortunate and lacklustre opening to the season, merely confirmed the end of his championship hopes.

## OUTSTANDING PERFORMERS

Away from the big hitters, there were several racers who had their moments in the limelight. Tordoff was often not far behind Plato and deserved his Snetterton win; he is expecting more next year.

The smaller boost adjustment allowed under the 2013 turbo equalisation rules (0.08 bar maximum increase compared to 0.125 in 2012) meant there were fewer random appearances at the front from cars on high boost. The top cars and drivers tended to run at the front of the field, so Rob Austin's Rockingham win was particularly noteworthy.



The former British Formula 3 race winner's Audi A4 was inconsistent, however, and finished well behind the Toyota Avensis of Adam Morgan in the points. After a fast but accident-prone rookie season with Speedworks in 2012, Morgan moved back to his family Ciceley operation and was much more polished, scoring eight top fives.

Morgan perhaps threw away his best chance of victory with an off at Church in race three at Thruxton, but generally he was the most regular challenger to the multi-car teams. "Seventh overall and third in Independents is a fantastic achievement, and it's great being back with Ciceley," says Morgan. "I took a bit of pressure off myself this year. I was disappointed at having a reputation as a crasher in 2012, and wanted to change it. I think I have."

Morgan outshone the other Toyotas of Newsham (Speedworks) and Frank Wrathall (Dynojet). Both showed flashes of pace at times, only to be continually set back by problems or incidents. Newsham's best chance of a result (after qualifying third at Silverstone) was wasted by an optimistic

move at Brooklands in race one that had him playing catch-up for the rest of the weekend.

Motorbase also had a difficult season, and both its Ford Focus drivers, Mat Jackson and Aron Smith, made errors. But the pair also put in some stirring charges during the season to make it into the top 10.

Reigning Renault Clio Cup champion Jack Goff stepped into Team Hard's Vauxhall Insignia and progressed well, his chase of Shedden in the final round being particularly eye catching.

## SOMETHING TO REMEMBER

Most of Turkington's starts and his qualifying lap at Silverstone – fourth in a BMW that lacked straightline speed – stood out. At the same venue, Neal's race one charge and the race two Plato-Jordan battle were season highlights.

The Shedden-Plato-Neal confrontation at Donington, behind a flying Jordan, also showed the arch rivals could race wheel to wheel without pushing each other off the road.

Tom Onslow-Cole was spectacular to watch in Hard's VW Passat, particularly at Thruxton, where he managed two podiums in the very new car.

S2000 had its last hurrah with the Jack Sears Trophy. The class provided some good battles early on, but the field faded and Lea Wood ran out an easy winner in his Vauxhall Vectra. S2000 served the BTCC well, but it is gone now, and one hopes Wood will be able to find himself an NGTC programme for 2014.

## SOMETHING TO FORGET

Not a lot. This was probably the best BTCC season for years. There were still moments of madness – quite a lot of damage at Snetterton, for example – and it's questionable that the series really needs any boost adjustment once the base levels are set. However, big grids, close racing, impressive crowds, a tight title fight and a worthy and popular champion isn't a bad mix. ☺





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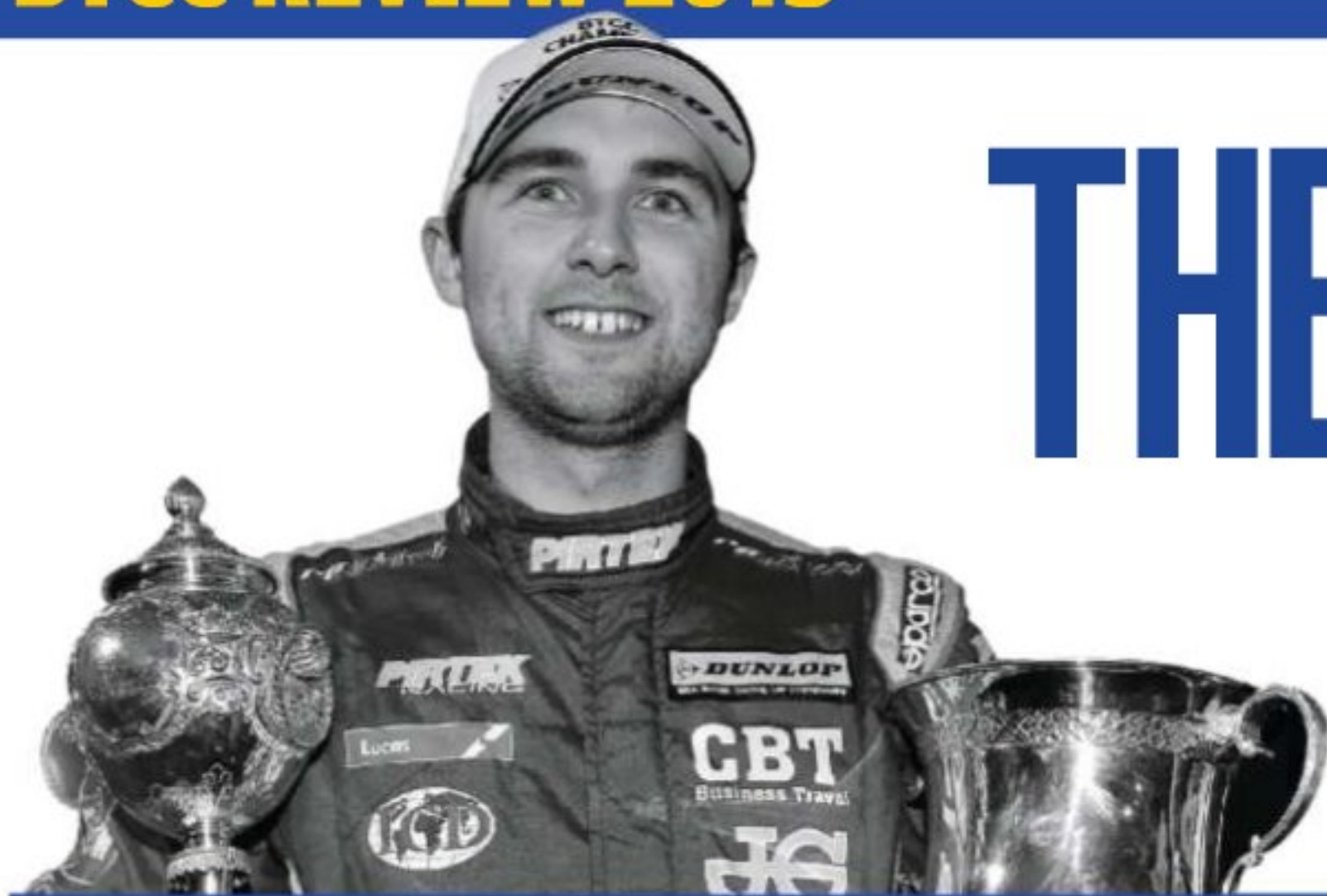
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# THE INSIDE LINE

