

132-PAGE XMAS DOUBLE ISSUE

AUTOSPORT

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OF 2013



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Scheduled Flights

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POLE POSITION

Time to reflect on happy and sad times from 2013

THE CHRISTMAS DOUBLE ISSUE IS A GREAT WAY TO reflect on the year. In many ways, this has been a season tinged by sadness, with the deaths of Allan Simonsen at Le Mans and Sean Edwards in Australia (before he got the chance to claim the Porsche Supercup title) coupled with the passing of Ferrari great Jose Froilan Gonzalez, and Dario Franchitti's enforced retirement.

But there's been some great stuff to cheer too: the continued excellence of Sebastian Vettel in F1 and Jimmie Johnson in NASCAR (bona fide all-time greats), the inaugural crowning of rally ace Sebastien Ogier, and the richly deserved world title for sportscar aces Tom Kristensen and Allan McNish, ably assisted by Loic Duval (like TK, shamefully overlooked by F1).

You'll find our annual Top 50 Driver rankings on page 23, but before that comes our world exclusive track test of the Nissan ZEOD, the car that everyone will be talking about at Le Mans next year. Hybrid technology is certainly no stranger to La Sarthe, but this amazing machine is taking it to another level.

We're back on January 2, with the Dakar Rally, AUTOSPORT International and that all-important Formula 1 testing just around the corner. Merry Christmas!

Charles Bradley

CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed



PRIVATE EAR



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This week in F1

FORCE INDIA CONFIRMS PEREZ DEAL

Force India has confirmed that Sergio Perez will partner Nico Hulkenberg next season.

The McLaren refugee is believed to bring a package worth in the region of €15 million to the Silverstone-based squad. The deal was in place by the end of the 2013 Formula 1 season, but it took several weeks for the fine details to be completed.

Team principal Vijay Mallya stressed that the financial package was irrelevant, insisting that Perez's attitude is key to his recruitment.

"I will not compromise the quality of my drivers for money, that is not my philosophy," said Mallya. "I could have retained either of my existing drivers [Paul di Resta and Adrian Sutil], but at the end of the day we've had them, and had long relationships with both.

"I consulted my other team members and they all said, 'New car, new regulations, let's get a new set of drivers who have fire in their belly, who are really hungry.'"

THE BATTLE FOR SEATS

There are only four seats left on the F1 grid, while five 2013 regulars are facing being left out of work. Sauber (one), Marussia (one) and Caterham (two) are the remaining vacancies.

PAUL DI RESTA

A return to the DTM with Mercedes appears his best hope for 2014.



ESTEBAN GUTIERREZ

Well-backed and in the frame for any of the four remaining drives.



MAX CHILTON

Has been close to sealing a Marussia deal for some time but still not done.



GEDO VAN DER GARDE

Has good money behind him and in the frame both for Sauber and Caterham.



CHARLES PIC

Despite multi-year Caterham deal being announced, now seems a long shot.



ALONSO TRIES 'SIM' FERRARI

Fernando Alonso has had his first taste of the 2014 Ferrari in the simulator. "I'm pleased with the way it went," he said. "We managed to get through everything on the programme that we had in the pipeline."



COURTESY OF FERRARI

New engine penalties for 2014

From 2014, each driver in Formula 1 is allowed five engines per season, with these power units divided into six elements. Each driver can use five examples of each element. They will earn a 10-place grid drop the first time a sixth example of any

element is used, with a five-place penalty for subsequent usage of any other sixth examples. Once into the sixth power unit, a 10-place penalty will be triggered for use of a seventh example of any element, and five for others, and so on.

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

COTES/LAT

Sutil switches to Sauber

Adrian Sutil will drive for Sauber next year after six seasons racing for Force India.

The 30-year-old, who returned to F1 action this year after sitting out the 2012 campaign, was also in the running to stay on at Force India but had been in talks with the Swiss squad for several months.

"I am very happy that we found common ground," said Sutil. "Although I have known for a while where I wanted to go, in the end the negotiations took a bit longer than planned."

"After six years driving for Force India, with a lot of highlights, it's now time to embark on a new challenge. [At Sauber] the long and successful tradition in motorsport, combined with an impressive factory and one of the best windtunnels in F1, have fascinated me for a long time."

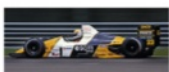
Sauber will announce Sutil's team-mate at a later date, with doubts over whether Russian Formula Renault 3.5 racer Sergey Sirotkin will indeed drive as expected.

MOST STARTS WITHOUT A PODIUM

If Sutil doesn't score a podium in his first 11 outings for Sauber, he will claim the record for most starts without a podium.

PIERLUIGI MARTINI 119

Two fourth places were the highlight for the Italian.



PHILIPPE ALLIOT 109

Best finish was fifth in 109 starts for RAM, Ligier, Larrousse and McLaren.



ADRIAN SUTIL 109

In six seasons, never managed better than fourth.



PEDRO DINIZ 98

Pay driver with Forti Corse, Ligier, Arrows and Sauber managed a best of fifth.



UKYO KATAYAMA 94

Best result was a pair of fifths in 1994 with Tyrrell.



DRIVER PENALTIES ENSHRINED IN RULES

F1's superlicence penalty points system has been incorporated into the 2014 sporting regulations. Drivers hit with 12 points – with

three for causing a collision – during a 12-month period will automatically be banned for one race. The regulations also toughen up penalties for unsafe

releases from pitstops, with the possibility of grid penalties should it happen in practice and a 10-place grid drop if it occurs in a race.



ETHERINGTON/LAT

BAHRAIN TYRE TEST LINE-UP

The three-day Pirelli tyre test in Bahrain got underway as AUTOSPORT closed for press on Tuesday. Pedro de la Rosa and Jules Bianchi were set to drive for Ferrari, with Sebastien Buemi on duty for Red Bull. Mercedes took race driver Nico Rosberg, with GP3 champion Daniil Kvyat joining his team-mate Jean-Eric Vergne in action for Scuderia Toro Rosso.



COTES/LAT

Bianchi to race in Ferrari series

Ferrari will place Jules Bianchi in its new 'Florida Winter Series' Formula Abarth-based category that runs in the US in the early part of next year. The Ferrari junior will dovetail his appearances in the series with his F1 pre-season testing duties for Marussia.



P113 FULL STORY

Number applications underway

The FIA has invited F1 drivers to apply for their first three choices of permanent number to be used from the start of next

season. The highest-placed driver in the championship will take precedence if multiple drivers request the same number.

SOME OF THE NUMBER CHOICES REVEALED SO FAR

6 NICO ROSBERG
The Mercedes driver's first choice of number, chosen because father Keke carried it to the 1982 world championship. His second choices are 5 and 9.



11 SERGIO PEREZ
Perez's favoured number, selected because he carried it in karting and also his maiden GP2 campaign.



19 FELIPE MASSA
The Williams-bound Brazilian won the 2001 Euro F3000 crown carrying this number.



25 JEAN-ERIC VERGNE
Vergne carried 25 to the 2007 Formule Campus title. His other choices are 21 and 27



77 VALTERI BOTTAS
Bottas has selected 77 as his first choice to allow him to use the branding 'BO77AS'. His back-up choices are 17 and 11.





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Mark Hughes

MPH

Lotus has managed to tame one *enfant terrible* of F1 in the form of Romain Grosjean. Now, with Pastor Maldonado, the team has another

Among the many new driver pairings in Formula 1 in 2014, the one with the most latent fascination is that of Romain Grosjean and Pastor Maldonado at Lotus. The bad boys of 2012 are paired together and have a history of antipathy that stretches back to GP2; they do not like each other. Both are quick and aggressive; each has a history coloured with on-track incident. In the second half of this season, Grosjean finally flowered into the great driver who's always lurked just beneath the surface of the 'first-lap nutcase', while Maldonado, despite being a grand prix winner, still carries his reputation as a man to be avoided on track – but there is a potentially terrific driver locked in there somewhere.

It was interesting during their parallel troubled times of 2012 how their string of incidents each had their own pattern. Grosjean tended to get himself into trouble trying to make big, audacious moves early in the race when the traffic was still bunched up – when the opportunities, but also the dangers, are at their greatest. Maldonado seemed to get himself into bother when a wheel-to-wheel dice brought an excess of adrenaline or testosterone that blanked out his judgement of anything beyond this very moment.

After Spa 2012, when both were in trouble, it really did seem as if Grosjean – whose triggering of the scary first-corner incident there made for a damning statistic of seven incidents in the first 12 races – just needed to



and then, realising his car was damaged, attempted to drive directly to the pitlane entrance, putting him straight into the path of Paul di Resta, who was unable to avoid hitting him full force. While Grosjean was by now well into his reformed character phase, Pastor seemed like the same crazy old Pastor.

Yet out of the car he isn't like this at all. Williams had tried to help him and had someone work with him to analyse what was going wrong. It was felt that part of his cultural upbringing in Venezuela was the necessity to fight, the belief that to achieve anything it's necessary to get the elbows out in the heat of the moment and claim it.

“Grosjean has made no secret of the fact that he worked with a psychologist last year”

fine-tune his approach, that there was no inherent trait that would prevent him delivering the potential of his talent. But Maldonado seemed something else entirely: at that event, after being penalised three places for impeding, he then jumped the start by an outrageous margin, got involved (innocently) in the mayhem triggered by Grosjean and then, after making a pitstop for damage at the end of the first lap, crashed almost immediately upon rejoining. As one problem snowballed into another it just seemed to make him madder and madder until he'd lost all sense of perspective and feasibility. He'd red-misted his way from the front (he'd qualified third fastest) to the back and then crashed.

Twelve months on, at the same venue Maldonado was in the middle of a five-car wheel-to-wheel dice, a situation you felt would be sure to press his emotion buttons – and sure enough it did. He did a crass door-close on Adrian Sutil after being outbraked by Esteban Gutierrez

It's not a way of thinking that is appropriate to driving a racing car, and Maldonado recognised this out of the car and was trying to train his mind to react differently. But in moments of high stress we all tend to revert to old habits, and so it was for him.

Grosjean has made no secret of the fact that he worked with a psychologist last year in his efforts to improve, and it's a massively challenging thing to retain the confidence necessary of a top driver yet admit to an area of weakness that needs to be worked upon. Eventually, he got there. Some of Maldonado's brash statements this year suggest he is either struggling to take on board the need to improve, or that he's having to shore up his confidence in his ability as he attempts to work on his weaknesses.

Lotus, and Eric Boullier in particular, kept the faith with Grosjean and helped him turn it around. Can they do the same with Maldonado and unlock the tantalising potential that's in there? ❧

This week in motorsport

McNISH BOWS OUT

Newly-crowned World Endurance champion Allan McNish is retiring from racing with immediate effect.

The long-time Audi driver, who claimed the WEC title with Tom Kristensen and Loic Duval in November, said that the timing was right for the decision. He cited his age (he is 44 next week), victory in the world championship, the switch-over to a new car and new rules in LMP1 for next year, as well as other interests that are developing in his life.

"I have won pretty much everything I wanted to and I ticked the final box with the world championship," he said. "You have to get out at some point and everything lined up to make this an extremely good time to do it."

ALLAN McNISH ROLL OF HONOUR

YEAR ACHIEVEMENT

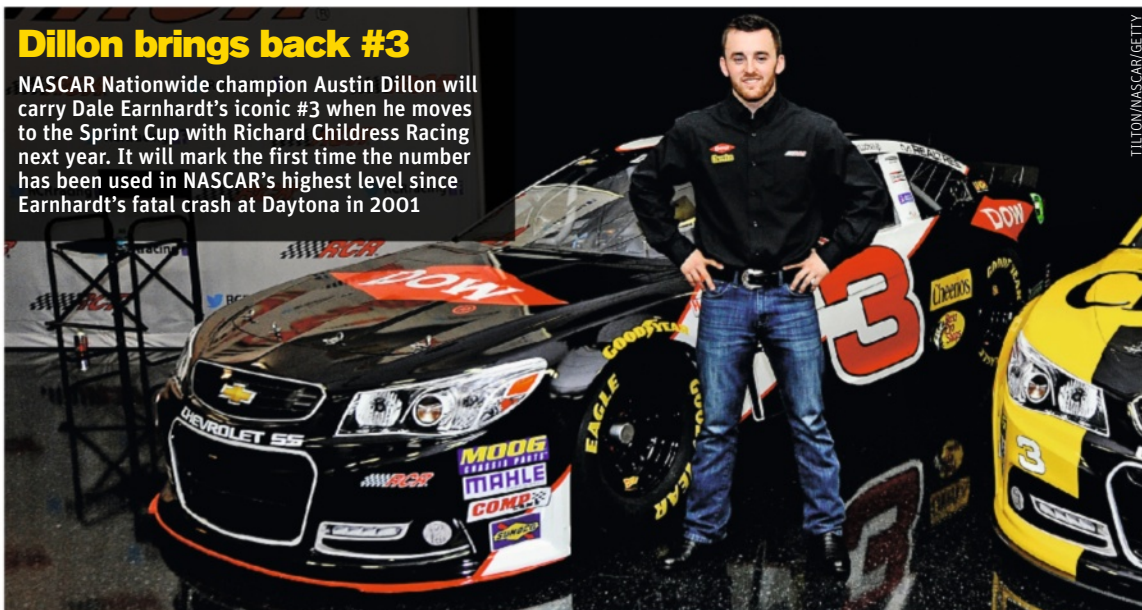
1988	Formula Vauxhall Lotus champion
1990	Silverstone International Trophy (Formula 3000)
1998	Le Mans 24 Hours winner
2000	Petit Le Mans winner, American Le Mans Series champion
2004	Sebring 12 Hours winner
2006	Sebring 12 Hours winner, Petit Le Mans winner American Le Mans Series champion
2007	Petit Le Mans winner, American Le Mans series champion
2008	Le Mans 24 Hours winner, Petit Le Mans winner
2009	Sebring 12 Hours winner
2012	Sebring 12 Hours winner
2013	Le Mans 24 Hours winner, World Endurance champion



STALEY/LAT

Dillon brings back #3

NASCAR Nationwide champion Austin Dillon will carry Dale Earnhardt's iconic #3 when he moves to the Sprint Cup with Richard Childress Racing next year. It will mark the first time the number has been used in NASCAR's highest level since Earnhardt's fatal crash at Daytona in 2001.



TILTON/NASCAR/GETTY



Full-time WRC seat for Kubica

Robert Kubica has committed his immediate future to the World Rally Championship by joining M-Sport for next season. The Pole, who won this year's WRC2 title, has stated that any 2014 rallying campaign would be part of a three-year plan in the sport. Welshman Elfyn Evans and Finnish veteran Mikko Hirvonen join him at the Ford team.

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



Porsche names new LMP1 car

Porsche's LMP1 contender will be known as the 919 hybrid in deference to its double Le Mans-winning 917 of the early 1970s.

The type number, which follows on from the 918 Spyder hybrid supercar, was announced at Porsche's Night of Champions awards ceremony last Saturday. New signing Mark Webber was present at the event, just days after sampling the 919 for the first time at the Algarve circuit (above).

Marc Lieb and Brendon Hartley have been confirmed for the final two spots in Porsche's six-man line-up.



Bentley GT3 makes debut

The new Bentley Continental GT made a successful debut in the Gulf 12 Hours in Abu Dhabi last Friday, finishing fourth in the hands of Steven Kane, Guy Smith and Andy Meyrick

In brief

NASCAR IN 2014 TEST

NASCAR took a major step towards finalising updates for its Gen-6 car in a 30-car test at Charlotte last week. The test was aimed at trialling various physical changes to the car's intermediate-track package.

BRISCOE TO GANASSI

Chip Ganassi Racing has hired Ryan Briscoe to complete its four-car 2014 IndyCar line-up. Tony Kanaan will race the #10 car vacated by the retiring Dario Franchitti.

LIGHTS ON FOR HARVEY

Jack Harvey has joined the multiple championship-winning Schmidt Peterson team for the 2014 Indy Lights season. He will retain backing from the Racing Steps Foundation.

CATERHAM OUT OF 3.5

The Caterham Formula 1 team's junior programme has ceased its involvement with Arden's Formula Renault 3.5 squad for the 2014 campaign after two years together.

MAURICIO SEALS TITLE

Ricardo Mauricio wrapped up his second Brazilian Stock Cars title as former F1 driver Ricardo Zonta triumphed in the Interlagos finale.

DAYRAUT IN CONTROL

Mini driver Jean-Philippe Dayraut claimed his third Andros Trophy win from the opening four races of 2013 in the Andorra opener. He then finished third behind Renault Clio men Franck Lagorce and Jean Baptiste Dubourg in the second final.

MERC WINS 12 HOURS

DTM legend Bernd Schneider notched up his sixth international endurance victory of 2013 in Abu Dhabi's Gulf 12 Hours. The 49-year-old shared the race-winning Black Falcon Mercedes SLS AMG with Jeroen Bleekemolen and Khaled Al Qubaisi.

Makowiecki switches camps

Frederic Makowiecki has been recruited by Porsche for its GTE line-up for 2014. The Frenchman, who raced for Aston Martin in this year's World Endurance Championship and Honda in Super GT, joins a nine-man GT roster that will be spread across Porsche's WEC and United SportsCar Championship campaigns. Porsche is yet to divulge which drivers will race in which programme.

LOPEZ JOINS CITROEN TEAM

Argentinian Jose Maria Lopez, who took a win on a one-off World Touring Car Championship outing this year, will join Sebastien Loeb and four-time champion Yvan Muller for Citroen's inaugural assault on the series next year.

Citroen confirmed it will run a fourth works car for a Chinese driver at selected rounds.

2015 Indy aero kits finalised

Honda and Chevrolet will produce the first round of IndyCar aero kits for 2015 after the series finalised new bodywork regulations. Entrants will be restricted to no more than two kits per season, with the current standard Dallara bodywork counting as one kit. Other manufacturers or third-party vendors may be permitted to supply kits from 2016.



F1 TECH FOR NEW AUDI

Audi has revealed that the new version of its R18 e-tron quattro will incorporate a second F1-style energy-retrieval system driven off the car's turbocharger. The device, which Audi is calling an

Energy Recovery System-Heat, harnesses the flow of the exhaust gases. The electrical energy can then be stored in the same flywheel 'mechanical battery' fed by the R18's front-axle retrieval system.

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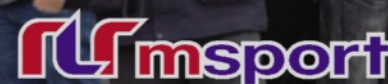
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Darren Cox

The inside line

Nissan's motorsport chief extols the virtues of the firm's back-to-basics approach to unearthing talent through the GT Academy

Wasn't it Fernando Alonso who said, when asked if he was the best driver in the world, that no, it was probably a bus driver in Mexico who just didn't know it. What Nissan and PlayStation have done with the GT Academy is put that theory to the test.

Our programme has democratised motorsport. It gives access to motorsport for people who would otherwise have no chance. We have created an innovative way to pour more people into the funnel than any other way of getting into the sport. Over five years we've had over four million people across the globe attempt to become a racing driver by entering the GT Academy process.

What are the chances that a son of an oligarch is the most talented racing driver in the world? But if you throw enough money behind someone like that, he'll get somewhere near the top level in the end. The way motorsport is now structured means that unless you start at a very young age in karts and you have huge backing, you will not become a professional racing driver at any level.

When I was younger, if my old man wanted to give us excitement he'd take us to Brands Hatch. Even for a clubbie there'd be a good crowd there because that was the extreme sport of the day. Now you can go to the O2 Arena and watch Travis Pastrana and his mates do

and a half years ago he'd never been to a race circuit. He was 19 years of age and loved motor racing but he'd never been to a track. He'd been indoor karting and he'd played on *Gran Turismo* on the PlayStation, but that was all. Next year, he'll be racing in one of the top junior single-seater categories.

In F1 this year there were three main topics of conversation. One was the domination of one team and one driver, one was tyres, and the other was pay drivers. I can't make Red Bull or Sebastian Vettel slower. I can't fix the tyres. Everybody in the sport who reads this magazine will be annoyed by the fact that the best drivers aren't in the best cars, whether that's Nico Hulkenberg not being in a Lotus or whether it's Robin Frijns just sitting on the sidelines for a year instead of racing. This is something the GT Academy is doing something about.

This year GT Academy drivers scored 41 podium finishes. Yes, that ranges from Castle Combe Open GT and Sportscars, where we're racing against Caterhams and Peugeot 205s with our Nissan 370Zs, to competing against top professionals like Lucas Luhr, Mike Conway and all the top guys in LMP2 and scoring a podium finish at Le Mans.

Motorsport needs to embrace the digital world further. We've been the first to do that and we've been reaping the rewards. At the beginning we believed

“Motorsport should embrace gaming. We were the first to do it and we're reaping the rewards”

backflips in shopping trollies. No one goes to clubbies anymore, apart from friends and families of the drivers.

Fewer and fewer people are getting involved in motorsport. One way of fixing that is through gaming. Gaming is now bigger than Hollywood movies as an industry. And we know the impact Hollywood can have in terms of switching people on to something new.