## ANDREW JORDAN

The BTCC's new champion talks about his season and enjoying success with his family's Eurotech squad

**W**e came into the season thinking we could do it. From the offset in pre-season testing we were looking good on pace. I worked a lot on my driving – my chief engineer Adam Hardy and I broke down the data from last year. I normally like an oversteery car, but to carry the corner speed and look after the tyres you need to have stability.

From where the car was last year to this year the changes were very small. The Honda Civic has never been a bad car to drive. It was down to getting it as good as we could get it for each track, but we didn't change the set-up hugely from circuit to circuit.

The hardest thing about the championship campaign was being up there every weekend. It's taxing to make sure we were always in the ballpark. It never occurred to me before a weekend we wouldn't be right up there. But I didn't just want to be consistent, I wanted to win races and I've won more this year than I have in the rest of my BTCC career.

It's important that when you have a car good enough to win you optimise that. Like at Snetterton in race two when I had the soft tyre, I pressed on and got the victory. When you've got the tools, you've got to do it, but when they're not as good you've got to get what you can. Things like the boost situation aren't going to change so you've just got to get on with it. If you over-drive and go for that extra place you can get into scrapes. I think that comes with experience and is something



Jordan celebrates at Brands finale

**"I think we've had the quickest car this year, the whole package, but the championship hasn't really sunk in yet. It's surreal and I feel privileged"**

I've tried to learn off the other guys – Matt Neal is very good at that.

Thruxton qualifying was one of my highlights of the season. To beat Gordon Shedden right at the end with more weight was very good. The first Thruxton race was a lowlight, losing the race with the puncture. I don't think it was the cambers, I think it was debris. We'd have stood a chance to win the second race too – we had the pace.

With Gordon and Matt in the works cars I couldn't hide – it was a good gauge for my performance and we've had the pace on them most of the season.

The whole year we were sharing data with the works/ Team Dynamics guys. It was good to look at different driving styles because you're not going to be the fastest through every corner on every circuit.

It's not all me, though. I think we've had the quickest car this year, the whole package, and we've had 100 per cent reliability for the past two years. I can't comment on others, but I know our guys have meticulous attention to detail.


Silverstone was a real turning point. To come out of that weekend with so many points and the lead in the

championship was very important. We needed the gap!

I didn't expect Silverstone would be as good as it was and I really enjoyed the battle with Jason Plato in race two. There was good respect between us. It was clean and hard, and I never thought he'd nail me in the back and take me out. If I'd managed to get it stopped at Becketts and not allowed him to come back at me at Luffield I reckon we'd have won.

The Brands Hatch finale was all I thought about for two weeks after Silverstone, but I felt much better when we actually got up and running. To qualify third with the weight was good, but on raceday I was shitting my pants!

It's the unknown of what people might do. But after the crash in race two the pressure was off. It was better than if I'd put it in the gravel on my own! Before race three I was more relaxed because we knew what we had to do. I was careful – the Indy circuit was slippery – but I was on a bit of a mission.

The championship hasn't really sunk in yet. It's surreal. I feel privileged and proud, especially as our Eurotech team is 25 years old. I think we're established at the front now and I want to be like the other guys and be up there every year and win the title again. But I'm going to enjoy this one first. 



# JASON PLATO ON...



The double champ might have missed out on a third crown, but he still had plenty to shout about. **KEVIN TURNER** got his views on 2013



Plato just held off  
Jordan at Silverstone

## ◀ BEST MOMENT

"I had great weekends at Oulton Park and at the Brands Hatch GP finale, but I would say the best moment was race two at Silverstone against Andrew Jordan. We've all been overtaken, but it's great when you can say 'wallop' straight back past. I knew if I didn't get back past straight away it was over. That was a great touring car race and the response from the crowd – you could feel the atmosphere."



Snetterton pace was  
strong but ended in crash

## ▲ WORST MOMENT

"It has to be race two at Snetterton, with the car grinding to a halt. Sam Tordoff was on fire that weekend and a bit quicker – his technique at Coram-Murrays was just better than mine – though he did have less weight. He beat me fair and square in race one, but I knew in race two with the weight change it'd be different. I got a good start and I was cruising. The retirement was a huge frustration as it hurt race three as well. I had to get out of the gas when the field checked up and the thing bit me. It was a big shunt."



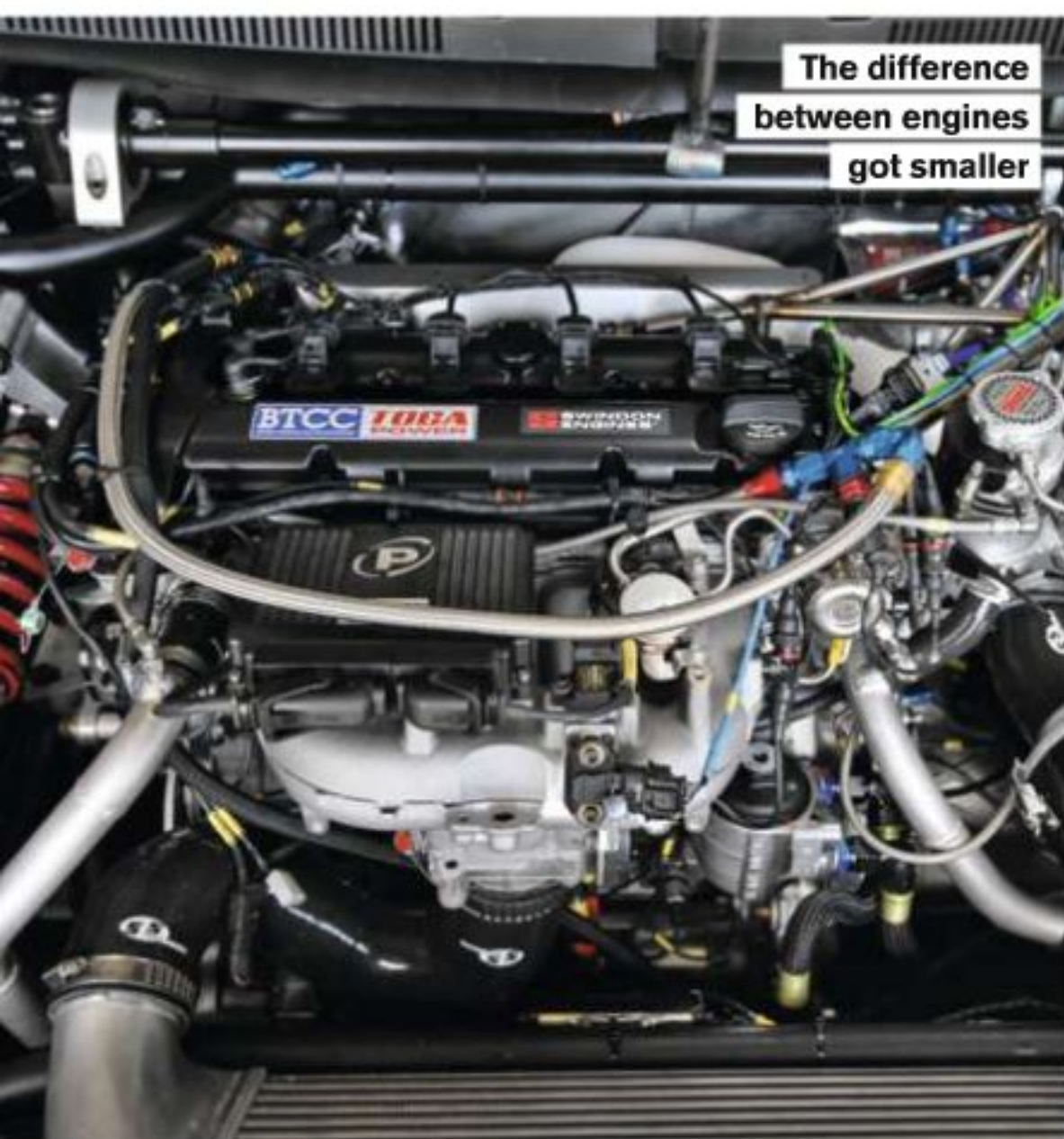
The MG6 remained potent in the dry and improved in the wet



### ▲ THE MG6

"We absolutely made progress with the car. Last year it was quick in the dry, but it was quite tricky to drive and we couldn't make it work in the wet. For me the car is the quickest in the dry, but I believe it's a little bit compromised on set-up, so when conditions change there is too much work to do to change it. We've got more work to do with the car on the soft tyre and to improve our performance in traffic with better front aero."

The difference between engines got smaller



### ▲ BOOST ADJUSTMENT

"There was definitely an improvement on boost adjustment this year. There were people at the front in 2012 who shouldn't have been there. Halving the adjustment was a great step – there's always going to be trouble when one bloke is a lot faster than another in a straight line and we've seen less of that this year. I still think there is more work to be done, it's still too much. I understand why it is there, but the double whammy of success ballast and boost is too much. I'd like to see it halved again."

Jordan attacks at Brands opener: both survived



### ▲ ANDREW JORDAN

"Without a doubt he is a worthy champion. He's learned his craft and was at the top of his game this year. And, at the top of his game, his level is as good as any of us. He's taken some chances. He set his stall out at the start of the year, with the move on me at Brands, and that was important. The fire in him burns brightly. I enjoy racing with Andy."

Plato was qualifying king of the season



### ▲ QUALIFYING

"We've put a lot of effort into that area, not just the engineering but with my driving too, to get the best out of the car in qualifying. It dictates two races – if you get a good result in race one you've got a great chance to do the same in race two."

### ▼ SAM TORDOFF

"He's had a brilliant year. To jump in the team alongside me there is a lot of pressure to perform – I remember that from when I joined Alain Menu at Williams-Renault. Snetterton was the only track I think he was driving better than me, but to be as close as he was I think he should be incredibly proud. I trust his feedback, too. He likes and dislikes the same sort of things as me so we can try more things in practice."



Tordoff (left) proved a strong team-mate during rookie year

## KX QUESTION TIME

AUTOSPORT would like to thank everyone who took part in this year's KX BTCC Question Time sessions, including the fans for their questions. Special thanks to our partners KX and Jason Plato, Dunlop for supplying the prizes, and host Alan Hyde.

We would also like to thank those who appeared on the panel: Rob Austin, James Bailey, Micky Butler, Rob Collard, Nick Foster, Jack Goff, Louise Goodman, Alan Gow, Tim Harvey, Jake Hill, Mat Jackson, Andrew Jordan, Mike Jordan, James Kaye, Adam Morgan, Dave Newsham, Tom Onslow-Cole, Aron Smith, Ian Titchmarsh, Sam Tordoff, Colin Turkington, Dan Welch, Lea Wood and Frank Wrathall.