Seven years ago Nissan – not an agency, but a petrolhead in the company – thought that we should try to find racing drivers who were online. At the time everyone thought we were crazy because no-one had done this before. Also, back then people weren't really aware of what Formula 1 teams were doing in terms of simulation; now it's obvious, F1 teams are using simulators 24/7. As you read this there are F1 drivers using a simulator to get ready for next year.

Take Jann Mardenborough, for example. Just two

we'd find good racing drivers; now we're finding great racing drivers.

The first year we were 'lucky'. We found Lucas Ordóñez, who's been brilliant for us. And since that point we've refined the process to make sure that we will find the best driver. We employ the best coaches, who've been coaching non-gaming drivers for years. We let them drive karts, single-seaters, and GTs – they get to drive everything. We have a very strict process using ex-F1 trainers and top PR people to try to find the best racing driver. It isn't about how quick they are on day one, it's about how much progress they make.

In the first year I was absolutely involved in every step, but I don't need to get involved in the detail any more. The people and processes we now have in place ensure we choose the gamer with the best prospects to make it in the real world of motorsport. ❧



Mission Impossible?

Lapping Le Mans at speed on electric power is an amazing challenge. Jann Mardenborough experienced the Nissan ZEOD in a world exclusive track test. By **ANDREW VAN DE BURGT**



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ZEOD looks quite remarkable from almost every angle



This started back in 2006. It was my first full year as editor of AUTOSPORT and prior to the start of the season I'd come up with a series of high-concept ideas that could be used on the cover on those weeks where there hadn't been a Formula 1 race and news was thin on the ground.

One of these was "Why motorsport must go green" (subsequently altered to F1 by the powers-that-be). Following its publication, one prominent F1 team boss of the day kindly took the time out of his busy day to ring me up to tell me that I didn't know what I was talking about.

Eight years later and we're on the cusp of a new

season of F1 with the most environmentally-friendly power units yet, the Le Mans 24 Hours can only be won by an electric-hybrid prototype and the all-electric Formula E series is but nine months away and gathering serious momentum.

Such is the importance of using motorsport to develop and showcase 'green' technology, Nissan is using its radical garage 56 entry to build awareness of its ZEOD (Zero Emission On Demand) products that will be appearing on driveways near you with increasing regularity over the coming years.

For the sake of this article, we'll call the Le Mans project the ZEOD. It's a supremely ambitious car. In F1 next year, the electric boost will be worth around 200bhp for roughly 15 seconds. The ZEOD will run around 500bhp worth of electric-only power to complete a lap

of La Sarthe in less than four minutes. This is truly pushing the envelope of technological know-how and limitations.

Given how much development work is required to get the car ready for Le Mans, Nissan surprisingly agreed to allow us to have the world's first track test. So, on a cold and damp winter morning at the Bruntingthorpe Aerodrome, 2011 GT Academy winner Jann Mardenborough squeezed through the tiny gull-wing doors and in almost complete silence zipped off into the distance as he put the ZEOD through its paces.

While the car will eventually be a hybrid, mating a small-capacity turbocharged engine to the battery-powered electric motor, at present it's running as a pure electric vehicle, albeit one with a conventional five-speed sequential gearbox.

"When I first drove it, it sort of reminded ▶

Electric dreams

I'd only been on the staff at AUTOSPORT magazine for a matter of weeks, when then editor-in-chief Laurence Foster dropped the Christmas track test bombshell on me. He wanted me to arrange a track test of a milk float. A lot of phone calls later and I'd somehow got my hands on a milk float, persuaded James Thompson to drive it and convinced Thruxton to allow us to run it around their facility.

The contrast of the slowest vehicle on UK roads at our fastest track made for a great premise, even if the reality was far from spectacular. Fair play to Thommo though, who even managed to (just about) get it onto two wheels by crashing over the kerbs at the chicane.

A year later, after spending months trying to organise an elephant (the giraffe was already booked out for a



Thompson on the kerbs at Thruxton

Darkness video), I came up with the idea of recreating the classic *C'était un Rendezvous* short film with Darren Turner and a Segway. In fairness, he had no idea what it was and seemed genuinely shocked when we picked it up! But what a sport he was; heading into the traffic around the



Recreating movie magic on a Segway

Arc de Triomphe wearing his tux and crash helmet!

A decade later and I find myself back on Christmas track test duty. This time the car is genuinely fast, but once again the internal combustion engine is conspicuous by its absence.

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“It’s pretty fun to drive, it feels like a big go-kart... really agile”

► me of the NISMO Leaf RC car, which I’ve driven a few times and was the first electric car I’d ever experienced,” says Mardenborough. “What you get is the instant torque, but obviously with gears – with the Leaf and other electric cars with a single drive they run out of steam fast – but with this you have five gears and it keeps pulling hard through the gears.”

The nature of the power delivery and the near-vertical torque curve has required a few compromises to the transmission.

“One thing I did notice was that because the car has so much torque instantly, first gear is limited because it might snap a driveshaft,” adds Jann. “But once you get into second you’re away and it keeps pulling.”



The ZEOD is the creation of Ben Bowlby, the designer of the ground-breaking DeltaWing that ran at Le Mans in 2012. When its radical design was first unveiled it was met with a chorus of incredulous “It’ll never go round corners” jeers. While the DeltaWing comprehensively proved the theory behind the concept was correct, when you see the ZEOD in the flesh, the super-narrow front end and the almost bike-sized front tyres you can’t help but wonder how it works...

“It’s a car that you only have to look at and you ask yourself ‘how is that going to turn?’” confirms Mardenborough. “Surely it should tip over on its side like a Reliant Robin!”

But as he blasts through the long sweeper that lies in front of the temporary paddock that top team RML, which is running the car, has assembled on the outside of the track, it’s more than clear that not only does it go around corners, it has grip to spare.

“When I was driving, initially I kept well within myself, but once I got pushing a little bit there’s so much feedback through the wheel,” he says. “There’s no power steering, and it’s very bumpy here so you feel a lot. Usually in an LMP car – at least in the Zytek LMP2 I’ve driven – there’s power steering and not that much feeling through the wheel. But this is like driving an old car. You feel really connected to the front of the car, and that’s nice.

“Like an F3 car you can feel when the front end is scrubbing the tyres through the wheel, and I’ve not felt that in a closed-cockpit car before. It’s pretty fun to drive. It feels like a big go-kart. Because it’s so light you don’t feel any inertia being moved around, it moves side to side really quick and it feels really agile. It gives you ►

Jann Mardenborough biog

It’s fitting that for a car that embodies a lot of the spirit of motorsport in the 2010s the driver should be a product of a system that was unavailable to any previous generation.

Jann Mardenborough never raced karts competitively. He never went to the track and hung around in the paddock begging for a drive. He never went to a racing school where the dynamics of single-seater racing were explained. Yet he finds himself on the Formula 1 ladder (F3 or GP3 are the most likely options for 2014) with backing from one of the world’s biggest car companies. Jann owes his career to Nissan and its sponsorship of the ‘computer gamer to professional racing driver’ GT Academy programme.

“The first time I learned about it was in 2008 when I saw a TV ad,” he says. “At that time I was 16 or 17, so I couldn’t enter. In 2010 I could have entered but I was doing my A-levels at sixth form, then I went to university for about three weeks to do motorsport engineering. I dropped out because I realised I was no Adrian Newey. I wanted to do Formula Student, but I realised I wanted to be the driver rather than making the car. I took a gap year and applied again, but in January 2011 I entered GT Academy and started to progress through the various stages. By June I’d won, so I had to ring the university and tell them I was going to be a racing driver instead!”

Having impressed Nissan motorsport boss Darren Cox with his ability, attitude and potential, Mardenborough was placed in British F3 for 2013, a big departure from the usual GT drives the previous winners have taken. But with the series reduced to just four rounds, Jann was thrown into the competitive deep end of the F3 Euro Series, where he raced against people such as new Toro Rosso F1 racer Daniil Kvyat and Ferrari protege Raffaele Marciello. He also made his Le Mans debut, scoring an LMP2 podium racing for Greaves Motorsport.

“I didn’t think I’d be doing Formula 3 or rising through the ranks,” he admits. “I thought I’d be driving GT cars, Le Mans maybe. A couple of years ago I’d have been looking at things like this ZEOD test on YouTube and thinking, ‘Wow that’s awesome’, now I’m the person doing these things. It’s very fulfilling and it would never have happened without the GT Academy. I’d probably be doing track days with people coming up to me saying, ‘You’re pretty good, you should be racing MX-5s or something!’”





**Skinny front tyres
look odd but provide
plenty of grip**

► a lot of confidence, I was never worried about the rear stepping out and when it does it's very progressive, not snappy."

There may not be any lack of grip in the car, but that doesn't mean it doesn't require a different style of driving. The huge difference in width between the front and rear axles means that drivers have to miss the apex with the front wheels but try to hit them with the rear. Get the nose over too much into a corner and the rears will be on the grass, or in the gravel – or worse thrown up into the air by one of the 'sausage' kerbs that are used these days to stop drivers from cutting the track.

"I had bit of help before driving the car for real by having a go on the sim at RML," says Mardenborough. "At first even on the sim it was weird. I was going nowhere near the apex with the front wheels, yet I'm hitting the apex with the rear wheels. How does that work?"

"In the real car at the moment it's early in production and it has no mirrors on it and one thing drivers do is look in the mirror and to see where the rear tyres are. But in this, because there

is no mirror and because the rear is so wide, at first it's difficult to position the car. When you've been programmed to hit apexes with your front tyres, to not hit them is something my brother or dad might be used to, but me not so much!"

Bruntingthorpe is not the perfect destination for testing a car's braking performance, but the RML simulator, noise aside (it currently has a soundtrack courtesy of a WTCC Chevy Cruze), gives a very accurate representation of the car's performance. Having completed a few dozens laps around Silverstone in the ZEOD sim, there were some quirks in the braking performance that Mardenborough picked up on.

"At the moment it has an open diff, but they're looking to put an hydraulic diff on it to help with braking," he says. "One thing I noticed is that when you arrive into a corner where you need to trail-brake it's very difficult to do that because the diff doesn't lock. In a straight line it's completely fine, but you lose compared to a car that can trail-brake into those type of corners. You really experience it in the sim at somewhere like Village at Silverstone, where its starts hopping on



**First gear is limited
to cope with near-
vertical torque curve**

A short motorsport history of hybrid racers

Just to prove the adage that there's no such thing as a new idea, the history of the electro-internal combustion-engined hybrid racer dates back to Victorian times,

HYBRID PIONEER: When his electric-only landspeed record vehicle was trounced by a petrol-engined rival, he developed a hybrid solution: "La Jamais Contente" ("The Never Satisfied" in English), which in 1899 became the first car to break the 100km/h barrier.

CHRYSLER CONCEPT: Hybrid technology fell out of favour for almost a century until a bold initiative by Chrysler brought the concept of hybrid electric power back to the world of motor racing (see box far right).

SARD SUPRA: Following the launch of road-going hybrids in the mid-2000s – the most successful being the Toyota Prius – several hybrid racers appeared in Japan. The most notable was a SARD-built Toyota Supra HV-R, which used regenerative braking to win the Tokachi 24-Hour endurance race by 19 laps.



Toyota Supra HV-R



Ginetta-Zytek GZ09S

GINETTA-ZYTEK: Long-distance racing appeared to be the natural home of the hybrid, as demonstrated by the third-place showing of Johnny Mowlem and Stefan Johansson on the ALMS debut of the hybrid-powered Ginetta-Zytek GZ09S at Lime Rock in 2009.

F1 KERS TECH: That year, hybrid technology was also playing a role in Formula 1 for the first time as BMW, Ferrari, McLaren and Renault took advantage of the rules allowing an electronic power boost called KERS.

The systems proved tricky to exploit at first, but Lewis Hamilton became the first man to win a grand prix in an electric-hybrid F1 car in the 2009 Hungarian GP.



BMW KERS

GIBSON/LAT

the brakes and you're not really sure what its going to do next.

"The feel through the pedal was pretty standard, but one thing I learned from the engineers about the regenerative system was that the driver can change the amount of re-gen that's taking place. I was asked about the balance and whether I'd have to adjust the bias, but the car does that for you, which I thought was very clever and one less thing to think about."

And that's what the ZEOD is all about. The narrow front end dramatically reduces weight and air resistance, meaning that less power is needed to produce the same amount of performance. By adding in some groundbreaking battery and regenerative technology, the ZEOD has encouraged one of the world's leading car manufacturers to return to Le Mans.

A condition of the 2014 Garage 56 ZEOD entry is that a full-blown works Nissan entry follows in 2015. It's a clear case of how embracing environmental technology has benefitted one of motorsport's blue-riband events. And it looks pretty cool too. ☼



Mardenborough says width of rear is difficult to judge

Watch the Nissan ZEOD track test video at

AUTOSPORT.COM



Chrysler Patriot

more specifically to a pioneering speed-freak Belgian called Camile Jenatzy.



KERS AT THE 'RING: Williams developed but never raced an F1 flywheel solution for its KERS technology. The system was taken on by Porsche who installed it into a 911GT3 R, which went on to win the 2011 Nurburgring 24 Hours, running reliably throughout.

LE MANS DOMINATION: Such has become the impact of hybrid tech that all leading LMP1 cars now use it at the Le Mans 24 Hours. The first hybrid to win the world's premier endurance race was Audi's R18 e-tron Quattro in 2012. For 2014, even more sophisticated hybrid systems will compete as the technology cements its place in both road and race cars.



CHRYSLER PATRIOT: If the ZEOD sounds complicated, it's got nothing on the revolutionary Le Mans 24 Hours project started by Chrysler. The Patriot didn't even have a conventional internal combustion engine, but perhaps most remarkable is that we are talking about a project conceived more than 20 years ago.

The power source for the World Sports Car open-top prototype was a two-stage gas turbine engine that fed an energy-storage flywheel, which produced the current for the electric motor that actually drove the car. Energy-retrieval was planned, too.

The Patriot, whose chassis was designed and built by Reynard in the UK, never ran – but it did roll. Press

photographs of the car – launched at the 1993 Los Angeles motor show – at Donington with Andy Wallace at the wheel were not all that they appeared to be. When it emerged that the car had merely rolled down the Craner Curves, Chrysler executives hurriedly came up with the phrase "stability testing".

That was as fast as the Patriot ever went. The project was far too complicated and doomed to failure. Or as Julian Randles, whose Atlanta-based J&P Motorsports squad was engaged as a development partner, says: "They were shooting for the moon before they'd learned to fly." Gary Watkins

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TOP 50 DRIVERS 2013

It's that time of year again. With the season over, we've once more put our heads together to come up with the now traditional **AUTOSPORT** top 50 drivers list. As ever, there were some tough decisions, with six championships represented in the top 10 of our 2013 standings

50 Antonio Felix da Costa

▼ DOWN 42

Third in Formula Renault 3.5

After his explosive end to 2012, da Costa should have won the FR3.5 championship and earned a 2014 F1 drive. But his season never quite came together, thanks to several errors and car issues. After losing out to GP3 champion Daniil Kvyat for a Toro Rosso F1 seat, he replaced the Russian at Macau, nearly making it two wins in a row.



49 Oliver Turvey

► NEW ENTRY

Third in ELMS LMP2

Four pole positions from five starts proved Turvey's pace in the European Le Mans Series this season, but then that was never going to be in doubt given his pedigree – he finished second in British F3 in 2008 and won races in GP2 and FR3.5 before switching to sportscars. Perhaps more impressive were some flawless race performances aboard the Jota Zytek that should have been rewarded with more than one victory.

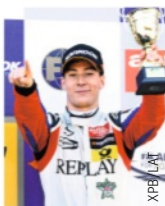


48 Alex Lynn

► NEW ENTRY

Third in European Formula 3 and Macau GP winner

The Brit's Macau victory with Prema Powerteam took some by surprise, but look deeper and it's evident that the fast, precise driving required to master the Guia streets is what he has always excelled at. He has now made the transition from top national driver to serious international prospect, working hard to eliminate any shortcomings. He just keeps stepping up a level when required and has a strong future.



REWIND: TOP 50 DRIVERS OF 2012

- | | | | |
|--------------------------|---------------------|------------------------|-------------------------|
| 1 Fernando Alonso | 12 Nico Hulkenberg | 25 Mads Ostberg | 38 Jack Harvey |
| 2 Lewis Hamilton | 13 Ryan Hunter-Reay | 26 Nicolas Lapierre | 39 Daniel Juncadella |
| 3 Sebastian Vettel | 14 Gary Paffett | 27 Dario Franchitti | 40 Gianmaria Bruni |
| 4 Sebastien Loeb | 15 Jimmie Johnson | 28 Kamui Kobayashi | 41 Neel Jani |
| 5 Jenson Button | 16 Jamie Whincup | 29 Davide Valsecchi | 42 Matheo Tuscher |
| 6 Brad Keselowski | 17 Bruno Spengler | 30 Pastor Maldonado | 43 Maxime Martin |
| 7 Kimi Raikkonen | 18 Rob Huff | 31 Gordon Shedden | 44 Oliver Gavin |
| 8 Antonio Felix da Costa | 19 Alex Wurz | 32 Jules Bianchi | 45 Mitch Evans |
| 9 Robin Frijns | 20 Mark Webber | 33 Frederic Makowiecki | 46 Johan Kristoffersson |
| 10 Will Power | 21 Clint Bowyer | 34 Yvan Muller | 47 Matt Neal |
| 11 Andre Lotterer | 22 Scott Dixon | 35 Jason Plato | 48 Adrian Quaife-Hobbs |
| | 23 James Calado | 36 Benoit Treluyer | 49 Nico Rosberg |
| | 24 Sergio Perez | 37 Kazuki Nakajima | 50 Craig Breen |



Bruni claimed main GT honours in WEC



Calado proved tenacity in disappointing year

47 Gianmaria Bruni

▼ DOWN 7

WEC GTE champion

Bruni proved that he has the mettle to go with his undoubted pace and consistency during the 2013 season. His AF Corse Ferrari generally wasn't the fastest car, but the Italian drove the thing to within an inch of its life for just about every racing lap of the championship. That determination and some fantastic starts were the cornerstones of his ultimately successful assault on the GTE drivers' world cup title.



46 James Calado

▼ DOWN 23

Third in GP2

After a standout rookie GP2 year in 2012, he realised in pre-season testing that his ART car needed more pace. He started well with second in the Sepang opener, only to crash out of race two. After another first-lap clash at Barcelona, he salvaged his season by grabbing third in the points through tenacity rather than speed. It wasn't the step he wanted after 2012, but a '14 DTM drive was gained on momentum of F1 Fridays with Force India.



Bottas made most of chance in tricky Williams

45 Valtteri Bottas

► RE-ENTRY FROM 2011 (25TH)

17th in F1 World Championship

The Williams was poor but, when he had the chance, Bottas excelled, with third on the grid in the wet in Montreal and a superb eighth at Austin. What's more, he outperformed more experienced team-mate Pastor Maldonado, outqualifying him 11-8.

"We've had a year where the car has not been where we want it to be and some drivers would get very upset and wind back their motivation, or exaggerate the problem in debriefs saying the car



is undriveable, but he stays extremely calm," says his race engineer Jonathan Eddolls.

"He's got a very mature approach for someone in his first year and there's never a weekend when he's not 100 per cent motivated. Pastor, on his day, is very fast and we went through a spell after the shutdown when he was just a sniff ahead. But we made some subtle changes and, since then, Valtteri had the edge."

44 Justin Wilson

► RE-ENTRY FROM 2009
(48TH)

Sixth in IndyCar

Dale Coyne Racing works with a fraction of the resources enjoyed by IndyCar's larger teams, so four podiums and sixth in the 2013 IndyCar championship represents an outstanding season's work by Justin Wilson – in fact, it was his highest championship position since moving from Champ Car to IndyCar in 2008, though any celebrations may have been dampened by injuries sustained in a crash in the finale. The secrets to his season? A great understanding with engineer Bill Pappas, and a knack of being able to do more with less than any other driver in the field.



Q&A

Did you surprise yourself with your results?

When you look back on it, it wasn't a bad year. At the time you just can't relax; you're pushing all the time to get good results. I'm pleased with it, but you look back and there are a couple there that we could have converted into wins, and didn't. But it's just how it goes. I'm pleased, but you always want more.

What kind of targets had you set yourself for this year?

Realistic targets? I was hoping to be on the podium occasionally. If you look back at last year, we had some really good results, and some really bad ones. Our goal this year was really to bring the average up. And that's exactly what we did – got the average up, and not only that, we got some podiums. So we achieved what we set out to do.

How was a team like Dale Coyne Racing able to mix it with Chip Ganassi Racing and Team Penske so often this season?

It's down to the work the engineers did. They put a lot of effort into understanding what we'd done wrong the year before. It was just a case of getting the best out of everything we had.