# WHAT WENT WRONG WITH MOTORBASE?

The Ford squad had an exciting new car and two race-winning drivers heading in to 2013. Hopes were high, but 2013 turned out to be a troubled year. **KEVIN TURNER** investigates

**O**ver the second half of 2012, Mat Jackson scored 135 points, took a win and ended up seventh in the drivers' table despite developing a new NGTC machine. Motorbase also beat the works MG squad to fourth in the teams' race. In the first half of this season, Jackson scored a meagre 61 points and, despite a better second half, ended 2013 eighth in the standings with not a single win. And Motorbase slumped to fifth, last of the 'Big Five'.

For a team and driver that had been looking for a crack at the title, the downturn was marked.

"The first half of 2013 was disappointing – not good enough," says Motorbase boss David Bartrum. "Why it's not good enough is another question."

Bartrum has spent many hours assessing what went wrong and is happy to sit down with AUTOSPORT for a frank discussion.

## FALSE START

As is often the case with problematic campaigns, things started going wrong before the season even began. Motorbase's new NGTC Ford Focus did win in 2012, but it's fair to say it was helped by a healthy dose of turbo boost. With the boost increases reduced for this season and other teams getting on top of the NGTC programmes, Motorbase found the big task of becoming a designer/constructor for the first time took its toll.

"It takes up resources, funding, time and effort," reckons Bartrum. "And when we were ready to test the new toy, it snowed and rained..."

"We thought we were a lot better than we were off the back of last year's car and hadn't realised how much things had moved on over the winter."



ALL PICS: EBREV/LAT



Helped by the reversed grid, Jackson did briefly lead race three at the Brands opener before the car cut out, but it was a false dawn.

"We had parts failing on cars that were nothing to do with us," adds Bartrum. "I'm not looking to make excuses, but we were set back further and we ate up a lot more money finding why things were breaking or not working properly."

## LOSS OF POTTER

One of Motorbase's aces in recent years had been the expertise of highly rated engineer David Potter. He had planned to take a step back for 2013, but his disappearance to Australia hurt the team.

"He didn't want to go racing anymore, but he wanted to be involved," says Bartrum. "He said he'd do testing and after that work by satellite, so he'd be on hand. We'd email him data and he'd be involved. But we dropped him off at the hotel and we never heard from him again."

As the team tried to contact Potter, it also gradually discovered some of his previous work needed changing. "He sent us down a route that wasn't right and had he been here he'd have picked the bones out of it very quickly," adds Bartrum. "His ability is unquestionable."

## CLASHES AND CRASHES

By Oulton Park in June, Bartrum feels progress was being made: "We found a little something, not the whole answer, but we found what the car doesn't do. If you ask any team in the paddock, the more you test the more you find what NGTCs don't do, not what they do. It's a very, very small window of opportunity in which the car actually works."

But still the points proved hard to come by. Jackson and Aron Smith now managed to hit quite



a few objects, whether they be other cars or barriers. Both had big spins at Church at Thruxton in May. At Oulton Park, Smith crashed in free practice before suffering engine problems, while Jackson ran well in race one and race two before hitting Tordoff ruled him out of a strong result.

It was a similar story at Croft. "We lost ground when we thought the car was getting towards working but we couldn't get our drivers to prove it," Bartrum adds.

"The contact was the biggest single element that set Mat back this year. Too many opportunities were lost. And I wish he could qualify."

Qualifying has long been a weakness in Jackson's game and being back in the pack didn't help him avoid incidents. The man himself admits it was a trying time.

"We have struggled," says Jackson. "As a driver you always push to the maximum and sometimes you end up beyond the limit of the car. When you're putting a race together there will be incidents because you're so on the edge."

"When the car is in the zone, every lap is more controllable."

## BRINGING IN THE CAVALRY

With the drivers underperforming, Bartrum wanted to get a handle on exactly where the team was with its Focuses. Experienced GT racer Michael Caine drove a third car at Croft and, despite running on base boost, went from 15th to eighth in race one.

"Michael did a stonking job," says Bartrum.

**"We lost ground when we thought the car was working but couldn't get the drivers to prove it"**



The Motorbase squad  
had to fix a lot of  
damage in 2013



"He never really got the credit for how much that changed my ideas on how the car should work and how I was going to try and get the pace out of the other two cars."

More than that, Caine showed a GT driver could get on top of an NGTC machine. Bartrum knew of a certain Porsche factory driver and got the German marque to allow Nick Tandy to test the Focus at Snetterton half-way through the year.

Quite apart from outpacing Jackson and Smith for three-quarters of the two-day test, Tandy also helped move the programme on. "The break was a Godsend," confirms the Motorbase boss. "Nick worked with Mat and Aron and the car took a big leap forward. We came out of that thinking we had a car that works."