Wilson punched above Coyne team's weight

43 Jenson Button

▼ DOWN 38

Ninth in F1 World Championship

By McLaren's lofty standards, the 2013 car was a dog, but even allowing for that Button's season was a mixed bag. There were some excellent weekends, not least fourth at Interlagos, and some well-measured tyre-management races early on, but there were also times when an event started badly and he never recovered. He beat Sergio Perez on points, but the Mexican had a stronger end to the year.



Button had tough year as McLaren struggled



42 Rob Huff

▼ DOWN 24

Fourth in WTCC

Defending his championship was never on the cards given Huff's switch to SEAT, which hadn't been a regular winner since 2010, but he triumphed twice and finished a remarkable fourth in the championship. The highlight was fighting through the field to win the Macau season finale, his sixth victory on the 3.8-mile street track. The statistics may not show it, but in many ways this campaign was nearly as impressive as his title-winning, Yvan Muller-defeating Chevrolet Cruze efforts of 2012.



41 Gary Paffett

▼ DOWN 27

Sixth in DTM

In one of Mercedes' tougher years in the DTM, Paffett did his best to fight against the odds to keep the Three Pointed Star in the hunt whenever factors outside his control weren't ruining his weekends. When the car was on form at Lausitz he was there to take the win, and when it was off the pace the Briton was the one able to scrape home with the most points of the Mercedes drivers.



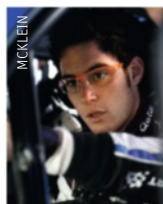
Huff (right) on brave form at Hungaroring

40 Thierry Neuville

► NEW ENTRY

Second in WRC

He got better. Then he got better again. By season's end, he was not far off the best. Second in the championship in only his second full year in the WRC was a massive effort from the Belgian. Neuville quickly found his feet in the Ford Fiesta and then busily built the team around him. It worked and he poured on the podiums. He came closest to winning in Germany, but his best result was a stunning second in Finland.



39 Alexander Sims

► NEW ENTRY

GP3 race winner

Impressive cameo appearances in GP3 and European Formula 3 reminded everyone of his huge single-seater abilities, which had appeared lost to GT racing. In GP3, he should have won at the Nurburgring, but then did so next time out at Spa, and he finished in the points in every race he started. In F3, he registered podiums at the Nurburgring and Vallelunga with T-Sport's Nissan-powered car, and finished fourth at Macau.



EBREY/LAT



38 Colin Turkington

► RE-ENTRY FROM 2009
(50TH)

Fifth in BTCC

The 2009 champion returned to the BTCC and was a sensation. He picked up points early on as WSR tried to get on top of the new NGTC BMW, then built a title attack when the rear-wheel-drive machine hit its stride.

Q&A

What was it like being back in the BTCC? Had it changed much since you were last there?

It was quite similar but it did feel like it took me a few races to settle in, even with simple things, like racing at the circuits for the first time in over three years. There was also a bit of working out the other drivers because I hadn't raced against a lot of them before.

Was the season better than you expected?

I didn't know what to expect. I had to really work for the first few races because the car was quite tricky, but once we got under the skin of the BMW I had my purple patch. At the end of the season we were in a good place and it had all clicked.

How are things looking for 2014?

I'm making progress but it's tough. I'm a lot more confident I'll be there this time around. The BTCC is where I should be. There are a few different options, but I'm confident I'll make the right choice.

Turkington was back
on wheel-waving form



37 Fabio Leimer

► NEW ENTRY

GP2 champion

Leimer won the GP2 Series title at his fourth attempt, giving Racing Engineering its second drivers' crown in six seasons. His three wins were all in feature races and, after a wretched run at Barcelona and Monaco that threatened to derail his bid, his worst finish in the second half of the season was sixth to fend off Sam Bird's challenge. Crashing on the slowing-down lap in Singapore was the only blot as he closed out the title.



BLOXHAM/LAT

36 Mike Conway

► NEW ENTRY

Third in WEC LMP2

If anyone needed any convincing as to how good Conway was in the G-Drive/Delta-ADR ORECA in this year's WEC, Toyota provided the answer in the form of a test-and-reserve-driver deal for 2014. Just for good measure, he reminded us of his single-seater talents in IndyCar with a sensational victory at Detroit with the unfancied Dale Coyne Racing squad. His priority now is WEC, despite his IndyCar road-course deal with Ed Carpenter Racing.



LEWIS/HUNT

35 Felix Rosenqvist

► NEW ENTRY

Second in European Formula 3

Ten wins and only four poles tell their own story: Rosenqvist, in his third year in European F3 with Mücke Motorsport, was the series' best racer. He ran Marciello to the final round in the title battle but, with only partial backing from Mercedes to add to his Swedish supporters, it's



XPB/LAT

going to be a struggle for him to step up.

That would be a shame, for Rosenqvist would be an ace in any professional series. Even Rene Rosin, boss of rival team Prema, acknowledges: "As soon as we knew Felix was in the field we knew he would be tough to beat. He's a very good racer and will never do anything stupid to take you out – he's always correct."

"He is so good on some circuits, like Red Bull Ring and Zandvoort, that we knew we had to prepare really hard. He's already 22, but it would be good to see him in the DTM or GT."

Vandoorne was another
Eurocup graduate to
impress in FR3.5



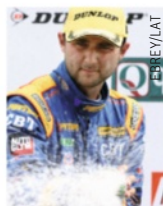
VANDERLAAN/LAT

34 Andrew Jordan

► NEW ENTRY

BTCC champion

An irregular race winner before 2013, Jordan became a consistent threat this year, combining his obvious speed with racing savvy and extra confidence. That, along with a well-prepared Eurotech Honda Civic, helped him beat the established works stars to the crown. Don't be surprised to see him in the thick of the fight next year, particularly as the works Honda drivers have the added complication of getting used to the new Civic estate.



EBREY/LAT

33 Stoffel Vandoorne

► NEW ENTRY

Second in Formula Renault 3.5

Following in the footsteps of 2012 FR3.5 champion Robin Frijns, Vandoorne stepped up as the FR Eurocup champion and was one of the star performers as he put several of the series' more experienced drivers in the shade. While he eventually came up short against his unstoppable McLaren stablemate Kevin Magnussen, he fought at the sharp end all year after winning on his debut and finished second in the standings.



32 Mark Webber

▼ DOWN 12

Third in F1 World Championship

Webber failed to win a race in 2013, and team-mate Sebastian Vettel won five more races than the Australian had podiums. On paper, that sounds dire, but Webber's season was better than it looked. Granted, he only sporadically threatened the German, but he was still able to nick two pole positions later in the year and ultimately bowed out in style with a strong second place in the Brazilian Grand Prix.



Webber's last lap in F1 car: slow-down lap at Interlagos

31 Kevin Harvick

► RE-ENTRY FROM 2011 (37TH)

Third in NASCAR Sprint Cup

He took four wins in his final campaign with the Richard Childress Chevrolet team, which promoted him to the top level following the death of Dale Earnhardt Sr in 2001. Harvick's title bid was hardly helped when he bad-mouthed Childress's grandsons after clashing with one of them in a Truck Series race. He moves to Stewart-Haas Racing following his third third-placed Cup finish in four years.



30 Anthony Davidson

► RE-ENTRY FROM 2011 (14TH)

Third in World Endurance Championship

The increasingly diminutive Davidson – he's half an inch shorter since his aerobatics at the Le Mans 24 Hours in 2012 – could be relied upon to do the business for Toyota in the World Endurance Championship. Everyone went wild about Benoit Treliuyer's Shanghai performance in the #1 Audi, but there was one guy who could match him. And that was Davidson.

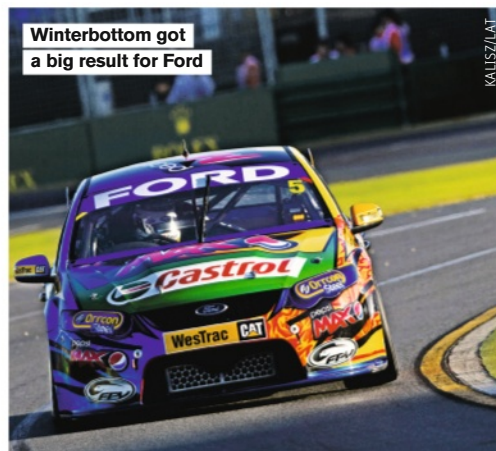


29 Mark Winterbottom

► NEW ENTRY

Fourth in V8 Supercars

Flares, sideburns and disco were all the rage last time a works Ford won the Bathurst 1000. That unenviable run was ended in style this year as Winterbottom survived a full-scale onslaught from Jamie Whincup for the final dozen laps to win Australia's most prestigious race. Team-mate Will Davison probably ran him closer and harder than he would have liked though and pipped him in the points thanks to 'Frosty's' crash in the penultimate race.



Winterbottom got a big result for Ford



Pagenaud did business with Schmidt-Hamilton

28 Simon Pagenaud

► RE-ENTRY FROM 2009 (35TH)

Third in IndyCar

The Frenchman is rewriting the book on what someone with a mixed racing background, who parachutes into IndyCar with a smaller team, should be able to achieve: in this case, third in the points, despite a rocky start to the year. His two wins, at Detroit and Baltimore, were the obvious highlights, but his class was evident on pretty much any weekend you'd care to look, particularly during the second half of the season.



27 Yvan Muller

▲ UP 7

WTCC champion

Yvan Muller was at his imperious best in 2013, cruising to a fourth WTCC crown after an emphatic return of seven victories and 15 podiums from 24 races. While his Chevrolet was the class of the field, this was a year to strengthen the Frenchman's claim to being the greatest touring car driver of all-time.



Q&A

How does this title compare with the other three you've won?

This has a different taste, a special taste. One month before the first race we were still not on the grid, so it was a victory to just be there. We arrived at the last minute, with no testing, and we won, took the lead of the championship and held it all the way to the end. It's been a great story. Of the four titles I have, I'd say this is probably my favourite.

Was it as easy as it looked?

No, in fact I think it was the hardest I've had. We had to totally change our way of thinking, because the money was not like it was in the past. Also, I think the opposition was there – people like Gabriele Tarquini, Michel Nykjaer – but they weren't constant, that's why it was such a big gap.

How are you looking forward to partnering Sebastien Loeb at Citroen next year?

It's an exciting moment. Some people think he won't be on the pace, but I have to say he's among the best I have ever worked with and I'm sure he'll win. The team has a lot of experience in rallying, but none in racing, so I'm giving them all of my input and experience. We also don't know where we are compared to our rivals, so it's a nervous time, but exciting.



Another win for Muller, now on 37 in WTCC

26 Raffaele Marciello

► NEW ENTRY

European F3 champion

If anyone needed proof that this season's European F3 field was the strongest for years, they got it from the lanky Italian's extraordinary performances in the GP2 and Formula Renault 3.5 post-season tests. Marciello had already justified his status as a Ferrari protegee by taking 13 wins and 12 poles out of 30 on his way to F3 title glory with Prema Powerteam. He only celebrated his 19th birthday this week, so the future is bright.



Marciello starred in F3, although crashed in Macau



25 Kimi Raikkonen

▼ DOWN 18

Fifth in F1 World Championship

But for his season ending prematurely, Raikkonen would likely have finished third in the standings for the second year of his Formula 1 comeback. Eight podium finishes – including a well-executed victory in the Melbourne season opener – in 17 starts represents a strong return for Lotus. But in the second half of the year, even before he disappeared for back surgery ahead of the final two races of the year, his form was on the slide. As trackside operations director Alan Permane suggests, perhaps the



long-wheelbase version of the Lotus E21, which did improve the performance of the car, wasn't so well-suited to the Finn's style.

"The results speak for themselves," says Permane of the decision. "But Kimi wasn't really sure about it. It seemed that it helped Romain [Grosjean], but Kimi fell back a bit. It may be that it hurt his feel for the car.

"One of the things Kimi likes to have is a sharper car on turn-in and one of the things the long wheelbase did was calm it down."

Raikkonen showed class with form for Lotus



24 Romain Grosjean

► RE-ENTRY FROM 2008 (36TH)

Seventh in F1 World Championship

Under pressure early on, Grosjean was Vettel's closest challenger late on. Not that his coming of age surprised former Renault team-mate Fernando Alonso. "He was competitive last year but with a few mistakes and too much aggression," says Alonso. "This year he was more calm, he used the speed he has. He was always a very good driver. I was his team-mate in 2009 so I know how quick he can be."



23 Helio Castroneves

► RE-ENTRY FROM 2009 (45TH)

Second in IndyCar

Had it not been for the disastrous Houston weekend, Castroneves's year would have stood as the textbook example of how to win a championship by being patient and conservative rather than going all-out. He only won once in 2013 – under lights in Texas – and probably could have won more had he not adopted a policy that the risks of going for one more position outweighed the reward at the end. It so nearly worked for him.



22 Augusto Farfus

► RE-ENTRY FROM 2006 (45TH)

Second in DTM

His victory in the DTM opener at Hockenheim was not expected to be the springboard for a title push, but as the year went on it became increasingly apparent that Farfus was BMW's best hope for retaining the title it won on its series comeback with Bruno Spengler in 2012. He was arguably the fastest man in the DTM this year, but that wasn't quite enough to stop Audi and Mike Rockenfeller in the title race.



21 Tom Kristensen

► RE-ENTRY FROM 2006 (45TH)

World Endurance champion

Everything said about Audi prototype team-mate Allan McNish (see page 30) goes for Le Mans legend Kristensen too, although he was only coming back from one mediocre season. He proved that, at 46, he still has what it takes to compete at the highest level.



Q&A

Do you think you drove better in 2013 than in '12?
The short answer is yes, but there's a lot to it. I went back to left-foot braking, like I always did in the DTM for example, because the cars have less power and you need to conserve momentum. That helped me personally.

How did the arrival of Loic Duval help you and Allan?

Having some young blood come in certainly helped change our mindset. You are never too old to learn new things. I think it changed the way we looked at the car and gave us more confidence ahead of each weekend.

What was the key to your title?
Winning Le Mans was a fantastic

highlight and after Austin we were able to take a more controlled approach that enabled us to avoid those things that some people call bad luck.

Are you the perfect trio?

Loic being so calm, Allan always looking for outright performance and me looking more towards the race made us a good trio. The three of us definitely gelled.

20 Sam Bird

► RE-ENTRY FROM 2010 (27TH)

Second in GP2

After sealing an eleventh-hour deal with new team Russian Time, Bird worked wonders to launch a title bid that produced five race wins. His efforts, along with team-mate Tom Dillmann, won the teams' title at its first attempt.

Victory in Bahrain was achieved by 0.08s, the closest in series history, and his Monaco win came after a new rear wing was attached to his car during a red flag for a first-corner pile-up in which he was involved.



Bird was invincible in Monaco – again

19 Jamie Whincup

▼ DOWN 3

V8 Supercars champion

The Red Bull-backed Vettel of V8 Supercars racked up a fifth title after a season-long duel with team-mate Craig Lowndes and the works Ford drivers.

The daring move he put on Winterbottom in the season finale, when sticking behind him was enough, showcased why Whincup is the standout driver of his generation. Only his narrow failure to win another Bathurst blighted another impressive season.



18 Daniil Kvyat

► NEW ENTRY

GP3 champion

From GP3 rookie in 2013 to F1 for '14, this was a huge year for the Red Bull-backed Russian. A purple patch in the second half of the GP3 season, featuring wins at Spa, Monza and Abu Dhabi, overhauled ART's Facu Regalia and gave the MW Arden driver the title. Victory at Zandvoort in a part-time European Formula 3 campaign with Carlin helped seal the deal.



Q&A

Even in your rookie year, was the GP3 title your objective?
I don't really like to set objectives or anything. You never know what can happen. You just have to work step by step. When we started the season at Barcelona, we were really far away. Fortunately for us, after the first round, there was a test at Budapest. That's where

we could try a lot of different options and solutions. From there on, we were competitive. That's when I think we started to win the championship, slowly but surely. We were consistent and then we became unbeatable at Spa and it stayed like that until the final round.

Which particular race will you remember from this season?
I enjoyed every single corner

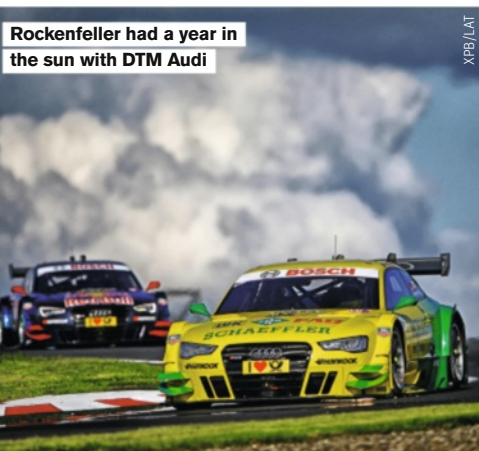
when I clinched the title in Abu Dhabi. Of course, Monza was a very special weekend... Actually, every weekend is special in a way. It's hard to find which one is my favourite really. They're all my favourites! They're really special.

At which point did you think the title might be yours?
After Spa, I thought there was a chance. And after Monza, I thought, 'Let's go for it!' We came to Abu Dhabi with one goal and we did it. It makes this taste even better because I went there with this one sole goal. I was focused all weekend with my coach, and I'm really happy to have won it.

How do you think GP3 has prepared you for F1?
You know, GP3 is a really good place to be for young drivers: we race at the same tracks as F1, in the same conditions all the time, and also the tyres are really similar. I think it's a better preparation than people think. I'm really looking forward to the next step.



Daniil Kvyat stunned GP3 paddock with Monza pace



Rockenfeller had a year in the sun with DTM Audi

17 Mike Rockenfeller

► NEW ENTRY

DTM champion

Ahead of his seventh season in the DTM, Rockenfeller was withdrawn from Audi's sportscar line-up because the manufacturer wanted him to focus on the tin-top series. The 30-year-old makes no secret of the fact that it was not his call, but with a first DTM title to his name he also has no complaints. Two wins, backed up by some good salvage missions on days when everything appeared to be going wrong, were the backbone of his success.

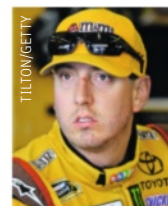


16 Kyle Busch

► RE-ENTRY FROM 2010 (28TH)

Fourth in NASCAR Sprint Cup

Although he scored four wins in the Sprint Cup, it was his form in the second-tier Nationwide Series, in which he won 12 times (but was ineligible for points) and five wins in the Truck Series that cement his status as a modern-day stock car great. His appetite to race across all NASCAR's upper echelons places him second on the all-time wins list: his 126 (28 Cup, 63 Nationwide and 35 Trucks) is behind only Richard Petty's 200 Cup wins.



15 Allan McNish

► RE-ENTRY FROM 2009 (28TH)

World Endurance champion

McNish bounced back from two difficult seasons to remind everyone of his talents and, fittingly for one of the very best sportscar drivers of his generation, to take the world championship title. The Scot was back on form in 2013 and he and his co-champions were a match for the drivers of the sister car in half of the WEC races. Also became a three-time Le Mans winner.



McNish earned world title status he deserves



14 Frederic Makowiecki

▲ UP 19

Winner in WEC GTE, Super GT and Blancpain Endurance

Makowiecki was already being billed by many as the best GT driver in the world even before he signed dual factory contracts with Aston Martin and Honda for 2013. Finally given the chance to showcase his prodigious talents at the highest level, he delivered. Victories – and starring performances – in the WEC and Super GT, not to mention a victory in the Blancpain Endurance Series, proved he has few equals.



Makowiecki is big star of GT elite



Rosberg had his toughest test in 2013 – and passed



13 Nico Rosberg

▲ UP 36

Sixth in F1 World Championship

After spending a long time against team-mates who either weren't gold standard or who had question marks over their current level, Rosberg showed in 2013 that he could operate at a similar level to Lewis Hamilton. While his peaks were probably lower than the 2008 world champion's, his speed and intelligent approach really impressed.

An immaculately judged victory on the streets of



Monaco, which he once walked along on his way to school, was the highlight, and although his British Grand Prix win was slightly fortunate, there were plenty of other races where tyre degradation robbed him of a chance of gunning for victory.

It was a big year for team and driver, but Rosberg makes no secret that he expects more in 2014.

"The best word is 'pleased'," he says when asked for his verdict on the year. "Pleased, because we are not ecstatic. We do want to be world champions, but it is massive progress.

"There is this momentum now and everybody agrees in the team that we can make it happen. And we have the numbers to back it up now."

12 Sebastien Loeb

▼ DOWN 8

WRC rally winner and FIA GT race winner

Loeb's retirement plan began in Monte, with another ultra-dominant performance. In Sweden he missed out, Argentina erupted when he made it eight on the bounce, and France fell apart when he rolled fighting for another home win. Nevertheless, successes in FIA GT alongside Alvaro Parente suggest the Frenchman could yet add to his CV by going round in circles as well as driving from point to point.