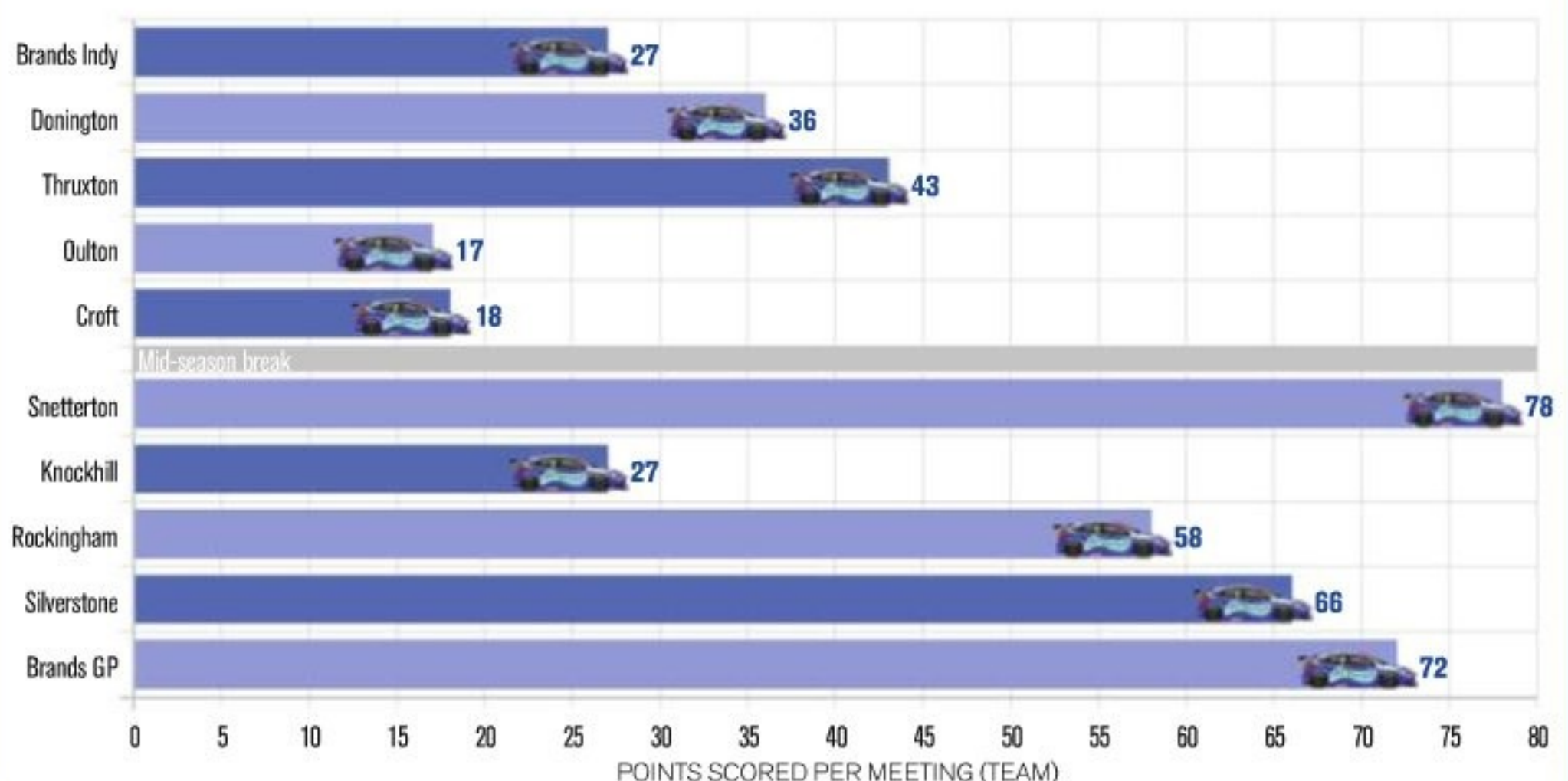
They weren't wrong. Smith gave the team its best qualifying position of the year (shortly before a heavy accident) at the Snetterton round in August – sixth – and both he and Jackson took podiums. Motorbase scored more points than any other team.

After a tricky Knockhill, Rockingham was another positive weekend, Jackson being back to his old form – "Mat showed he can race better than anyone" – and storming to a second and two fourths. It was Smith's turn at Silverstone, the Irishman taking two podiums of his own.

Smith then bounced back from a scary crash in practice at Brands to manage two top-fives, while Jackson impressed again by turning a row-six qualifying effort into two podiums in damp/wet conditions on raceday.

## HOW SEASON OF TWO HALVES UNFOLDED

After a mediocre start, Motorbase's season did improve in the second half of the year. This graph shows the number of points scored by the team at each meeting – 141 in the first half and 301 in the second.



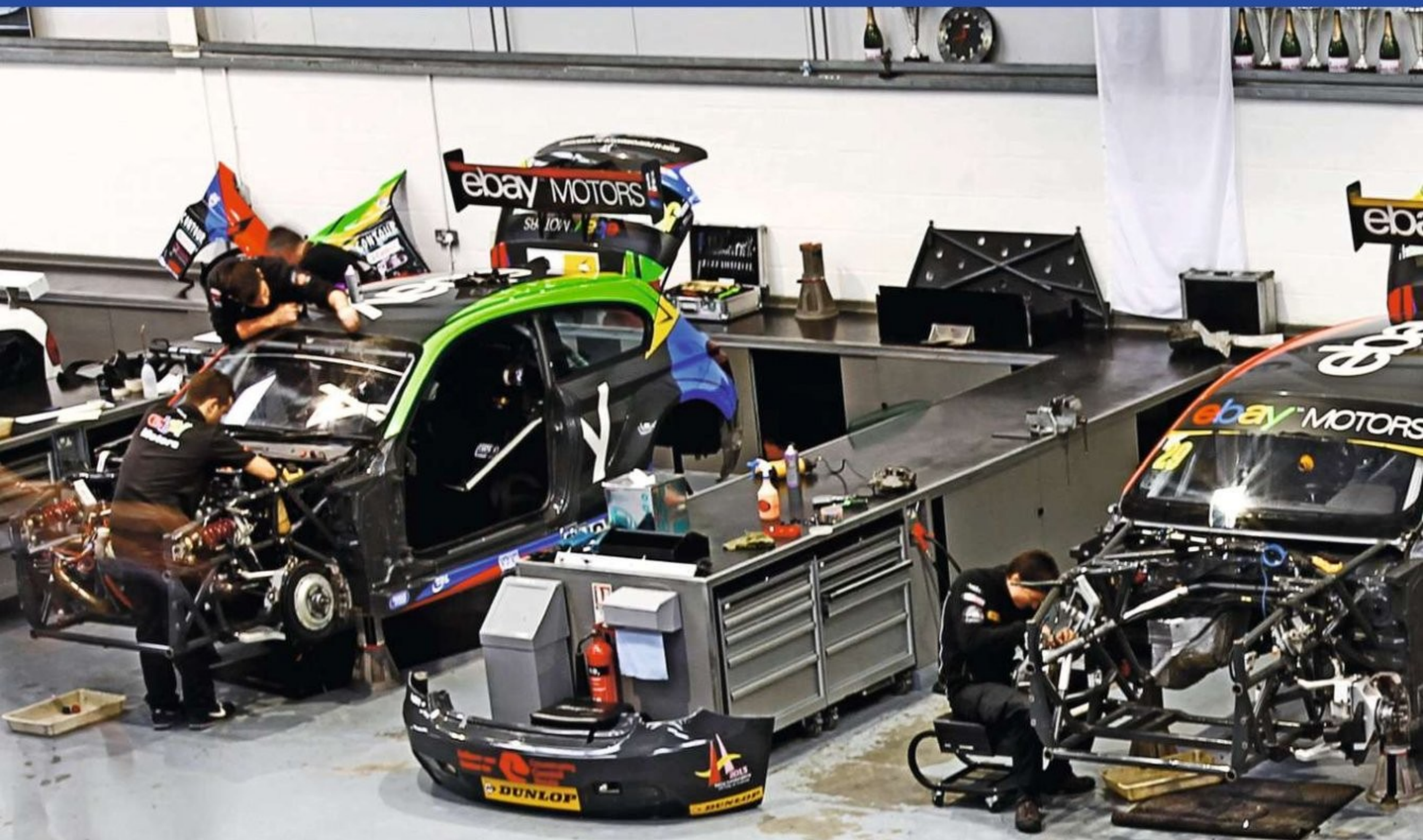
Tom Onslow-Cole had joined the team at Rockingham. Base boost, incidents and turbo issues hampered him for two rounds, but at the Brands GP finale he qualified seventh and took a fourth.