11 Nico Hulkenberg

▲ UP 1

10th in F1 World Championship

Ferrari picked Kimi Raikkonen over Hulkenberg for 2013, but was the wrong decision made at Maranello? Quite possibly, based on Hulkenberg's stunning use of the improved Sauber in the second half of the season.

A stunning drive to fourth in the Korean GP, keeping at bay both Fernando Alonso and later Lewis Hamilton, was his highlight and shows the German should really be preparing for a season with a top team.



10 Matt Kenseth

Kenseth's first Cup win of his Gibbs career came in March at Las Vegas...



LAHAM/GETTY

► RE-ENTRY FROM 2007 (36TH)

Second in NASCAR Sprint Cup

Few drivers have probably taken as much satisfaction from finishing second in a championship as Matt Kenseth will from his 2013 NASCAR Cup campaign. A move from Roush Fenway to Joe Gibbs Racing revitalised the 41-year-old, whose season-long performance was far more impressive than the point-collecting run that earned him the 2003 title and led to the creation of the Chase.

The season started with promise, but no reward. Kenseth clearly had one of the fastest cars around the Daytona superspeedway, but when it came to the 500 his hopes went up in smoke as his Toyota Camry blew its engine. Victory in round three at Las Vegas set the tone for the remainder of the pre-Chase part of the season, with Kenseth a metronomic presence in the top 10 – although another blown engine in Dover made Chase qualification harder than it should have been.

The Chase could not have got off to a better start. Back-to-back wins at Chicagoland and New Hampshire

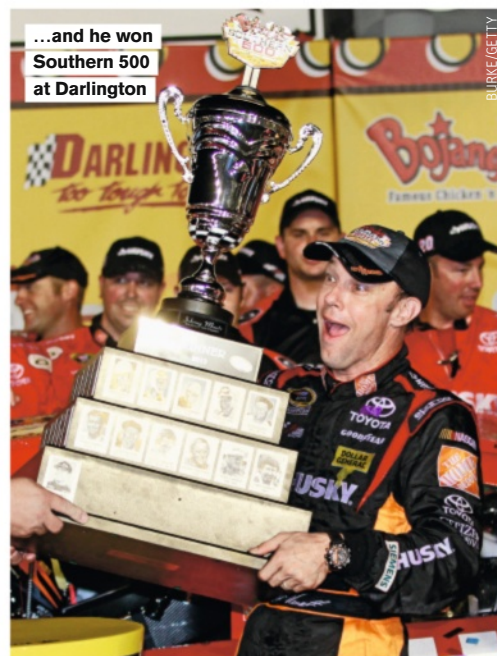


gave him an unprecedented perfect opening. A podium at Charlotte kept him atop the points with just five rounds to go. But the wheels came off at Talladega following a 20th-place finish after the handling of his car went awry in the closing stages.

Such is the level at which Jimmie Johnson and Chad Knaus operate that small issues such as these – he still finished on the lead lap – have profound implications. Second place at Martinsville next time out moved Kenseth back to the top of the table, but there would be no recovery from another disappointing showing, this time in the penultimate round at Phoenix. It was the only Chase round he didn't lead, the car was never fast and there were problems in the pitstops.

Johnson, meanwhile, was busy winning the race and closing in on a sixth crown. It was unfortunate that two poor races should have cost Kenseth so dearly. His seven wins during the year were the most of his career, but what was most impressive was his competitiveness compared to team-mates Kyle Busch and Denny Hamlin (prior to Hamlin's back-breaking crash).

"It was just an unbelievable year for us really," said Kenseth. "Obviously, we wanted to win the championship, but I couldn't be more proud of the whole team. They did a spectacular job all season."



...and he won Southern 500 at Darlington

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9 Loic Duval

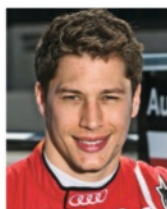


Duval won Le Mans
24 Hours in first full
season with Audi

NEW ENTRY

World Endurance champion

A first full season with Audi gave Duval the chance to showcase his prodigious talents and claim the two biggest prizes in sportscars. He was all but the equal of Andre Lotterer and, like his colleague, proved his versatility with a race-winning season in Super Formula in Japan.



one Saturday and Sunday in June, and you only get one chance a year.

What did you bring to the long-standing partnership of Allan McNish and Tom Kristensen?

A French touch maybe. It is difficult to say, but I do think I brought something new. When you have someone new involved, it's a kind of restart. Maybe because of that, we were able to build something strong this season.

Do you think you drove better in 2013 than in previous seasons?

I do think that this year was the best season I have had behind the steering wheel, in terms of competitiveness, speed and not making mistakes.

What do you consider to be your best performance?

It was probably the whole weekend in Austin. This one was probably the best race of the year for us. Our

performance was good and everything went according to plan.

What ambitions do you still have left?

The passion is still there and the motivation is massive. Every time I am in the cockpit I want to be quick and want to win the race. I have reached the top of my career, but I now want to do the same again, next year and the year after that. It's such a good feeling to win Le Mans and a world championship. I know that F1 isn't for me now, but I am more than happy driving for Audi in the WEC, so I just want to do it again and again.

Will next season be more difficult?

Gaining the number 1 for your car is difficult, but keeping it is even harder. We are going to have more competition with Porsche coming and we have new regulations, so we are all restarting from zero. Next year will be harder for sure.

Q&A

What do you treasure most, the victory at Le Mans or the WEC title?

As an emotional thing, I would have to say Le Mans, because it is the most difficult. You don't win a championship in one weekend. Le Mans is

Magnussen added
mastermind qualities
to his speed



34

8 Kevin Magnussen

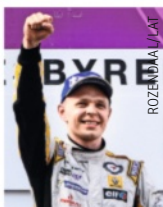
► RE-ENTRY FROM 2011 (44TH)

Formula Renault 3.5 champion

Magnussen went into his second season of Formula Renault 3.5 with a clear brief from McLaren: win the championship. After doing battle with fellow McLaren junior Stoffel Vandoorne and Red Bull charge Antonio Felix da Costa early on, the Dane hit top gear and moved out of sight in the title race. The DAMS driver's performance was so convincing that it earned him a promotion to a McLaren Formula 1 drive for 2014.

Martin Whitmarsh, McLaren team principal:

"Kevin responded very well to what we wanted to see from him this year. Renault 3.5 with him, Stoffel [Vandoorne] and Antonio [Felix da Costa] was probably the most talent-laden junior category out there so to be



ROZENDAAU/LAT

as strong as he was this year... he took another step up. He has always been about the quickest but he would get involved in incidents and would not nail the championship because of that. This year he knew when to take risks, when to be assertive, and when to yield even if it goes against his nature."

Jean-Paul Driot, DAMS team boss:

"As a driver Kevin is very professional. He is always working on the details. His great ability is his mental strength. We saw that at Paul Ricard: after we were excluded from the win in the first race he was the one who got the team together in the garage and motivated them. He also has the ability to deliver all his sectors together when he has to do a laptime – he rarely misses one sector on his best lap. I think he is arriving in F1 at the right time. He knows how to manage the press, the people, the attention. He is focused and he will not be distracted by all that Formula 1 brings. He has a great future."

"This year was really special. It's a long time since I won a championship [2008 Danish Formula Ford]. This was the year when I had to deliver and I did that. McLaren told me to win the championship; they told me they expected me to win it. And I really won it, I didn't luck into it. I think we did a better job than everyone else this year, and that's not taking anything away from the others. This year I have been really good at not thinking too much and trying to remove pressure from myself. I was very consistent and I think that shows that I've changed my mental approach. Now, I'm as ready as I can be for F1."

Kevin Magnussen

7 Lewis Hamilton

▼ DOWN 5

Fourth in F1 World Championship

While his move to Mercedes was partly motivated by money, it was stimulated more by wanting to cut the apron strings to McLaren, and it paid off massively as his former team's fortunes waned. Hungary victory was the highlight, along with a streak of mid-season poles, but a title bid was a stretch too far in the face of the Vettel-Red Bull onslaught.



progression through the year. In previous years it looked like Mercedes would come to a halt while everyone else kept developing. But to see the developments keep coming through is a really good step. I'm sure we will deliver that. I thought this year would be a foundation-building year but I didn't realise the foundation would be so good.

It must be nice to prove wrong the people who questioned your decision to leave McLaren and join Mercedes...

Yup... the 98 per cent of the people! It's nice, it's cool but it doesn't really matter to me if I proved or did not prove people right or wrong. It felt like it was the right choice for me and it has been. I have been really happy. It's much more than the results, it's been the whole experience of really coming to terms with a new car, a new team and a new group of people.

It takes time to adapt to a new team. How different will it be going into a new season with Merc next year compared to how it was coming into this year?
It should be a lot different next year. Before next year, we will sit down, analyse the approach we had, look at communication and all of these things. Radio protocol, everything. And we'll start to put in a plan for next year of how we can improve all of that.



Hamilton's first Merc win came in Hungary

So does it take a season to get to a 'zero point' of having things as they should be?
Well, I never thought that before but I am experiencing that. You can't just come in and be straight at the top at your maximum, even if you're fit and well-prepared. There are still a lot of challenges you face. It's just ticking them off bit by bit.

A lot of work was done this year with the car. Can things be better tailored next year?
I hope so. When I'm on the simulator that's what I'm going to try dialling in. So I'm hoping next year I'll be a lot more comfortable.

Q&A

You won a race and Mercedes finished second in the constructors' championship in 2013. Was the season better than expected?
It has been far better than expected. It's a real positive, this year.

Is it a bonus to have achieved so much this year considering you joined Mercedes looking more at 2014 and beyond?
Definitely. And also [encouraging is] the



Few thought leaving McLaren was a good idea, but benefit of hindsight...

MASON/GETTY IMAGES

6 Andre Lotterer

▲ UP 5

Second in World Endurance Championship

Nothing happened in 2013 to suggest that Lotterer isn't still the best prototype driver, not even the arrival of Loic Duval as a full-season player in the Audi set-up. Even without a successful Super Formula campaign in Japan, he'd still be the top sportscar regular in AUTOSPORT's traditional Top 50.

Lotterer wants for nothing as a modern sportscar pro: he's technically strong, ultra-consistent, a true team player and, of course, super-fast. The same goes for his team-mates, Benoit Treluyer and Marcel Fassler, but they make the odd mistake and just can't match



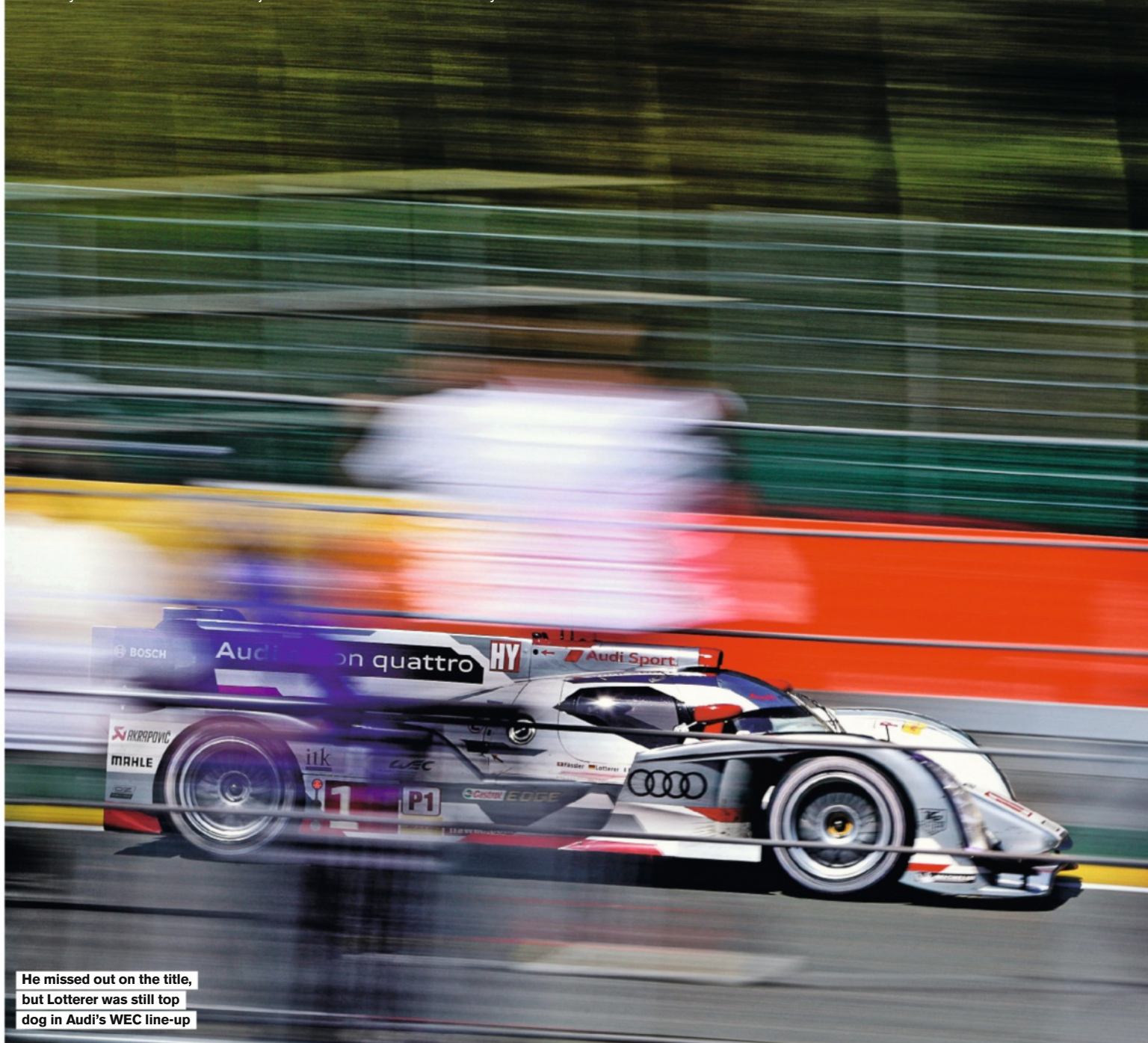
his consistency of performance.

There was a familiar sight to the 2013 WEC season: Lotterer jumping aboard the #1 Audi and, within a few minutes, its time on the screens turning purple to indicate that he'd just set fastest lap of the race. Lotterer achieved that in half of the eight races, though we probably shouldn't count the one from the 16-lap farce behind the safety car at Fuji.

Lotterer showed his versatility – and that his talents were a loss to F1 – in Super Formula, in which he also came up against Duval and narrowly outperformed him. He only contested four of the seven races over six weekends, winning two of them and finishing second in the others. By rights he should have been champion, but was deprived of the title by a bizarre countback rule.



Lotterer also drove R8 to Spa 24 Hours podium



He missed out on the title, but Lotterer was still top dog in Audi's WEC line-up



5 Scott Dixon

Dixon became IndyCar champion for third time

▲ UP 17

IndyCar champion

Prior to his breakout win at Pocono, Dixon had led precisely one lap during 2013. And even though he won four of the remaining nine races, that streak was also punctuated by disasters at Sonoma (where he hit a Penske crew member in the pits) and Baltimore (where he was pancaked against the wall on a restart by Will Power). When he finally crossed the line in fifth to secure the crown at Fontana, there was no denying that the Kiwi had earned it.

One would have to argue that his performance in 2013 also ended any doubts that might have lingered about his place among IndyCar's greats. As one of his rivals noted late in the season, it's scary to think that he could still be racing for another 10 years.



where Helio [Castroneves] was. He didn't do anything wrong. It was a big challenge to make up that many points to a guy who was just doing everything right.

Up until Houston, Castroneves had the luxury of being able to play things conservatively, while Dixon had to push in every race. How hard was it to sustain that level of intensity?

It's almost easier. When you have your eye on the goalpost, you know exactly what you have to do to get the ball between the uprights. There isn't a fallback position there. You have to get the very most out of it for you and your team – that's the key – and then you wait and see what happens around you. It was tough, but we got it done.

What are Scott's defining qualities as a driver?

I think what makes him really, really good is the fact that no matter what just happened – it could be good, bad, or in between – he refocuses quickly. He doesn't

allow negativity to slow him down, and his expectation is that the people around him do the same thing. That is a huge contributor to his success. And equally important is that he does a really good job of changing his driving style based on the car through a tyre run. He works really hard to keep the speed up by changing the way he drives the corner, to try to still get the rolling speed and the momentum required at the exit of the corner. He doesn't give up on the tyres as they start to lose their life through a long run, and he's constantly working to learn to tweak the arc of his car through a corner to be able to do that. That, combined with the experience that he has, makes a big difference.

Has he peaked as a driver?

No. I don't think he has. I think he's getting better. The amount of experience that he is gaining every day is not diminishing, and he hasn't levelled off. So no, I don't think he's peaked yet.

Q&A

Mike Hull, Chip Ganassi Racing managing director

After Iowa, Scott thought that he was out of the championship. How deep a hole did you as a team think you were in midway through the season?

It seemed pretty deep. I think the reason might not have been where we were [in the standings], it was

Hull (right) is the brains behind Dixon's title push



4 Fernando Alonso

Alonso pushed hard in
recalcitrant Ferrari...

▼ DOWN 3

Second in F1 World Championship

It's impossible to argue that Alonso could have finished any higher than second in the world championship. The Ferrari F138 simply wasn't good enough and, beyond the two races he did win in China and Spain, there were no obvious missed victory opportunities.

But having topped AUTOSPORT's top 50 drivers of 2012, it's impossible to escape the conclusion that Alonso was not quite the same mighty force this year as he was last season. The question is, once the title had gone, did he struggle to find that extra one per cent?

"Even if I go to do a race in go karts at the weekend with my friends, I am at 100 per cent because if I lose I don't like it," says Alonso. "So imagine in a grand prix, the motivation is always 100 per cent and you want to do well!"

Whatever was the case, he still picked up some



COATES/LAT

good results and kept the Ferrari in the hunt for the podium even when it was only the fourth-best car. Alonso himself argues he is better than ever and, despite not comparing as well to team-mate Felipe Massa in 2013 compared to the previous four years, he still showed himself worthy of winning the third world championship he covets.

"I would like to win and I am still 32, so this is not the last year of my career," says Alonso. "I will ensure that I have more opportunities. I would like to win more world championships. In the last four years, I've fought for three world championships and I have finished second three times, which is obviously sad because you want to win. But on the other hand I'm extremely proud. I am doing the best form and the best races of my life in these years."

Alonso's season was blighted by a very public falling-out with Ferrari. The team issued a statement after the Hungarian Grand Prix in which Luca di Montezemolo effectively rebuked Alonso for his conduct and, by all accounts, the relationship is not what it once was.

But even with that backdrop, Alonso still kept delivering to a high level.



ETHERINGTON/LAT

...and took emotional
home win at Barcelona

3 Jimmie Johnson

▲ UP 12

NASCAR Sprint Cup champion

A sixth NASCAR Sprint Cup championship this year takes him one step closer to the two true legends of US stock car racing:

Richard Petty and Dale Earnhardt Sr. Their seven crowns have gone unchallenged since Earnhardt's final title in 1994, but now Hendrick Motorsports Chevrolet veteran Johnson is within touching distance after a recent two-season title drought.

His record this season reads six wins, 16 top-fives and 24 top-10s. His sixth title comes in his 12th season at the top level, while Petty and Earnhardt did likewise in their 15th. Johnson was 83 days younger than Petty (both 38 years old) when they reached that milestone; Earnhardt was 42.

Johnson's first five titles came consecutively, from 2006-10, and he admits his sixth championship feels a lot different to the others.

"During the streak, when it was alive, I didn't realise just how much pressure we were carrying on our shoulders," he says. "We almost didn't get to enjoy the moment. This is almost like starting over. We're just enjoying it for what it is.

"I've been so fortunate to win the five before that, it's kind of crazy to look at missing a couple of opportunities or not being a factor, especially in the 2011 season [when he finished sixth]. To have expectations to win championships is unfair; I think it's more realistic to expect an opportunity at a championship. To win, that's a whole different story.

"I made the Chase every year it's been around, so



Johnson added All-Star win at Charlotte in May to his 2013 Cup tally

I've had that opportunity. I take a lot of pride in that. My motivation to follow through this year, and to work as hard as I can, really is the same motivation I've always had to succeed in this sport.

"I've worked so hard and long to get to this point, I'm finally on top of my game. I've worked a lifetime to get here. There's more motivation staying on top for those reasons than chasing stats and the historical things

that are out there in front of me now. It's really something that comes from within."

Of the 23 tracks on the Sprint Cup schedule, there are only five on which he's not won: Homestead, Michigan, Kentucky, Watkins Glen and Chicagoland – and he's scored podium finishes at all of them.

The best driver of his generation. Can he become the best, period?