The second half of the season suggests Motorbase is now back on the right track and

Bartrum is determined to keep that momentum this time: "A difficult and interesting year, one I don't really want to repeat, but the team never stopped working."

"We've got some development stuff to do and we know where we are going into the winter."





# BUILDING BMW'S CHARGE

WSR's 1-series Beemers gave the Hondas and MGs a serious run for their money. **CHARLES BRADLEY** visited the factory to find out how

**L**ooking back at WSR's British Touring Car Championship campaign, two distinct images spring to mind: the first is Colin Turkington in Victory Lane, celebrating one of his five victories in the BMW 125i M Sport, the car's maiden NGTC season in the series. The other image is of its stealthily liveried, rear-wheel-drive cars being sent spinning like a top by its more stable front-wheel-drive rivals in the corners.

Let's begin with the positives. Turkington's first BTCC season since his 2009 title with WSR was impressive. The smaller BMW made for a great NGTC car – the new 320i is even larger than the old one – and added a fresh dimension to the championship's latest rules set (for the record, it's longer than the Honda Civic and shorter than the MG6). And for Turkington to have a title shot going into the final round was probably more than anyone had hoped for at the start of the year.

"Overall, we're very pleased with this season," says veteran team boss Dick Bennetts. "Together with our title sponsor, eBay Motors, and BMW we chose to go for a completely new car, and they were

both keen on the 1-series, but the NGTC side of it takes a while to get your head around.

"To end the year with five wins and 11 podiums, and become a genuine frontrunner from scratch, is very pleasing up against rivals who'd all had experience with these cars."

Don't underestimate the effort required behind this campaign. WSR's outlay on 2013 was over £1million in building and developing three brand-new cars for Turkington, Rob Collard and Nick Foster. After evaluating BMW's recent engine technology, WSR settled on reworking the engine/gearbox it had used last year, as Munich's most recent technology focuses on efficiency and emissions over outright performance.

Bennetts admits it took until Oulton Park in June for the team to truly get a handle on its cars: "We just got no testing, the weather was awful every time – zero degrees – so then we were having to do our testing in public at the race meetings."

The main issues WSR faced was understanding the suspension geometry, and discovering workable wet and dry set-ups. The car's great strengths are in slow- and medium-speed corners, but key to taking advantage of this was forgetting its recent 3-series knowledge as this was a very different beast.

"It helped having Colin back on board, because he had no preconceived ideas of last year's car," says Bennetts. "We kept on trying to follow our old route with Rob, but realised that our NGTC BMW was very different from our S2000 BMW. Having Colin back was great, he's a class act. Rob raised his game too, and from Knockhill where he got his podium he was right with Colin."

By Oulton, Turkington was already 57 points off the series lead, and he would end the year 50 in arrears. Not bad, when you factor in his costly end-of-season Silverstone and Brands crashes.

"At the beginning we had a difficult car and I was happy to take the sixths, the sevenths and the eighths because it's points in the bank," Turkington reflects. "I can look back on every race this season and feel 100 per cent satisfied I've given my all."

"When we had a good car capable of winning we really made the most of it. I had to think about it a bit more this year compared with 2009 to get the points in the bag."

Turkington could boast that he finished every race in the points up until being harpooned out by Mat Jackson's Motorbase Ford in the third race at Silverstone (although he was excluded from race three at Knockhill for an overboosting turbo).





"Reliability-wise, I was very pleased with our guys in the workshop because we had such a new car and only had a couple of failures," Bennetts adds. "With the old cars we did 412 races with only three mechanical failures, so we aspire to get back to that level. We're a fairly small, 100 per cent privateer team – although people perceive us as a big outfit. We only have 11 people to run three cars."

Now let's address the apparent Achilles' heel of the BMW: its susceptibility to being spun around by the front-wheel-drive bullyboys. Whereas the front-wheel-drive brigade can nail the throttle when they're pushed into a slide, which swings the front axle back in front of the rear, this is not an option for a RWD car, as it reaches the point of no return much faster, from which there's no recourse.

"When you're up at the front, but don't have the pace, you're vulnerable," admits Turkington. Bennetts concurs: "Colin lost a lot of serious points through the driving behaviour of some. In many cases there were not sufficient penalties as such, so that's something that needs looking at in future."