Night race at Richmond didn't quite go to plan

2 Sebastien Ogier



► RE-ENTRY FROM 2011 (12TH)

World Rally champion

Sagen. North of Stockholm, in the middle of Sweden. It's Saturday and minus 12. The debate is a simple one: will anybody hook the right-hander before us flat? The snowbank on the outside is sturdy, but probably not solid. Leaning on it would be risky.

Mikko Hirvonen's pushing, but not risking anything. Jari-Matti Latvala's having a go. Still not flat. Sebastien Loeb's on it. He's going to do it... a feather. He lifted.

Sebastien Ogier? Bang. Nailed. Nothing left in the car. Exiting the corner, the Polo's on the rev limiter. And this is the man who's not pushing because he's already half a minute up.

This year, the Frenchman made magnificence look easy on his way to the maiden World Rally title.

Especially in that moment in Sweden: a long approach to the corner gave a moment to look into the eyes of a champion, not a flicker as he hit apex on ice at well over 100mph. Bloody good.

Ogier's season was littered by these kinds of moments. It's how he won nine rallies and a stunning 111 out of 240 stages.

The difference for him this year was that he was



utterly comfortable in his car. The absence of Sebastien Loeb undoubtedly made the job easier – or, to be more accurate, less difficult. Ogier was at one with the car that he and Volkswagen had spent a season crafting.

Time after time he was in a position where he didn't need to push on the rally-ending powerstage, but rally after rally he added three points to his tally. By the end of the season, Ogier had clinched 28 powerstage points – that's the equivalent to another perfect rally (25+3). By his own admission, he didn't need to push; he was doing it because he could. Because he was enjoying himself.

Two of his most impressive wins came at the end of the season in France and Spain. Becoming world champion on Thursday night in France forced his eye from the ball on Friday. He dropped the thick end of a minute. But bounced back and won – in the wettest, toughest conditions imaginable; the conditions that caught out nine-time champion Loeb.

Ogier dropped a similar amount of time with a Catalan puncture, but again wouldn't be beaten. A dogged refusal to accept anything but the best, allied to brutal, remorseless competitiveness, pulled him through.

But his crowning glory was Finland, rallying's heartland. He drove like a native. And he won like a champion.



Ogier was supreme, although was out of luck on Acropolis dust

MCKLEIN

1 Sebastian Vettel



Singapore: masterclass
in magnitude of
Vettel's domination

▲ UP 2

Formula 1 world champion

During Vettel's march to a fourth consecutive world championship, many argued that he was nothing more than a good driver in a great car. Here are 10 reasons why he is not only the driver of 2013, but an all-time legend.

1 WILL TO WIN

How many times have we seen a driver cruising to a dominant title and then easing off after clinching it? Not Vettel. His appetite for victory is insatiable. He is far from a cold, points-calculating machine.

2 SPEED

Vettel has made a seriously quick and hugely experienced team-mate at Red Bull in the form of Mark Webber look positively pedestrian. On a qualifying lap, he is majestic.



3 ADAPTABILITY

Vettel has won grands prix in six different cars, with two different engine manufacturers, with refuelling and no refuelling. This year, the way he refined his driving style to get the absolute maximum from exhaust-blown downforce was remarkable.

4 RUTHLESSNESS

The 'multi 21' incident at the Malaysian GP showed a darker side of Vettel. But while it was wrong to ride roughshod over team orders, it showed he has that take-no-prisoners approach that great champions share.

5 WORK ETHIC

You can guarantee Vettel will be one of the last, if not *the* last, driver at the circuit of an evening on a grand prix weekend. Most would focus on the 99 per cent they'd got right, but Vettel leaves no stone unturned.

6 CONSISTENCY

Vettel does have off days. It's just that they're less off than they would be for the vast majority of drivers.

He was only 78 points off a maximum score in 2013.

7 TEAM SPIRIT

Beyond Webber, it's hard to find anyone willing even to hint at Vettel being anything other than the ultimate team player at Red Bull. After winning the championship in India, he even helped the crew pack up.

8 THE NUMBERS

Some facts: 120 starts, 39 wins (fourth highest in history), 45 poles (third highest), four titles (equal to Alain Prost).

9 OVERTAKING

A few still argue Vettel can't overtake. If you're not convinced, dig out the footage of him passing Fernando Alonso for the lead at Monza in 2011. On the grass.

10 PERSONALITY

Think Vettel's boring? Have a look on YouTube at videos of his comedy stylings at the AUTOSPORT Awards in recent years for a glimpse of his real character. 🗑️

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Obituaries

WRITTEN BY: GLENN FREEMAN, GARY WATKINS, MARCUS SIMMONS, DAVID EVANS AND EDD STRAW

Jose Froilan Gonzalez 1922-2013

The 'Pampus Bull' only won two world championship races, meaning he is often overlooked when the greats of the 1950s are discussed. But he was a formidable driver who, on his day, was a match for anyone in a grand prix car.

After starting racing in 1946 in his native Argentina, he headed to Europe with government backing driving for Equipo Argentino in 1950. He made an instant impact, qualifying his Maserati 4CL third at Monaco. After impressing Enzo Ferrari by twice beating the resurrected pre-war Mercedes in Temporada races in Argentina in February '51, he was signed up as a factory driver.

At the British Grand Prix that year, he claimed Ferrari's first victory in a world championship race and went on to finish third in the world championship behind Juan Manuel Fangio and team-mate Alberto Ascari. Having followed Fangio to Maserati for '52 and '53, Gonzalez returned to Ferrari in 1954, again winning the British GP. That season, he also won Le Mans.

But when compatriot Onofre Marimon was killed at the Nurburgring, it led to Gonzalez being persuaded to return home. He continued to star in Temporada races until retiring in 1960 and took a keen interest in Argentinian rising stars thereafter.



Gonzales races to victory
in the 1954 British GP

LAT ARCHIVE

Villota drove for Atletico Madrid in Superleague



Maria de Villota 1980-2013

When news of Maria de Villota's death reached the F1 paddock in the closing minutes of Friday practice at Suzuka, there was widespread grief. The impact the Spaniard made at the top of motorsport was such that her death was felt keenly.

The daughter of Emilio de Villota, who started two world championship grands prix, Maria began racing in Spanish Formula Toyota in 2000 after competing in karts. She then raced regularly in Spanish F3. Her big break in single-seaters came in 2009 with the

Atletico Madrid team in Superleague Formula, with a best finish of fourth. After a runout in a two-year-old Lotus F1 car at Paul Ricard in August 2011, she joined Marussia (then Virgin) as a test driver for 2012.

Villota made her debut in a contemporary F1 car in July 3 last year, driving in a straightline test at Duxford Aerodrome. At the end of her first run, she struck a support truck. She suffered potentially life-threatening head injuries and lost her right eye in the impact, but recovered to become an inspirational figure for women in motorsport and those recovering from head injuries.



Willi Bergmeister 1949-2013

THE SON OF pre-war factory motorcycle rider Wilhelm, one of Bergmeister's biggest achievements came when he helped Audi seal its maiden touring car title in the 1980 European Touring Car Championship.

As his racing career began to fizzle out he became an early mentor to Michael Schumacher, training him as a mechanic, before then focusing on helping his sons, Jorg and Tim, on their way to successful careers in GT racing. He continued racing with appearances in the Spa 24 Hours into the early 1990s and then came out of retirement to contest a Volkswagen Scirocco Cup race in 2010.



John Coombs 1922-2013

COOMBS STARTED OUT in racing as a driver in 1949 in a pre-war Aston Martin and made a name for himself in both sportscars and single-seater machinery. But it is as an entrant that he became most well-known.

Jackie Stewart's test in the Coombs-entered Jaguar E-type in 1964 helped his climb to F1. He was just one of a vast number of big names of the era who drove machinery run by Coombs, including Graham Hill, Dan Gurney, Colin Chapman and Roy Salvadori. Later, Coombs led Ken Tyrrell's Formula 2 team, running Johnny Servoz-Gavin to the 1969 European championship.



Jeremy Lord 1939-2013

A CAPABLE CLUB racer, he won the *Motoring News* Sports GT title three times in the 1970s but his most lasting contribution to motorsport was as the man who administered the British Formula 3 Championship for teams group FOTA for a quarter of a century.

Lawyer Lord's racing cars were prepared by Dave Price, who as FOTA chairman asked his friend to look after the body's contracts from its inception in the 1980s. Although his official title was 'secretary', Lord's role grew so that he effectively ran the operation. He stood down from FOTA at the end of 2008, but remained a keen enthusiast, attending races until his death in June.

IN BRIEF



George Bignotti 1916-2013

Prepared Indy 500-winning cars on seven occasions, twice with AJ Foyt and Al Unser.

Jimmy Blumer 1931-2013

Accomplished racer and rally driver of the 1950s and '60s.

Bev Bond 1938-2013

British F3 ace of the 1960s and '70s.

Robin Bryant 1935-2013

A class winner in the 1960 AUTOSPORT championship.

Sebastien Clouzeau 1974-2013

Classic Formula 3 racer who died as a result of an accident at Spa in June.

Christian Devereux 1962-2013

Succumbed to injuries suffered in a pre-1966 Touring Car series race at Donington Park.

Philippe Favre 1961-2013

British F3 racewinner-turned-sportscar racer, who died in a skiing accident.

Guido Forti 1940-2013

Founder of the Forti Corse team, which raced in F1 in the mid-1990s.

Syd Fox 1931-2013

Versatile racer and twice winner of the Willhire 24 Hours at Snetterton.

Tony Gaze 1920-2013

Ace fighter-pilot-turned racing driver, who started three world championship grands prix.

Stephen Jewell 1950-2013

Vintage racer who died from injuries suffered in a crash at Snetterton in September.

Gabriel Konig 1941-2013

British Women Racing Drivers' Club vice president and former racer.



Allan Simonsen 1978-2013

Simonsen was a prolific racer whose life was ended just as his career was coming good.

The drive in the Danish-crewed factory Aston Martin Vantage in the GTE Am class of the World Endurance Championship was the one he wanted last winter. And he had already made his mark at the wheel of the car when he was killed in an accident during the first hour of the Le Mans 24 Hours.

Simonsen was a versatile racer: he was equally at home in a GT car, a one-make racer or an Aussie V8 Supercar, and would regularly compete in more than 30 races a year.

The Dane made his first steps in sportscars after his single-seater career faltered at Formula 3-level with outings in British GTs in 2002. He won the Australian Nations Cup Championship in 2007 and would have triumphed in the GT2 class of the Le Mans Series in Europe in the same season if he had not had to miss the final round due to a clashing commitment Down Under.



Simonsen in the Aston
at the 2013 Le Mans



Dave Charlton 1936-2013

A STAR OF the thriving Formula 1 scene in South Africa, Charlton won the South African drivers' championship six times from 1970-1975. During that run of success, he raced a Lotus 49 and a Lotus 72 before running a McLaren M23 in '75.

The majority of Yorkshire-born Charlton's 11 world championship grand prix starts were in his home grands prix, making his debut in a Scuderia Scribante-run Brabham BT11 in 1967. In 1971, he raced a works Brabham at home and a works Lotus in the British GP, although his best finish was 12th at Kyalami in '70 driving a Scribante Lotus 49C.



Ken Gregory 1926-2013

BEST KNOWN AS the manager of Stirling Moss and the driving force behind his career-making move to Mercedes for 1955, Gregory first became involved in motorsport when he joined the RAC's competitions department in 1949. He also managed Peter Collins and was a decent 500cc racer in his own right, when time allowed.

He also formed British Racing Partnership with Moss's father, Alfred. The team claimed a best finish of second in a world championship race with Moss at Aintree in '59 before being forced out of F1 when it was denied membership of the constructors' association for '65.



Karl-Heinz Kalbfell 1949-2013

KALBFELL WAS THE architect of BMW's successes in Super Touring and Le Mans, and its return to F1 with Williams in 2000. He took over BMW Motorsport in 1988 and threw his organisation's weight behind the Super Touring category after its withdrawal from the DTM at the end of 1992.

It went on to claim titles in the British Touring Car Championship, the German STW, French Superturisme and the Italian series. Kalbfell combined his ambition to take BMW to Le Mans with its F1 return. Williams designed and developed its 1998 and race-winning '99 prototypes as a lead-in to its F1 re-entry.

Sean Edwards 1986-2013

Edwards was in the middle of the greatest season of his career in 2013 before his death while instructing on a trackday at Queensland Raceway in Australia in October. The Briton had already won the Dubai and Nurburgring 24 Hours races for the Black Falcon Mercedes squad earlier in the year, and he was leading the Porsche Supercup points heading into the Abu Dhabi double-header finale, where Nicki Thiim surpassed his points total to take the crown.

Edwards, the son of 1970s grand prix driver Guy,

switched to GT racing in 2005 after a short single-seater career. After a handful of starts in British GT, he won the inaugural FIA European GT3 championship with a Tech 9 Porsche in 2006. Following a year in the main FIA GT Championship he made his Supercup debut in 2008, taking two wins on the way to fifth in the standings. He was a Supercup regular in 2010-2013, but his endurance outings, with two wins in Dubai, the Nurburgring success and a Le Mans start in a ProSpeed GTE AM Porsche in 2012 proved he was more than a Supercup specialist.



Edwards leads the Porsche Supercup pack at Monaco



Jason Leffler 1975-2013

LEFFLER, WHO WAS killed in a sprint car accident at New Jersey in June, had carved a career as a versatile driver in America. He won three consecutive USAC midjet championships in 1997-'99 and the Silver Crown in '98. He went on to race in all three of NASCAR's top tiers, often called upon for short-term or one-off deals, and made a handful of IndyCar appearances in 1999 and 2000.

A two-time winner in NASCAR's second tier, he finished third in the championship at that level in 2007. At Cup level his career highlight was a pole position at Kansas Speedway in 2001 for Chip Ganassi Racing.



Joginder Singh 1932-2013

THREE-TIME SAFARI winner Singh died in October at the age of 81. Two of his Safari wins came in the World Rally Championship era, but it was perhaps his first success on the African classic, in 1965, that draws the most merit – not least because it came at the wheel of an ex-Tom Trana Volvo PV544, which had already completed 42,000 miles. It had one more win in it, though, and a big one at that – Singh's margin of 1h40m was a record at the time.

Known affectionately as 'the Flying Sikh', Singh will be missed by the world of rallying, but especially in Africa, where he won more than 60 rallies.



Henry Taylor 1932-2013

TAYLOR STARTED OUT in speedway before making a successful move into cars in a 500cc Cooper in 1954 and going on to become a Formula 3 champion. After stepping up to Formula 2, he made his F1 debut driving for Reg Parnell in the 1959 British Grand Prix.

He started eight world championship races, taking a best finish of fourth driving for the Yeoman Credit-backed British Racing Partnership in the 1960 French GP. Taylor also dovetailed rally outings for Ford, of which he later became competition manager, with European Touring Car races, before retiring from racing.

IN BRIEF

Ryan Lawford 1986-2013

Rallycross racer and renowned BTCC engineer.

Andrea Mame 1972-2013

Italian who was killed in an accident in the Lamborghini Super Trofeo at Paul Ricard.

Simon Phillips 1934-2013

Sportscar racer of the 1970s and '80s, who finished seventh at Le Mans in '82.

Richard Redgrave 1938-2013

Former racer and boss of the Redgrave Racing single-seater team.

Stan Redmond 1948-2013

Well-known F5000 racer, who died as a result of injuries sustained in a crash at Teretonga.

Mark Robinson 1974-2013

Marshal who lost his life in an accident after the end of the Canadian Grand Prix.

Terry Sanger 1934-2013

Racer and Castle Combe instructor and race official.

Ralph Sanchez 1948-2013

Architect of the Miami Grand Prix, who played a key role in Emerson Fittipaldi's return to racing.

Howard Strawford 1935-2013

Rescued Castle Combe from closure and turned it into a thriving venue.

Wolf Silvester 1958-2013

VLN regular who died of a heart attack in a race at the Nurburgring.

Frank Tiedeman 1920-2013

Respected racer and founder of the Monoposto Racing Club.

Dick Trickle 1941-2013

NASCAR regular who started 303 races at the top level of American stock cars.



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2013

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No. of
Wins



FIA World Championship



Single-seaters

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Loic **Duval** (F)
Tom **Kristensen** (DK)
Allan **McNish** (GB)

World Endurance
champions



3



Sebastian **Vettel** (D)
Formula 1 world champion



13



Sebastian **Ogier** (F)
World Rally champion



9



Yvan **Muller** (F)
World Touring Car champion



7



Stephane **Ortelli** (MC)
& Laurens **Vanthoor** (B)

FIA GT champions



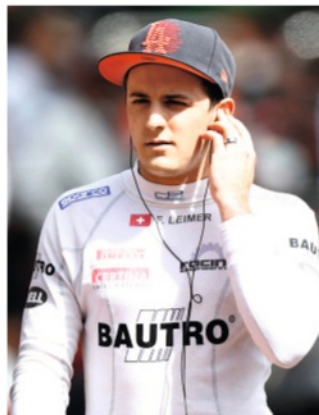
3



Scott **Dixon** (NZ)
IndyCar champion



4



Fabio **Leimer** (CH)
GP2 champion



3



Naoki **Yamamoto** (J)
Super Formula champion



1



Kevin **Magnussen** (DK)
Formula Renault 3.5 champion



5



Daniil **Kvyat** (RUS)

GP3 champion



3



Vittorio **Ghirelli** (I)

Auto GP champion



2



Sage **Karam** (USA)

Indy Lights champion



3



Matthew **Brabham** (USA)

Pro Mazda champion



13



Raffaele **Marciello** (I)

European F3 champion



13



Jordan **King** (GB)

British F3 champion



4



Marvin **Kirchhofer** (D)

German F3 champion



13



Felipe **Guimaraes** (BR)

South American F3 champion



13



Ed **Jones** (UAE)

Euro F3 Open champion



6



Yuichi **Nakayama** (J)

Japanese F3 champion



11

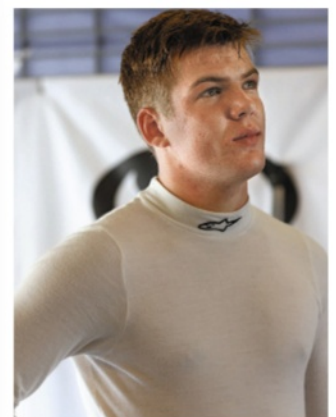


Tim **Macrow** (AUS)

Australian F3 champion



9



Nick **Cassidy** (NZ)

Toyota Racing Series champion



2

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DTM champion



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BTCC champion



Nelson **Panciatici** (F)
& Pierre **Ragues** (F)
ELMS champions



Klaus **Graf** (D)
& Lucas **Luhr** (D)
ALMS champions



Petr **Fulin** (CZ)
ETC Cup champion



Jamie **Whincup** (AUS)
V8 Supercars champion



Jordan **Taylor** (USA)
& Max **Angelelli** (I)
Grand-Am champions



Yuji **Tachikawa** (J)
& Kohei **Hirate** (J)
Super GT champions



Gianni **Morbidelli** (I)
International Superstars champion



Thed **Bjork** (S)
STCC champion



Andrea **Montermini** (I)
International GT Open champion



Maximilian **Buhk** (D)
Blancpain Endurance champion



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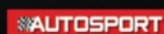
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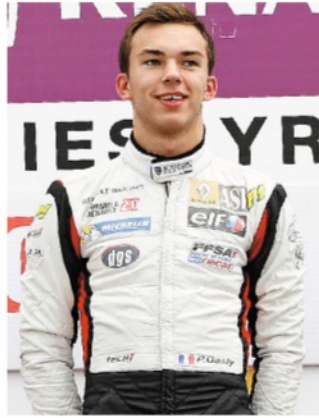




Jimmie **Johnson** (USA)
NASCAR Sprint Cup champion



6



Pierre **Gasly** (F)
Formula Renault Eurocup champion



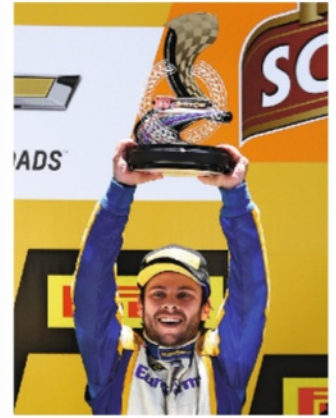
3



Matias **Rossi** (RA)
Super TC2000 champion



4



Ricardo **Mauricio** (BR)
Brazilian Stock Car champion



1



Austin **Dillon** (USA)
NASCAR Nationwide champion



0



Matt **Parry** (GB)
Formula Renault NEC champion



5



Jan **Kopecky** (CZ)
European Rally champion



6



Jukka **Korhonen** (FIN)
British Rally champion



2



Matt **Crafton** (USA)
NASCAR Truck champion



1



Antonio **Fuoco** (I)
Formula Renault ALPS champion



6



Nicki **Thiim** (DK)
Porsche Supercup champion



4



Mirko **Bortolotti** (I)
Eurocup Megane champion



8

Racing royalty

Ever since the first motor race there has been a small, and not always unsuccessful, contingent of royal racers. **RICHARD HESELTINE** recalls the most adroit aristocrats



Borghese won the 1907 Peking to Paris race

52

ROGER VILLET/REX

Over the past half a century or so, the term ‘gentleman driver’ has taken on a decidedly negative connotation. In much the same way as the word ‘amateur’ has become something of a euphemistic slur, moneyed enthusiasts venturing trackside tend to be viewed either as a means to an end or as mobile chicanes – sometimes both. However, captains of industry have been swapping their double pinstripes and swivel chairs for crash hats and steering wheels of a weekend for as long as we can remember.

Go back far enough, though, and gentlemen drivers were once precisely that – gentlemen, if only by birth rather than by deed. Motor racing – ownership of a car, even – was the preserve of the elite and so being a gentleman driver tended to come with the territory. At the dawn of the last century, during the era of town-to-town road races, competitors often had titles. It wasn’t

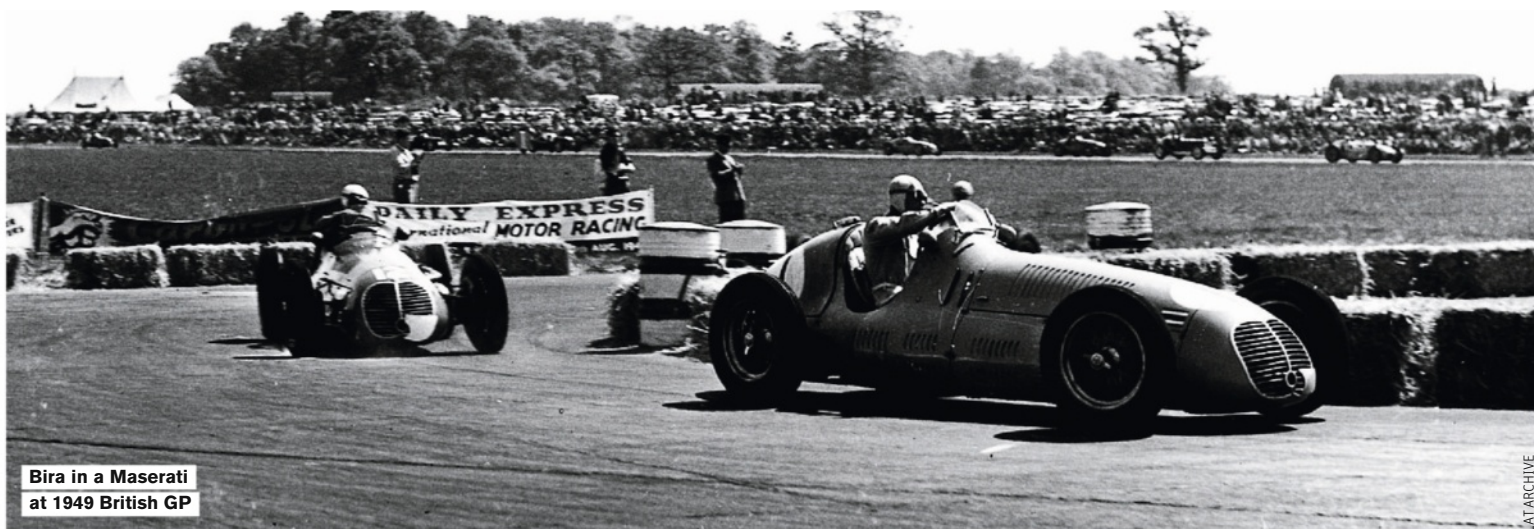
uncommon for a Sir, a Baron, a Marquis, an Earl or just a plain Honourable to find themselves mixing it with a Comte, a Graf or maybe even a prince.

Which got us to thinking: who was the most gentlemanly of gentleman drivers? Or rather what trumps being a mere nobleman in racing? And so with typical AUTOSPORT Christmas-issue logic, and by way of a rubbish segue, what follows is a rundown of some of the better known motorsport types of royal blood. And who better to start with than Prinz Albert Wilhelm Heinrich von Preussen (or just plain Prince Henry of Prussia)? This was the car-mad royal who competed in the pioneering five-day Herkomer Trophy events before roping in the Imperial Automobile Club of Germany to create the first Prinz Heinrich Fahrt (Prince Henry Trial) in 1908. This in turn led to the inaugural Alpine Trial a year later. And while his majesty didn’t get to savour glory as a driver, his name was employed by several manufacturers – British ones, mostly – as official (and sometimes unofficial) model names to



Prince Henry's fame led to cars being named after him

ROGER VILLET/REX



Bira in a Maserati
at 1949 British GP



Bira raced from 1935 to
1955 with mixed success...



...and shared Aston DB3S with
Peter Collins at 1954 Le Mans

'Go back far enough and motor racing – even owning a car – was the preserve of the elite'

signify their successes in these events. Think of the Prince Henry Vauxhall, for starters.

But for sheer daring, he couldn't quite match Prince Luigi Marcantonio Francesco Rodolfo Scipione Borghese (or simply Scipione Borghese). The Florentine was said to have been a man of few words, but he was unquestionably a master at multi-tasking. He was a politician, a mountaineer and an explorer. However, he is arguably better known for winning the Peking to Paris marathon in 1907 aboard a 7.5-litre Itala.

Technically speaking, the event wasn't a race per se, more a challenge set by Parisian newspaper, *Le Monde*. The route encompassed more than 9000 miles of driving, tackling the Gobi desert among other minor nuisances, with the prize at the end of the expedition being bragging rights and a magnum of Mumm champagne. Some 40 cars were entered, but just five completed the distance – and this despite the organisers having cancelled the event beforehand! Those who had signed on merely went ahead anyway.

The prince's exploits were committed to print in the riveting *Peking to Paris* which was written by his travelling companion, journalist Luigi Barzini Sr. The book details incidents such as their car turning turtle after falling through a wooden bridge, and even mentions a detour to St Petersburg for a dining engagement, but underplays the role of chauffeur Ettore Guizardi, who apparently did most of the driving.

Scroll forward a few decades, and the next royal to really make an impression was His Serene Highness Prince Birabongse Bhanudej Bhanubandh of Siam (latter day Thailand). Birabongse came to the UK in 1927, aged just 13, to complete his education at Eton before studying sculpture at Cambridge University. He lived in London under the care of his elder cousin, Prince Chula Chakrabongse, and began competing in reliability trails in 1934. The youngster first ventured onto a circuit at Brooklands in 1935 aboard a Riley Imp before moving onto an MG K3 Magnette. However, his nom de plume 'B Bira'

became inextricably linked with the ERA marque after his cousin gave him R2B – or 'Romulus' as it was better known – on his 21st birthday.

Chula then acquired a sister car dubbed 'Remus', and both cars established the national racing colours of Siam – pale blue and yellow – on the international stage. Racing under the White Mouse Racing banner, Bira kicked off the 1936 season with victory in the Coupe du Prince Rainier, the voiturette race staged before the Monaco Grand Prix, and followed through with victories at the JCC International Trophy at Brooklands, the Grand Prix de Picardie and the Albi GP. He also raced a Maserati 8CM to fifth place in the Donington GP among other finishes.

Bira's sophomore season would prove to be perhaps the most successful of his career. Other exotica came and went, with World War Two interrupting his driving career. He returned to motor racing in Belgium in June 1946, finishing sixth in the Les Rues de Chimay Formula Libre encounter aboard his 8CM. Two months later, ▶

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Trip itinerary

Thursday 23rd

- Day and night practice, qualifying
- Pizza evening, meet the winners

Friday 24th

- Final practice
- 11:45 Ferrari Challenge
- 13:45 BMW Performance 200

Saturday 25th

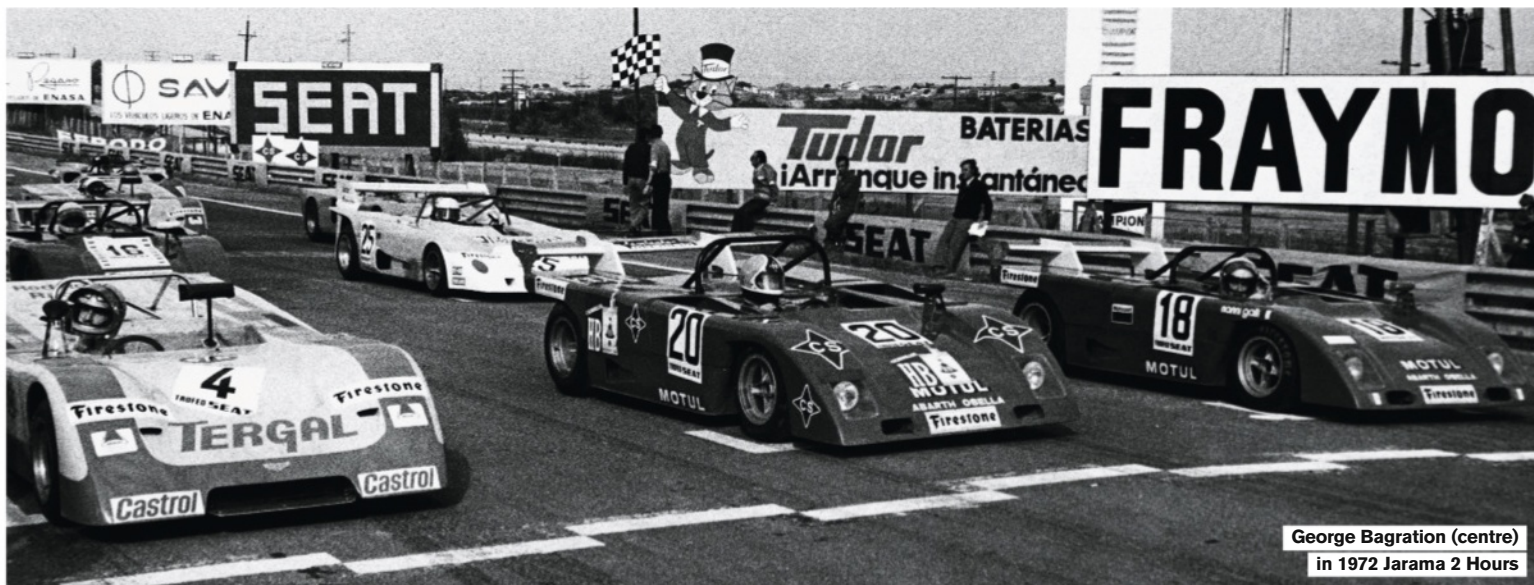
- 10:00 Ferrari Challenge
- Demonstrations and parades
- 15:30 Rolex 24 At Daytona



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2012 Felipe Nasr



George Bagration (centre)
in 1972 Jarama 2 Hours

'As for British royals, HRH Prince Michael of Kent has single-handedly kept the flag flying'

► he headed home Reg Parnell to win the Ulster TT scratch race in the ERA 'Hanuman' and a year later claimed silverware at Reims and the Isle of Man as a works Gordini driver. His partnership with Chula ended that year and, in many ways, his interest began to ebb thereafter.

In 1949, Bira continued racing Maseratis for the Swiss Enrico Plate stable, winning the Swedish Grand Prix and finishing on the podium elsewhere, but his star was on the wane as the Formula 1 World Championship began in 1950. Bira continued racing with Plate, taking five points from four starts that year, but his cars were no match for the factory Alfa Romeos. For 1951, Bira raced a privateer OSCA V12-engined Maserati, making only one World Championship start thanks in part to a skiing accident that ensured he spent much of the season recuperating.

He raced Gordinis and Connaughts in 1952-53 without much success, but began to show flashes of his old form in 1954 aboard assorted Maserati 250Fs. He finished seventh in the Argentine Grand Prix in a works car, placed second in his heat in the BRDC International Trophy race at

Silverstone and was sixth in the Bari Grand Prix. He also took what proved to be his final European victory during the GP des Frontieres meeting at Chimay. He came home sixth in the Belgian Grand Prix at Spa driving his own 250F, but points were only awarded to the top five finishers. He scored his first points in four years during the following round, the French Grand Prix at Reims-Gueux, finishing an embattled fourth. He had been on for a podium placing until his Maserati ran out of fuel in the closing stages. Victory in the following January's non-points New Zealand GP at Ardmore proved to be his last-ever win, Bira retiring abruptly before the end of the 1955 season.

Other frontrunning drivers with the bluest of blue blood have since been something of a rarity. Strictly speaking, His Illustrious Highness Prince Zourab Tchokotoua wasn't exactly what you call a frontrunner, nor indeed a royal given the small matter of the 1921 Bolshevik Revolution. Nonetheless, the Georgian exile proved reasonably quick in Formula Junior and in GT cars. He overcame a bout of car sickness to finish eighth overall in the 1963 Targa Florio, sharing his

ex-Surtees Ferrari 250GTO with English-domiciled New Yorker, Thomas Mellon 'Tommy' Hitchcock II. Then there was George Bagration of Mukhrani, the son of Prince Irakli Bagration-Mukhrani who had gone into exile in Italy but retained his claim to the throne of Georgia. Bagration the younger began competing on two wheels in 1959, and went on to race in a wide variety of disciplines, winning titles in hillclimbs and rallying along the way. His two attempts at becoming an F1 driver, however, came to naught. Plans to enter an F2 class Lola in the 1968 Spanish GP were scratched, while he made it onto the entry list for the 1974 running for which he was down to drive a Surtees. Sponsorship issues and a major paperwork snafu (for which he was not responsible) resulted in him entering the history books as a DNA (did not arrive).

And today? Well aristocratic racers – true blue bloods – are rarer still. Undoubtedly the most successful is Albert II Maria Lamoral Miguel Johannes Gabriel, twelfth Prince of Thurn and Taxis (or just Albert Furst von Thurn und Taxis). The multi-billionaire Bavarian is a former winner of German GT Championship ADAC GT Masters series. Dutch princes Bernhard and Pieter-Christiaan van Oranje are prominent in national GT and Swedish prince Carl Philip Bernadotte races in Scandinavian Touring Cars.

As for British royals in motorsport, save for Princes William and Harry's briefest of brief forays into karting back in 1992, HRH Prince Michael of Kent has singlehandedly kept the flag flying. Aside from being a long-time supporter of the MSA and the Brooklands Museum Trust, not to mention his record-breaking attempts in assorted vintage Bentleys, he emulated the likes of Scipione Borghese by competing in a marathon endurance event. However, his mount for the 1970 Daily Mirror London to Mexico World Cup Rally was a works Austin Maxi, the prince and wingmen Gavin Thompson and Nigel Clarkson failing to complete the distance. There are some things that not even royal patronage can make up for, and an Austin Maxi is one of them. ❧



Prince Michael and 1970
London-Mexico team

PICTURES OF THE YEAR

Our photographers have trotted the globe for an entire season's worth of amazing motorsport images, and we've pulled together the best of their efforts





A METAPHOR FOR THE YEAR
As Sebastian Vettel streaks away at Sepang, Fernando Alonso's Ferrari plunges into the gravel at Turn 1

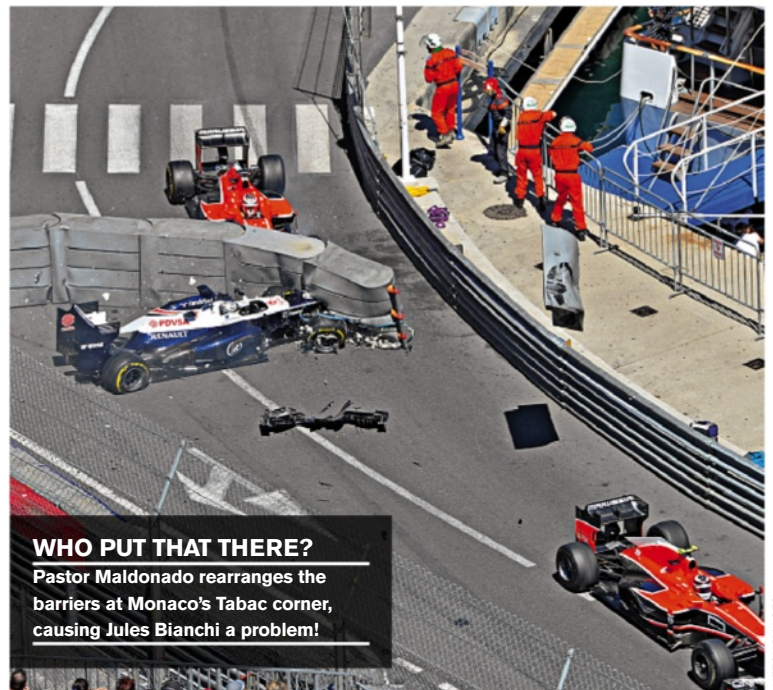
COATES/LAT



TOO HOT TO HANDLE

This scary fuel-rig fire in the Larbre pit during the Shanghai WEC round was quickly dealt with and no one was hurt

GODDEN/DPPI



WHO PUT THAT THERE?

Pastor Maldonado rearranges the barriers at Monaco's Tabac corner, causing Jules Bianchi a problem!

SUTTON IMAGES



A LEGEND WAVES GOODBYE

Sebastian Loeb's glittering World Rally career ended on home soil on Rally France, with 78 event victories

SARAH VESSELY/MCKLEIN

CHARGE OF FLIGHT BRIGADE

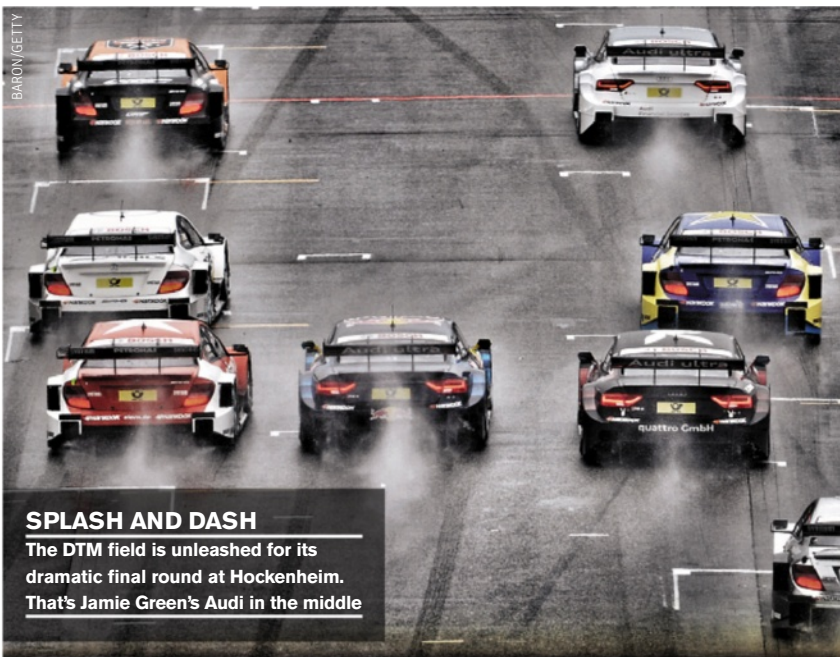
NASCAR coming man Kyle Larson suffered this terrifying flip at Daytona, and injured 28 spectators with debris



TWO WHEELS, BTCC-STYLE

Matt Neal gets some air at Hislop's at Oulton Park as he battles with eventual champion Andrew Jordan

EBREY/LAT



SPLASH AND DASH

The DTM field is unleashed for its dramatic final round at Hockenheim. That's Jamie Green's Audi in the middle



GRAYTHEN/GETTY

59



McLAREN MAESTROS

Mika Hakkinen downs David Coulthard with the finer points of driving the mega McLaren M23



TWO WHEELS, OZ-STYLE

Michael Caruso and Will Davison fly around the streets of Surfers Paradise in Nissan and Ford machines

HYDE/GETTY



THE NEW SUPER-SEB

Taking over from where Loeb left off, new WRC champion Sebastien Ogier flies through the air on Rally Finland





TALLADEGA FRIGHTS

Brazilian NASCAR Truck Series driver Miguel Paludo escaped unhurt from this high-speed flip in Alabama



FEISTMAN/LAT



SATO: READY FOR TAKE-OFF

Baltimore's crazy chicane layout created some spectacular images – here Takuma Sato gets it a bit wrong

LOEB HITS A NEW PEAK

Driving this mega Peugeot 208 T16, Sebastien Loeb smashed the record for the Pikes Peak hillclimb course



FLAVENDUJAVEL

SUN SETS ON ABU DHABI

As dusk descended on Formula 1's desert night race, a partial eclipse of the sun added to the spectacle



DUNBAR/LAT

THROWING HIS HAT IN

...or rather the towel! Mark Webber reflects on his final GP at Interlagos, moments after his helmet-less in-lap



PHOTOGRAPHY/GETTY

LET'S ROCK AND ROLL!