"The frontrunning guys know that [how easy it is to spin the BMWs] and to me there needs to be judicial change, because we're entitled to race the same as they are. This is not a front-wheel-drive



**"Our target is to win the title. We've spent a lot of money and put a lot of effort into this"**

championship, therefore we should have harsher penalties for contact, just as you see in the DTM or V8 Supercars. Otherwise it opens the door for it to continue, and that's not what our drivers, sponsors nor BMW wants."

With 2013 consigned to the history books, work is now in full swing with next year in mind.

"We've learnt a lot through the season and now we've got to do our homework over the winter," says Bennetts, as Turkington's car is being stripped down for a series of torsional rigidity tests and aero work before our eyes. "We've got a test programme listed out, there's some engine work to be done, and it's all looking very good for next year."

"We've had quite a few enquiries from other teams' drivers, so we've been toying with building a fourth car. For sure, we'll be running three minimum ourselves."

It's a three-year plan to use the cars you see above, as they're stripped down after their first season of BTCC combat. So what's the 2014 aim?

"Our target is to win the title," states Bennetts. "We've spent a lot of money and put a lot of effort into this. We can do our part, but we need some support from the body that runs the championship to control what goes on with driving standards."







# AUSTIN MAKES HIS MARK

After a trying start to his BTCC career, Rob Austin proved his doubters wrong in 2013. He talked **SCOTT MITCHELL** through his journey

**T**here is no shortage of success stories from the 2013 BTCC season, but few pack as much in as Rob Austin's journey to becoming a race winner. The Evesham racer has been one of the grid's most popular drivers since joining the championship in 2011 with his self-built NGTC Audi A4. A podium in each of the team's first two seasons hinted at potential, but stability off track and consistency on it proved hard to come by.

Though still not quite finished, the pieces of the puzzle started to come together this year. Austin's peaks were higher, even though the inconsistencies remained, and he duly made the most of one of his Audi's more competitive weekends to claim a breakthrough win at Rockingham in race two.

Having fought through financial scares and relied on fan support at times just to make the grid, few would begrudge the reward that afternoon in Northamptonshire brought.

"It's been a long, hard slog," reflects Austin. "This year it was worth the wait. My boys have stuck with me the whole way through and without the support of the fans a couple of times we would genuinely have gone bankrupt."

"I put everything, everything I have into this company. This is my team, and the thing I'm proud of the most is the list of car builders who have won races this year: Dynamics; Triple Eight; WSR and us, a bunch of idiots! I'm pretty damn proud of that."

Austin's "idiots" have largely been with him from 2007, when he cut his teeth as a team boss running Ginetta G20s and expanded his operation to include two entries in the Ginetta G50 Cup and a sole G50 in British GT4.

The 2010 season was spent concentrating solely on father Richard's historic F1 obligations, but with the BTCC soon introducing its spec-part NGTC regulations, a change of scenery beckoned.

"Financially it seemed sensibly priced," Austin explains. "There was the TV package and huge following and we thought, 'this has got to be a very viable option'. So we went for it. It wasn't at all what we thought it would be."

The Toyota Avensis was used by GPRM as the blueprint for the NGTC design but Austin went a different route by self-engineering a pair of rear-wheel-drive Audi A4s. There were early issues with the original NGTC regulations, which meant for the first two seasons the positioning of the engine in the front of the rear-wheel drive Audis was drastically compromising the positioning of the steering rack. This had a big impact on the handling of the car, limited the feedback Austin could give and reduced the effectiveness of set-up changes.

The NGTC regulations were fluid in their infancy, and a sub-frame upgrade at the end of the year, inspired by Team Dynamics' involvement with the NGTC Honda Civic according to Austin, required a "patchwork quilt" upgrade to the Audis' shells and cages. The next year was particularly testing – Austin almost threw in the towel after a disastrous Thruxton round – but there were clear



signs of progress as the lead Audi spent the majority of the races fighting in the top 10. The second A4 had finally been successfully introduced, with the part-time introduction of Will Bratt.

Then, prior to this season, WSR – developing its new NGTC BMW 1 Series – successfully lobbied for the engines to be moved backwards. Again, Austin's outfit had to flick the reset switch, but this would at least be to the team's benefit.

"The concept they sold us was an already-developed package, but it just wasn't like that for us," says Austin. "We were the crash-test dummies. Bigger teams came in, pushed the costs up and demanded certain things be put right. Obviously it meant that we had to start again but finally it has evened up a bit."

The repositioned engine, not to mention a title sponsor for the first time in Wix Filters, gave Austin a new lease of life this year. He started the season strongly at Brands, finishing on the podium with the fastest lap in the opener, but suffered a huge crash in the final race in which he was an innocent victim. Despite the setback, the signs were encouraging.

However, he struggled for pace at Donington Park and Thruxton, with a best result of 14th. A switch to the TOCA engine from a Field Motorsport unit for Oulton Park brought better results, if not greater pace, before further struggles at Croft.

"We were down on power early on," he explains. "It's important not to discredit Field but we had to switch because if you look at who has developed their own engine, they've got a hell of a lot more money than us to chuck at engine development."

"We tried to make up for that loss of power and just lost ourselves on set-up. I went back to the Brands set-up for Snetterton. I made a mess of the weekend so we didn't show any of the pace we had there, but we were in the window."

That decision revitalised his fortunes and he qualified on pole at Knockhill, claiming two podiums, then finished on the rostrum again at Rockingham before winning the second race.

However, the closing rounds at Silverstone and Brands Hatch GP were disappointing – hindered by minor set-up issues – and Austin's season

petered out with no points in the final five races.

Having survived the lows to become a self-made race-winning BTCC team, it would be out of character for Austin to be content with that.

"I love it here, I want to make a long-term future of it," he says. "Jason Plato and Matt Neal have been in it for years and I can see why. The racing is always exiting and the fan support – you never get bored of that. It's the pinnacle of motorsport in the UK."