This Blues Brothers pastiche featured Sebs Vettel, Loeb and Ogier and WEC champs Duval, Kristensen and McNish



ETA

SPARKLING BRAZILIAN

Augusto Farfus won more races than anyone else in the DTM this season, and is captured pushing the limits



THE TOP 10 BEST

Fictional racing drivers

The movies *Rush* and *Senna* have brought motorsport to a wider audience in recent years, but who are the greatest ever fictional drivers? **JAKE SANSON** sits down and grabs the popcorn

10 Pete Aron

Portrayed by James Garner in *Grand Prix*

Americans have rarely shone in Formula 1, but the man who came closest to unlocking that level of genius required did so during a heroic and ultimately tragic 1966 season. Having had an uncomfortable spell at Ferrari, and then been fired from BRM by the tempestuous Jeff Jordan, Aron was desperate for a drive anywhere. Iso Yamura gave him a chance and a new Pete Aron emerged: one with guts, determination and a new flame. Wins at Spa and the Nurburgring showed he was better than ever, but upon winning the title and the Italian GP at Monza, he promptly retired.

KEY MOMENT: Wheel-to-wheel with Scott Stoddard for the world championship at Monza 1966.



Aron on his way to winning the F1 title at Monza in 1966

METRO-GOLDWYN-MAYER/GETTY

8 Jean Girard

Portrayed by Sacha Baron Cohen in *Talladega Nights: The Ballad of Ricky Bobby*

Frenchmen and NASCAR do not have a traditional chemistry, but then Jean Girard is not traditional. At all. In the slightest. Unafraid to show his sexuality or his style to the world, no other F1 race-winner has been able to adapt to NASCAR with quite the same excellence. His only weakness perhaps is his uncontrollable and slightly zealous need to compete. Girard is the ultimate Marmite racing driver: you either love him or hate him, but can you think of a driver before or since who has taken NASCAR by the throat in quite such a manner?

KEY MOMENT: Winning on his NASCAR debut at Lowe's Motor Speedway in 2006.



F1 winner Girard proved a formidable NASCAR competitor

SONY PICTURES/EVERETT/REX

9 Erich Stahler

Portrayed by Siegfried Rauch in *Le Mans*

A very likeable character in the paddock, Stahler had as much charm off the circuit as he had ruthlessness on it. It was no wonder he led Ferrari's Le Mans campaign for 1970 as he had the ability to dominate the sport. He was never a spectacular driver, but his rivalry with Michael Delaney made him the star he was, and under his own steam he probably would never have shown he had the magic. Finishing second at Le Mans in 1970 was more about his strategic intelligence than his raw ability as a driver, but his credentials as a champion were undeniable.

KEY MOMENT: Passing a determined Michael Delaney on the last lap at Le Mans 1970.



CBS/GETTY

7 Jean-Pierre Sarti

Portrayed by Yves Montand in *Grand Prix*

Agostini Manetta is standing in the pits holding a black flag to his Ferrari drivers with the Prancing Horse emblem upon it. The words rang out around Monza as the sky filled with black, thick smoke: "Sarti e morto." Already a world champion in 1961, it is rumoured that Sarti, battling for the championship again, was driving angry after being threatened with dismissal from "his" Ferrari team, something the Tifosi would probably have protested with passionate fury. Instead, he was spectacularly and horrifically taken from them before their very eyes.

KEY MOMENT: His dominant display in the French Grand Prix at Clermont-Ferrand in 1966.



MOVIESTORE COLLECTION/REX

6 Frank Capua

Portrayed by Paul Newman
in *Winning*

Some drivers make winning look easy. Frank Capua made it look effortless. As an able sportscar champion, his desire to take on The Brickyard wasn't exactly surprising, but an Indy 500 win was unlikely. His team-mate Lou Erding was the lead driver, outspoken and eloquent. Capua was the opposite: an introvert with a million secrets. But when it came to the crunch in 1969, at the first scent of an opportunity, Capua grabbed it with both hands and flew away. Nobody saw which way he went, and he won 'Motorsport's Greatest Spectacle' in possibly the most triumphant manner ever.

KEY MOMENT: Indianapolis 1969. From start to finish.



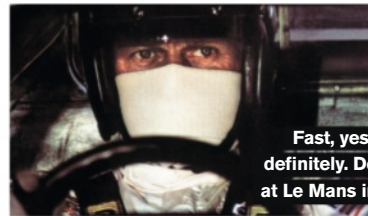
5 Michael Delaney

Portayed by Steve McQueen
in *Le Mans*

Few would argue he was the most iconic and stylish racing driver ever. But if one were to look at his record of races, there were almost as many accidents as victories.

The point when Delaney showed his true ability was the most sensational Le Mans ever: 1970. True, he had destroyed his Porsche, but when he was asked to take the final stint of the sister 917, we finally saw the real Delaney. How he held off Stahler so long, just hours after a smash that could have killed him, is still one of the great questions of motorsport. The fact he didn't win has been conveniently forgotten.

KEY MOMENT: Banging wheels with Erich Stahler at Le Mans 1970.



Fast, yes. Cool, definitely. Delaney at Le Mans in 1970



4 Joe Tanto

Portrayed by Sylvester Stallone
in *Driven*

It couldn't have happened, shouldn't have happened. It practically defied the laws of physics. But *that* move on the last lap of the last race of the season came from 'The Hummer' in ultimate fighting mode: with nothing to lose and a point to prove. He was struggling all season to restore his former reputation as a legend of his sport, something few believed possible given his earlier antics in 2000. His amazing move enabled young rookie team-mate Jimmy Bly to beat rival Beau Brandenburg by an inch, while he casually spun across the finish line for third.

KEY MOMENT: Moving over to allow title to go to the wire at Detroit 2000.



3 Ricky Bobby

Portrayed by Will Ferrell in
Talladega Nights: The Ballad of Ricky Bobby

As with his greatest rival Jean Girard: you either love him or hate him. Most, however, adore him. Champion, superstar, gladiator, maniac. There are times when he too has the ability to defy the laws of physics with a racing car, and his breakdown indicates there might not be much more to him than winning. His tendency to offend might risk bringing NASCAR into disrepute, but it definitely makes a great show. He may not have come top of this list, but there are enough fanatics who believe he's the best for it not to matter. Including him.

KEY MOMENT: *That* run to the finish, and winning by a glove, 'Dega '06.



2 Cole Trickle

Portrayed by Tom Cruise
in *Days of Thunder*

As a NASCAR rookie, straight out of open-wheelers, he had speed but no self-confidence. Unlocking that was the key to his career. Grabbing his first win was the turning point, setting him on an incredible winning streak. His comeback from injury told of a Trickle unwilling to believe in himself but then came Daytona. At the wheel of his greatest rival's car, against the wishes of crew chief Harry Hogge, he flew from the ashes of his reputation and put the unpopular Wheeler in his place, to complete an incredible transition and attain the ultimate hero status he deserved.

KEY MOMENT: "Going high" and then "going low" at Turn 4, Daytona 1990.



Stoddard staged an amazing comeback after his accident

1 Scott Stoddard

Portrayed by Brian Bedford in *Grand Prix*

Monaco 1966. Pete Aron is in the harbour, and Scott Stoddard is slumped like a ragdoll in his car. He should have been killed. That he left hospital shortly after the next GP was a victory in itself. It was only when he was lifted into the BRM at Zandvoort, grabbed pole and won at a canter without being able to walk unaided, that he proved to the world that winning wasn't just a necessity for him, but a code. Wins at Watkins Glen and Mexico City put him in the hunt for the title, and he'd have sewn it all up had he not passed out at Brands Hatch while leading, apparently so high on painkillers he could barely see. But to think that his collision with Aron at Monaco had now culminated in a valiant joust between the two at Monza, losing the championship by one point was actually Scott's greatest victory. Nobody's star shone quite as bright as his, feared by all, hated by no one.

KEY MOMENT: Zandvoort 1966, sheer dominance while still on crutches. Unbelievable. 🏆

Fastest laps of 2013

Here's our annual look at who's set the quickest time in a race on all the circuits in the British Isles in 2013 – and a word from a few of those who did them. Compiled by **MARCUS SIMMONS**

The diverse racing scene in the British Isles has taken competitors to 31 different track layouts this year, but who's been the fastest of 2013? Our table shows who has bragging rights, from Mark Webber on the Silverstone GP circuit to Martin Daly at the little-used Bishopscourt.

We've spoken to some of those we reckon are particularly meritorious. There's an increasing historic flavour creeping in here, reflecting that this area of the sport features many of the fastest cars around. Andy Smith deserves special credit: he hustled a 1974 Formula 2 March around Thruxton in a laptime that nobody achieved in an F2 race at the Hampshire circuit until '79!

And Alex Buncombe tore around Goodwood a second quicker than Emanuele Pirro and Kenny Brack in the GT40-only Whitsun Trophy.

Andy Smith Thruxton

"There was a special feeling about racing a Formula 2 car at Thruxton – the circuit has so much F2 history. I was sitting on the grid and thought, 'That guy looks like Murray Walker' and it was him – surreal!

"It's so bumpy around the back, and you have to trust it'll stop drifting before you run out of road. It's probably potentially flat, but on that lap it wasn't quite. On the last lap I tried it, but got on the dirt at Church and had to back out of it.

"It's just incredibly fast. I was running right behind Nick Fleming and Martin O'Connell, and the air is so turbulent you can hardly control it and your head's rattling around.

"We're probably pulling 150mph there – it's such a fast corner. The only thing I'd raced there before was a Ginetta G20 and that's only 105!"



Nicolas Minassian Silverstone Historic GP

Minassian blitzed
rivals in Silverstone
Classic Group C race



"The Jaguar is amazing. I couldn't believe I was driving something built more than 20 years ago. It was like driving a modern prototype, but in some ways much more like a single-seater. It was very neutral and you had to push hard, because the faster you go, the more downforce you get from the underfloor.

"That makes it very physical,

especially as you don't have any powersteering and you've got an old-fashioned H-pattern gearbox, so you have to heel and toe. Today's cars are much easier to drive.

"I enjoyed myself so much that I couldn't help but give it as much as I could. Into the fast left at Vale, I wasn't braking. I was just lifting, flicking it down a gear and

accelerating before the first part of Club. Even in that first right-hander, I was still in fourth gear. The left and right at the start of the Becketts sequence were also flat.

"I have to say that the car was very well prepared by Chamberlain-Synergy. That's probably why I enjoyed it so much. It was mega in every respect." Gary Watkins



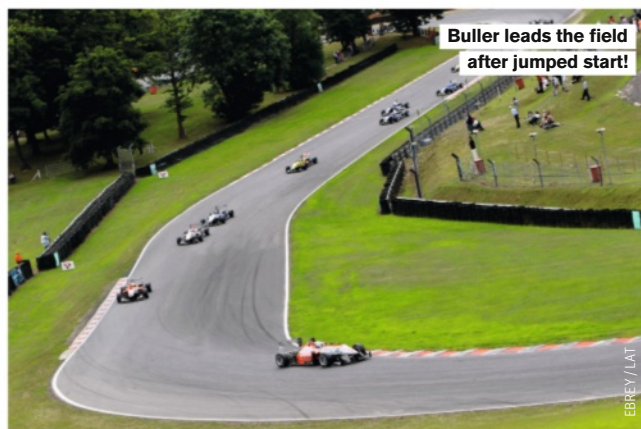
Will Buller Brands Hatch GP

"Brands Hatch is a difficult place to overtake, especially in a Formula 3 car, so to get a drive-through penalty and then pass Jordan King, who won the championship, was pretty good.

"We were having problems in qualifying, but then we got it all working. The Fortec Motorsport guys did a good job to turn it around and, once it was cured and the balance fixed, away we went. I was a man on a mission!

"I built up a really good lead but I'd earned a drive-through penalty because I was having problems with the clutch at the start, couldn't hold the car and went too early.

"My best lap was the lap before



I took the penalty. I was really hooked up and just wanted to get as much of an advantage as I could to lessen the impact of the penalty.

"After that I did a lot of overtaking, and for me to get a run on Jordan through Paddock and

pass him into Druids shows the pace we had. It was a race that really sticks in my mind.

"Unfortunately, in the last race of the weekend I got taken out and that was the real turning point in the championship."

TRACK / DRIVER	CAR	TIME	SPEED	DATE
ANGLESEY COASTAL				
Lee Morgan	Jedi-Suzuki Mk6	1m04.836s	86.06mph	July 21
ANGLESEY INTERNATIONAL				
David McArthur	Van Diemen-Ford Kent LA10	1m34.869s	79.68mph	May 11
BISHOPSCOURT				
Martin Daly	Tatuus-Renault RC00	1m11.165s	92.270mph	May 12
BRANDS HATCH GRAND PRIX				
Will Buller	Dallara-Mercedes F312	1m18.769s	111.20mph	August 11
BRANDS HATCH INDY				
Alex Lynn	Dallara-Mercedes F312	41.099s	104.99mph	May 18
CADWELL PARK				
Jesper Westerholm	Radical-RPE Suzuki PR6	1m23.213s	94.61mph	August 31
CASTLE COMBE				
Simon Tilling	Radical-RPE Suzuki SR3 Turbo	1m01.152s	108.90mph	May 27
CROFT				
Harrison Scott	Mygale-Ford EcoBoost M13-SJ	1m20.458s	95.08mph	June 22
DONINGTON PARK GRAND PRIX				
Kimiya Sato	Lola-Zytek B05/52	1m17.707s	115.23mph	August 31
DONINGTON PARK NATIONAL				
Gareth Evans	Mercedes-Benz C11	1m01.745s	115.38mph	May 5
GOODWOOD				
Alex Buncombe	Ford GT40	1m21.755s	105.68mph	September 14
KIRKISTOWN				
Philip Shields	Dallara-Mecachrome GP2	50.782s	107.184mph	August 31
KNOCKHILL				
Dan Cammish	Mygale-Ford EcoBoost M13-SJ	49.339s	92.76mph	August 25
KNOCKHILL ANTI-CLOCKWISE				
Charlie Shaw	Ford Focus Cosworth	54.542s	84.485mph	May 26
LYDDEN HILL				
Mark Burton	Jade-Vauxhall Trackstar	40.009s	89.97mph	May 18
MALLORY PARK				
Mark Biggers	Nissan Skyline	48.106s	101.02mph	August 4
MONDELLO PARK LONG				
Paul Dagg	Dallara-Toyota F304	1m37.769s	80.148mph	September 14
MONDELLO PARK SHORT				
Jonathan Fildes	Ralt-Ford Duratec RT4	51.855s	79.81mph	July 7
OULTON PARK				
Alice Powell	Dallara-Toyota F307	1m33.567s	103.56mph	April 1
OULTON PARK ISLAND				
Dan Cammish	Mygale-Ford EcoBoost M13-SJ	1m21.216s	98.67mph	June 8
PEMBREY				
Ian Pearson	Van Diemen-Ford Pinto RF83	58.914s	88.97mph	June 30
ROCKINGHAM INTERNATIONAL				
Dan Cammish	Mygale-Ford EcoBoost M13-SJ	1m17.760s	89.81mph	September 14
ROCKINGHAM INTERNATIONAL LONG				
Richard Mitcham	Jedi-Suzuki Mk6	1m22.369s	89.67mph	April 6
ROCKINGHAM OVAL				
Nic Grindrod	SHP-Ford Duratec Pickup	40.364s	131.89mph	May 12
SILVERSTONE GRAND PRIX				
Mark Webber	Red Bull-Renault RB9	1m33.401s	141.09mph	June 30
SILVERSTONE HISTORIC GP				
Nicolas Minassian	Jaguar XJR-14	1m46.712s	122.77mph	July 28
SILVERSTONE INTERNATIONAL				
Tony Sinclair	Jade-IES 3 V6	1m03.437s	105.03mph	October 20
SILVERSTONE NATIONAL				
Michael Lyons	Lola-Chevrolet T400	53.218s	110.87mph	October 19
SNETTERTON 300				
Carlos Sainz Jr	Dallara-Volkswagen F308	1m43.711s	103.05mph	October 26
SNETTERTON 200				
Darren Luke	Juno-Ford Duratec CN-OSS	1m08.192s	104.74mph	June 9
THRUXTON				
Andy Smith	March-Ford BDG 742	1m09.504s	122.03mph	March 31



Dan Cammish

Oulton Park Island

"Oulton is enjoyable no matter what you're driving. I'm a big fan of the new-era Formula Ford – it may have wings on but they're not doing anything like as much as on a Formula Renault. The car still moves around a lot – the grip is still very mechanical.

"The Formula Ford lulls you into a false sense of security compared to the Renault. At Druids and Cascades, a couple of times I'd load the car up, at first it feels similar to the Renault, you think it's going to stick but then you run out of road.

"I was very relaxed at Oulton, quite confident in where I am as a driver, and just turned up and drove the wheels off it for the sake of it. You have to be committed there, and that gave me an advantage."



Alex Buncombe

Goodwood

"The Goodwood Revival was a great event – first I had a win in the C-type Jaguar, and then we had a terrific race in the GT40.

"Andy Wallace did a really good job at the start, but it was his first time in the car in the dry and he dropped back a little. Then when I took over the car in front of me I stalled in the pitlane, and I got held for 10 seconds behind it.

"I saw the three leaders go past and I was a bit annoyed. The lap [over a second faster than anyone else] was my only clear one and I was chuffed with it. JD Classics were saying we need a new engine for next year but the car handled superbly. It was nice to set fastest lap, especially as I hadn't driven it for a few years and Adrian Newey and everyone had been testing."

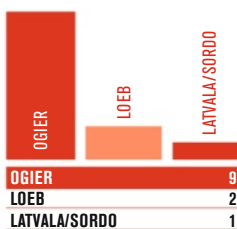




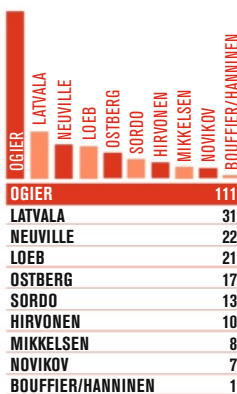
CHAMPIONSHIP POSITIONS

1	SEBASTIEN OGIER (F) VW Motorsport VW Polo WRC	290
2	THIERRY NEUVILLE (B) Qatar WRT (M-Sport) Ford Fiesta RS WRC	176
3	JARI-MATTI LATVALA (FIN) VW Motorsport VW Polo WRC	162
4	MIKKO HIRVONEN (FIN) Citroen Total Abu Dhabi Citroen DS3 WRC	126
5	DANI SORDO (E) Citroen Total Abu Dhabi Citroen DS3 WRC	123
6	MADS OSTBERG (N) Qatar WRT (M-Sport) Ford Fiesta RS WRC	102
7	EVGENY NOVIKOV (RUS) Qatar WRT (M-Sport) Ford Fiesta RS WRC	69
8	SEBASTIEN LOEB (F) Citroen Total Abu Dhabi Citroen DS3 WRC	68
9	MARTIN PROKOP (CZ) Jipocar Czech National Team Ford Fiesta RS WRC	63
10	ANDREAS MIKKELSEN (N) VW Motorsport VW Polo WRC	50
11	NASSER AL-ATTIYAH (Q) Qatar WRT (M-Sport) Ford Fiesta RS WRC	30
12	ELFYN EVANS (GB) Qatar WRT (M-Sport) Ford Fiesta RS	20
13	ROBERT KUBICA (PL) PH Sport Citroen DS3 RRC	8
14	BRYAN BOUFFIER (F) PH Sport Citroen DS3 WRC/R3T	10
15	JUHO HANNINEN (FIN) Qatar WRT (M-Sport) Ford Fiesta RS WRC	8
16	CHRIS ATKINSON (AUS) Abu Dhabi Citroen Total Citroen DS3 WRC	8
17	JARI KETOMAA (FIN) Ford Fiesta RS	8
18	HAYDEN PADDON (NZ) Skoda Fabia S2000/Qatar WRT (M-Sport) Ford Fiesta RS WRC	8
19	MICHAL KOSCIUSZKO (PL) Mini John Cooper Works WRC/Ford Fiesta RS WRC	7
20	KEN BLOCK (USA) Hoonigan Racing Division Ford Fiesta RS WRC	6

WINS



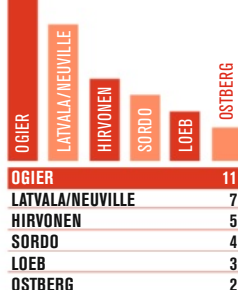
STAGES WON



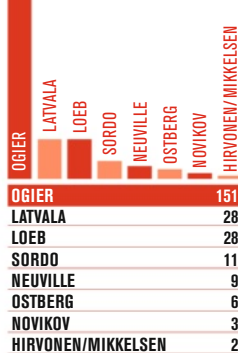
SLOWEST RALLIES

MONTE CARLO	49.78 MPH
GREECE	54.16 MPH
MEXICO	54.42 MPH

PODIUMS



STAGES AS LEADER



FASTEST RALLIES

FINLAND	74.07 MPH
FRANCE	67.22 MPH
SWEDEN	65.91 MPH

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Additional three points for winning the Powerstage, two for second, one for third. **RALLIES:** Monte Carlo, January 16-20; Sweden, February 7-10; Mexico, March 7-10; Portugal, April 11-14; Argentina, May 1-4; Greece, May 31-June 2; Sardinia, June 20-22; Finland, July 31-August 3; Germany, August 22-25; Australia, September 12-15; France, October 3-5; Spain, October 24-27; GB, November 14-17

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WRC REVIEW 2013

The new Seb begins his reign

Sebastien Loeb might have taken a step back, but his Volkswagen namesake filled the gap superbly. **DAVID EVANS** looks back over the details of Ogier's sublime first WRC crown



The list isn't so long: Coe, Chabal; Faulks and Vettel (if we're including Sebastians). Yet still, a Sebastien's domination of the World Rally Championship goes on. It's 10 years now since another christian name was etched into the seasonal silverware, but the 2013 campaign carved by Ogier was more than a match for any of the nine his namesake Loeb managed in the preceding seasons. For Alsace, read Gap, for champion, read champion.