"We've had better success this year so hopefully we'll get better financial support next year and that'll bring more success."

"I'm never going to make a million – I think if you're aiming to do that you're a fool – but if I can make it a long-term project, I'll be a happy man." ❧

## NO JOY FOR BRATT

Ex-Euroseries 3000 champion Will Bratt joined the BTCC in a second Rob Austin Racing Audi at Oulton Park in 2012, finishing eighth on his debut.

Despite a number of incidents and only two more top-10 finishes in the other five rounds he contested, he committed to a full 2013. But the F2 race winner struggled to make the same progress as his team-mate, finishing in the top 10 just twice all season.

"I really don't think I've made a good showing of myself," said Bratt, 19th in the standings.

"When the car was working well, I'd get taken out or there would be a mechanical problem. I'd like to go back because I can do a lot better."

Unlike Austin, Bratt came into the season without a title sponsor, and believes that budget was his main disadvantage. "I was given a straight bat by the team," he insists. "The idea at the start was for me to bring in more money than I could. Rob was fully backed and I wasn't so my car was underfunded. That's always going to hurt you."





# AUTOSPORT'S TOP 10 DRIVERS

There have been some great performances and dramatic events in 2013. **KEVIN TURNER** sifts through it all to pick out the best racers

## 1 Andrew Jordan

**Championship 1st (397 points)**  
**Wins 6 Poles 2 Fastest laps 8**

Came of age as a touring car star. Generally pushed when he sniffed a victory chance and scored well when he couldn't. Responded brilliantly to troubled race two at Brands GP finale with a charge through in race three that was worthy of a champion.



## 2 Colin Turkington

**Championship 5th (347)**  
**Wins 5 Poles 1 FLs 3**

Hard to fault Turkington's season. He kept himself in title contention despite an underdeveloped car, and having not raced in the BTCC since 2009. Aside from his Brands qualifying spin and closing the door on Jordan at Snetterton, Turkington showed his class.



## 3 Jason Plato

**Championship 3rd (380)**  
**Wins 8 Poles 4 FLs 6**

When the MG was quick, he only had to beat his inexperienced team-mate and duly delivered four doubles. At other times, things were tough and Sam Tordoff did keep him on his toes. Nevertheless, Plato's eight wins were more than anyone else.



## 4 Gordon Shedden

**Championship 2nd (390)**  
**Wins 5 Poles 1 FLs 5**

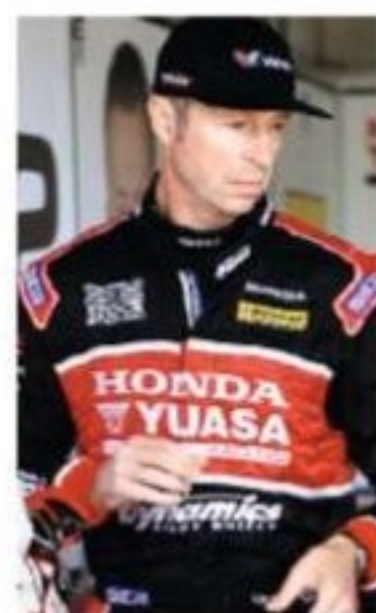
Given the truly bad luck Shedden suffered in 2013, fourth seems a tad harsh. But he was sometimes the architect of his own downfall – slicing across the front of Plato's MG at Thruxton, for example. But he battled on, took five wins and snatched second in the table.



## 5 Matt Neal

**Championship 4th (356)**  
**Wins 4 Poles 0 FLs 1 (shared)**

As the number of poles and fastest laps show, Neal was the third-quickest Honda Civic driver this season. And yet he led the title race for many rounds, underlining his canny racecraft, and was almost third in this list. Tailed off a tad in final rounds.



## 6 Sam Tordoff

**Championship 6th (286)**  
**Wins 1 Poles 1 FLs 3**

This was a fine rookie campaign for Tordoff, genuinely outpacing MG team-mate Plato at Snett to take his first BTCC pole and win. Elsewhere he was often only a fraction behind the double champ and helped the Triple Eight team assess set-up options.



## 7 Adam Morgan

**Championship 7th (233)**  
**Wins 0 Poles 0 FLs 2**

Morgan banished many of the mistakes and clashes that ruined his first BTCC season in 2012. Back with the family Ciceley squad and often in the mix, Morgan kept his nose clean to rack up 26 points finishes. Now needs to nail breakthrough win.



## 8 Rob Austin

**Championship 11th (154)**  
**Wins 1 Poles 1 FLs 2**

The fight behind the top seven was tight, but Austin gets the nod because he managed something nobody else outside the big teams managed: a race win. Not the most consistent season, but Knockhill pole and Rockingham victory were well-deserved.



## 9 Tom Onslow-Cole

**Championship 12th (152)**  
**Wins 0 Poles 0 FLs 0**

Performed spectacularly in underdeveloped VW Passat, with his Thruxton weekend being a highlight, before moving to Motorbase. Base boost, incidents and electrical problems hampered him until Brands GP, where he qualified as top Ford.



## 10 Mat Jackson

**Championship 8th (225)**  
**Wins 0 Poles 0 FLs 0**

Jackson is perhaps fortunate to make it into this list. Given his pedigree, the first half of his season was disappointing and riddled with incidents. He was given a run for his money by team-mate Aron Smith, but did eventually come out on top.



## Honourable mentions

Like team-mate Jackson, **Aron Smith** had an up-and-down season, but his peaks, including two podiums at Silverstone, were impressive. **Dave Newsham** showed flashes of pace in between incidents, while **Jack Goff** made good progress in his first BTCC season.

**Rob Collard** attracted most of WSR's bad luck, but had fine race pace by the second half of the year. **Lea Wood** was the class act of the S2000 runners and deserves a shot in an NGTC machine. Too many clashes and problems stopped **Frank Wrathall** scoring better.



Goff improved during his rookie campaign





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