Ogier was sublime this season. As was the Volkswagen team behind him. Together, they were the untouchables.

HOW IT WAS WON?

The combination of Volkswagen's sandbagging, a season away from the sharp end for Ogier and a year's Citroen experience made Mikko Hirvonen the pre-season favourite. This, the considered opinion said, was the Finn's year. With Sebastien Loeb limiting himself to a maximum of 112 points from just four outings, Hirvonen was tipped to finally finish ahead of the fella he'd been runner-up to in four of the previous five seasons.

And he did finish ahead of Sebastien. Just the wrong one.

Nothing prepared Citroen or M-Sport for the comprehensive onslaught that came out of Hannover, even though the year-long dress rehearsal and Polo's 12-month test and development programme should have offered a bit of a hint.

But this season was about much more than just a competitive car allied to a determined and well-drilled effort from Volkswagen Motorsport. This year was all about Ogier.

When the Gap driver left Citroen at the end of 2011, he did so under a cloud. Loeb had effectively forced the French firm to choose between the two Sebs and naturally they went for their world champion and dropped Ogier. That hurt. Watching Loeb romp away to another title in 2012 while he spent last season in a Skoda Fabia S2000 probably hurt more. As is typical of the best of the best, Ogier put that hurt to good use at the start of the season. He used it as fuel for his finest hour.

Second on the opener in Monte Carlo gave a good indication that the Polo was on the right road; victory a couple of weeks later in Sweden confirmed it. By his own admission, a win in Mexico allowed Ogier the first thoughts that the title might be within his grasp.



Super Sebs Ogier and Loeb met four times

TALKING POINT

So, see you in Greece for more action from the world's most iconic and demanding WRC round.

Er, no.

OK, well at least we've got those awe-inspiring pictures from high above the Tasman to look forward to from New Zealand.

Er, no.

Instead, we'll be heading back to Australia to take over a small area too far north of Sydney and too far south of Brisbane. And we'll be going to Poland.

Predictably, the calendar was a source of much mid-season debate. First the anger was at the lack of a calendar for 2014 (it finally emerged in late September) and then at the decision to can two of the oldest events on the schedule. The next issue was one of where to direct that anger. Who was in charge? Was it the FIA or the promoter?

Well, if it was the promoter, there would be very little to say on the matter. The promoter had very little to say all season – another cause of significant consternation. Typically, this season has been one filled with too much politics – as I type, the debate rumbles on regarding the running order for next season – and not enough action. And the FIA and the promoter are jointly accountable for this.

It's time people knew about WRC



The WRC is still in crisis, make no mistake. Without Volkswagen's millions making us look good this year, the series would have been a shocker. It's time for strong, single-minded leadership.

And it's time for people to start hearing about WRC. I know, I know, it's a case of same words different season, but at least I didn't mention lights and bushels this time.

Red Bull Media House represents half of the WRC promoter... yet we see little of the legendary Red Bull finesse in terms of making motorsport's most extreme strand stand out.



Nine-time champ
Loeb bowed out
at home in France

By mid-season, it was his to lose.

The Frenchman was utterly ruthless in his approach. He didn't want to win this year, he wanted to dominate. And he did just that. Nine wins and 11 podiums from 13 starts is a very impressive record; certainly enough to forgive him his one mistake in Germany.

Clearly, the drivers' title was never really in doubt for Ogier and, with the foundations he was laying, the manufacturers' crown was pretty much a given as well; Ogier gathered enough points on his own to fend off the attentions of his former employer and the M-Sport team.

Beyond the winner's outright speed, what also impressed was the ability Volkswagen showed to deal with the occasional mechanical spanner hurled in its direction – not unknown in a team's rookie season at the highest level. A handbrake issue was unearthed in Portugal and arguably cost Ogier victory (to Loeb) in Argentina, but was sorted by mid-season. Beyond that, there has been the odd niggle, but nothing catastrophic.

STANDOUT PERFORMERS

Hirvonen as a driver and M-Sport as a team failed to win a round of the championship for the first time since 2005. Successive seconds in Mexico and Portugal did little to numb Hirvonen's pain of not being able to add to his victory tally, but for the Cockermouth crowd, there was something to cheer: Thierry Neuville.

The Belgian arrived in Britain on the back of a mediocre year with Citroen. There had been flashes of the kind of speed needed, but they had been blemished with too many mistakes. Under Malcolm Wilson, Thierry Neuville flourished into the star those around had hoped he would become. Early doors, once he felt comfortable in the Fiesta RS WRC, Neuville talked of winning before season's end and a succession of podiums illustrated this was more than possible (he came irresistibly close in Germany), but once he got a whiff of second place in the championship he started to focus on that. And got it.

The transition from Fiesta to Polo wasn't as straightforward as Jari-Matti Latvala might have hoped, but his pace on asphalt this year, ▶

► especially in Spain, was outstanding.

Who else? Hmm... not many. Do we dare include Kris Meeke? Why not. Yes, he crashed twice, but his speed in Finland was excellent and winning the qualifying stage in Australia (before another shunt) a clear indication of his ability. Not many others beat Ogier to 'pole' this year...

The other Pole everybody was talking about: Robert Kubica ended his season upside down in Dyfi, but that first outing in a factory Citroen bore little resemblance to the fabulous rookie season the Pole had put together to take the WRC2 title. He made the transition from circuit to stage with ease (along with the odd rippled panel) and, if he sticks to a three-year plan for rallying, he could will be very close to the top of the tree in 2015.

Beyond Kubica, the pick of the WRC2 pack was Elfyn Evans along with bit-players Hayden Paddon and Jari Ketomaa. Sebastien Chardonnet lifted the WRC3 title, but it was the Citroen Top Driver award that ensures he makes the funded move to WRC2 in a DS3 R5 next season.

Swede Pontus Tidemand dominated Junior WRC winning the all-Fiesta series with a round to spare.

SOMETHING TO REMEMBER

Away from Volkswagen's steamroller season, the other thing that made this season special was Loeb. On various occasions during the



Meeke was fast but flawed on his two outings in works DS3

'Loeb came back for one more kick of the ball. But the goalposts had been moved'

Alsatian's nine-year reign at the top of our world, I have pondered WRC life without him. Those considerations were realised in 2013. And the season was much the poorer for his absence on nine of the 13 rallies. Loeb did, of course, give us a glimpse of what we were missing in Monte Carlo, Sweden, Argentina and France. And in winning two of those four, he also gave us a glimpse of the full-scale fight we might have enjoyed, had he given in to the temptation of 10 full World Rally Championship titles.



Neuville was best Ford driver. He took superb runner-up spot then left

F1 convert Robert
Kubica secured the
WRC2 title



We didn't get the season-long scrap, but what we did get were four more opportunities to watch the master at work. Fresh from title number nine, Loeb outclassed Ogier in Monte Carlo, but fluffing his start on the qualifying stage in Sweden cost the champ dear and results were reversed in the snow. Argentina was a classic battle, only decided in Loeb's favour when a handbrake issue left Ogier off the road in the Calamuchita valley on the second morning. To Loeb, it mattered little, he had extended Citroën's winning South American run to eight years.

Then came the one we were all waiting for, when civil war would return to France. Question was, which Seb would suffer the bloody week?

In the end, it was Loeb. Coming into the event, Loeb had only tested the DS3 WRC for a day and driving a Peugeot up a hill in America didn't offer the same match-practice his rivals took from the five rallies between Carlos Paz and Strasbourg. Typically, Loeb gave it his best. And for a while his best looked to be standing him in good stead, until a tightening right-hander just outside Wissembourg caught him out. The beautiful black and gold Citroën (decorated specially as a tribute to the master) understeered off and fell over.

A 79th career win would have been a much more fitting tribute. Loeb was disappointed, but his life has moved on. He'd come back one more time, for one more kick of the ball.

But this time the goalposts had been moved.

And that man was Ogier. While Loeb spent the final day waving to his fans from the roof of a roadgoing DS3, Ogier put together another stunning win. And, in doing so, showed the kind of surefooted certainty that was once Loeb's second nature.

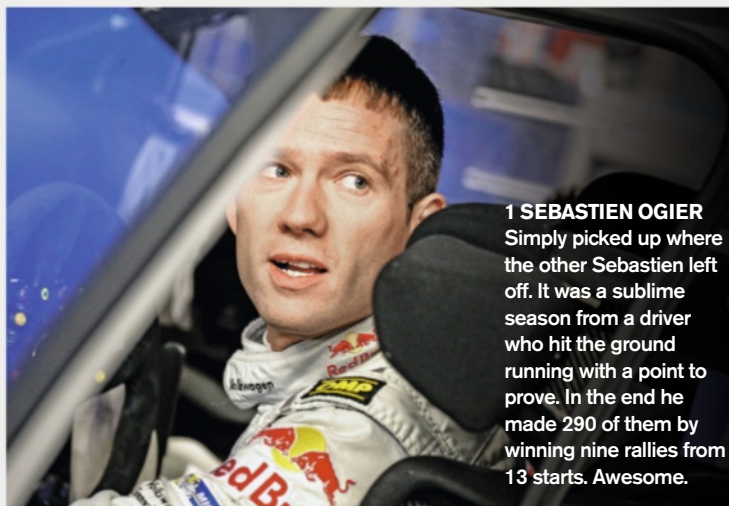
Right result or wrong, this year's Rallye de France was special.

SOMETHING TO FORGET

Evgeny Novikov's season. The self-styled Russian Rocket was one of the sport's hottest properties ahead of this year. But crash after crash has crippled Novikov's career progression and questioned the sense in his future employment in the championship.

Last year, he was second twice and looked on the verge of breaking his duck. This year, he hasn't once looked likely to trouble the podium across the spread of the season. It remains a massive frustration that the 23-year-old is still one of the fastest drivers around, but his inability to temper a determination to go a gear higher through every other corner has made this a year to forget.

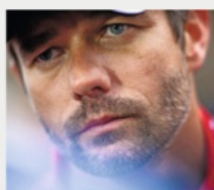
TOP 10 DRIVERS



1 SEBASTIEN OGIER
Simply picked up where the other Sebastien left off. It was a sublime season from a driver who hit the ground running with a point to prove. In the end he made 290 of them by winning nine rallies from 13 starts. Awesome.



2 THIERRY NEUVILLE
Matured massively through the year, scoring his first WRC podium in Mexico. Finland was undoubtedly his highlight, taking second on only his second ride on the rollercoaster. Will be a big loss to M-Sport and potentially a big help to Hyundai.



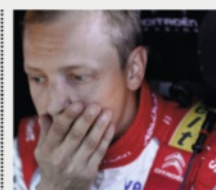
3 SEBASTIEN LOEB
Brilliant farewell tour from the original Seb. Won Monte and Argentina and ran second in the points until round seven – having only started three rallies! Dangerous as ever in France, he didn't deserve to end his career in a ditch.



4 ROBERT KUBICA
Inspirational and aspirational in equal measure. Kubica took planning and methodology to a new level in the WRC this year, providing the perfect role model for young rally drivers. In the stages, showed supreme speed and fabulous intuitive, natural car control.



5 JARI-MATTI LATVALA
Much as his new team tried to wrap their arms around the Finn, Hannover was never going to replicate comfy Cumbria – especially not with a team-mate as steely as Ogier. Took Latvala a while to dial into the Polo and his confidence took a hit as the other VW kept on winning.



6 MIKKO HIRVONEN
Dropping it in Sweden meant he was always playing catch-up. A puncture and electrical problem at the pivotal moment in Argentina, when he was still in touch in the title race and a potential rally win, upset his mid-season and he never recovered.



7 MADS OSTBERG
Much was expected of Mads as he entered his first season at factory level. Third in Sweden was a solid start, but from then on he looked under pressure as he tried to eke out the tenth. Undoubtedly struggled with a vision issue later in the year.



8 ANDREAS MIKKELSEN
Invariably made good use of the VW golden ticket that was handed to him from round three onwards. Fourth in Greece was the highlight of a season spent gathering the experience that will take the two-time IRC champion to the next level. His time is coming.



9 ELFYN EVANS
One Formula 1 driver aside, Evans was the class of the WRC2 field in a year that illustrated the massive strides he has made both in and out of the car. Thrown in at the deep end with a factory Fiesta RS WRC (complete with an Italian co-driver), Evans finished a magnificent sixth.



10 DANI SORDO
He struggled to come to terms with the set-up of the Citroën after two years in the Mini, but an early fourth in Portugal gave little indication of the shocking performance in Mexico. Still quick on asphalt, though, and deserved his popular win in Trier.

WHAT NEXT?

One of two things will probably happen next year. The first scenario is one of utter domination from world champion Sebastien Ogier. Good for him, less so for the rest of us. Moving quickly onto the second picture...

Jari-Matti Latvala finds his feet, relaxes about not winning Monte, then monsters Sweden, Mexico and Portugal. That would put his team-mate under proper pressure for the first time since 2011 (when he showed himself vulnerable to a bit of stress) and it would give him the confidence to kick ahead and establish

a tenable title tilt. This we like.

There are various alternatives, probably the most likely being that a happy-to-be-home Mikko Hirvonen reacquaints himself with the Fiesta quickly, finds the limit, stays there and wins some rallies. Putting VW as a whole under pressure and lifting M-Sport higher – we know the Fiesta is a match for the Polo on pace and there's more to come from Cumbria over the closed season.

Moving left-field, Hyundai arrives with a demon-quick i20 and Thierry Neuville cleans up. Stranger things have happened. Or have they? ❧



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CONGRATULATIONS

Laser Tools, Aston Martin Racing's Official Tool Supplier, congratulates the team for their success in the 2013 FIA World Endurance Championship (WEC).



Aston Martin Racing works drivers, Jamie Campbell-Walter and Stuart Hall with the #96 Vantage GTE, took the FIA World Endurance Championship (WEC) Trophy for GTE Am Drivers at the final round of the championship in Bahrain at the weekend of the November 30.



Laser's Managing Director, Martin Smith said, "We are delighted with Aston Martin Racing's success this season. We supplied tools suitable for the demanding conditions of endurance racing - as well as reliability, ease of use and speed are paramount to the racing technician and there were plenty of suitable tools to choose from in the Laser Tools range."



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Sebastien Ogier

The inside line

The World Rally champion reflects on an amazing first season in the Volkswagen Polo and admits he's ready for more in 2014

So, I'm a member of the World Rally Champions' club. It's a nice feeling. A nice club. And it's been a great season for me.

But we have to remember that the results we won this year came because of the hard work we all did as a team last year. For sure, there were moments in 2012 when I was a little bit frustrated that I wasn't driving the World Rally Car, but I'm not the kind of person for regrets. I make a decision and I follow it 100 per cent and it was this way when I left Citroen for Volkswagen at the end of 2011.

And now I am more than convinced that I made the right decision!

At the start of this season, we did not know how good the Polo R WRC would be. It's true that my feeling was better and better and at the last test of last year, let's say, I was comfortable in the car and was happy. But that last little bit of performance, we did not know. It's always difficult to estimate if it will be fast enough or two tenths per kilometre slower, even if the feeling is good.

Honestly it was a good surprise that we had such a good performance from the beginning. I am never happy with finishing in second place, never. But maybe just this one time – in Monte Carlo – I was happy! In fact, I was very happy.

And then to Sweden and we won. I really felt



The problem in Argentina, I really think it cost me the victory because I had the speed to win. But the team solved the problem and we never had it again.

In Australia, I came so close to winning the title. In fact, for a second, I thought I had. But I didn't. And I have to admit, at the time, I was a little bit disappointed. But when we won it in France, I was glad the situation was like this. The emotions were incredible, to see so many friends and family and fans, it was just fantastic to take the title in my home rally.

To achieve what we have in the first full year for the team and the first season for the car is amazing, but the work doesn't stop or even slow down now. We are already testing for next season and we have so many

“To achieve what we have in our first season is amazing, but the work doesn't slow down”

comfortable with the Polo in the snow, it was such an amazing feeling to drive the car like this and be able to make these times. Sweden was the first of three wins in succession and people asked me around this time what I thought about the title.

At the time, I said we were focusing on one rally at a time. Because we were fast in Sweden it didn't mean we would be quick on gravel or asphalt. We had to wait.

But when I won in Mexico, I have to admit, already I was starting to be quite confident, because on the first gravel event it was very good. We were always a little bit careful and we had to be like that. But for sure the confidence just built more and more on every rally.

Volkswagen did an incredible job with the Polo – not just in the preparation but also in the way we dealt with anything that happened. Early on, we had an issue with the handbrake. This gave a bit of pressure on Sunday in Portugal, but finally we still got the victory.

awards ceremonies – including the AUTOSPORT Awards – to attend, so it is busy all of the time. I will be able to take some time off over Christmas and I look forward to this; I am going away to the sunshine to recharge the batteries.

When I come back I will be fully ready for Monte. Before I go, given that I am talking to AUTOSPORT readers, I think it's a good place to remember my friend Sean Edwards, who died this year. When I heard this news, I just couldn't understand it. He was such a good guy. I raced in the same team as him at Monaco this year and we kept in touch. We were looking forward to celebrating our success together. I will miss that.

Before I do sign off, I do have to say thank you to one person... to Julien [Ingrassia], my co-driver. He had the perfect year. Me? I made a mistake in Germany, but Julien did everything right on every rally.

See you next year. 🏆

MCKLEIN

73

OVERALL CHAMPIONSHIP POSITIONS (LMP1/2)

1	ALLAN McNISH/TOM KRISTENSEN/LOIC DUVAL	162
	Audi Sport Team Joest Audi R18 e-tron quattro	
2	ANDRE LOTTERER/BENOIT TRELUYER/MARCEL FASSLER	149.25
	Audi Sport Team Joest Audi R18 e-tron quattro	
3	ANTHONY DAVIDSON/SEBASTIEN BUEMI/STEPHANE SARRAZIN	
	Toyota Racing Toyota TS030 HYBRID	106.25
4	NICOLAS LAPIERRE/ALEX WURZ/KAZUKI NAKAJIMA	69.5
	Toyota Racing/Toyota Racing Toyota TS030 HYBRID	
5	MATHIAS BECHE	63.5
	Rebellion Racing Lola-Toyota B12/60	
6	NICOLAS PROST	60
	Rebellion Racing Lola-Toyota B12/60	
7	MIKE CONWAY/JOHN MARTIN/ROMAN RUSINOV	53
	G-Drive/Delta-ADR ORECA-Nissan 03	
8	NICK HEIDFELD	48
	Rebellion Racing Lola-Toyota B12/60	
9	OLIVER JARVIS/LUCAS DI GRASSI/MARC GENE	45
	Audi Sport Team Joest Audi R18 e-tron quattro	
10	BERTRAND BAGUETTE/MARTIN PLOWMAN/RICARDO GONZALEZ	44.5
	OAK Racing Morgan-Nissan 03	

LMP2 CHAMPIONSHIP POSITIONS

1	B BAGUETTE/M PLOWMAN/R GONZALEZ	141.5
	OAK Racing Morgan-Nissan 03	
2	OLIVIER PLA/ALEX BRUNDLE/DAVID HEINEMEIER HANSSON	132.5
	OAK Racing Morgan-Nissan 03	
3	MIKE CONWAY/JOHN MARTIN/ROMAN RUSINOV	132
	G-Drive/Delta-ADR ORECA-Nissan 03	

GTE PRO CHAMPIONSHIP POSITIONS

1	GIANMARIA BRUNI	145
	AF Corse Ferrari 458 Italia	
2	GIANCARLO FISICHELLA	135
	AF Corse Ferrari 458 Italia	
3	DARREN TURNER/STEFAN MUCKE	125.5
	Aston Martin Racing Aston Martin Vantage GTE	

GTE AM CHAMPIONSHIP POSITIONS

1	JAMIE CAMPBELL-WALTER/STUART HALL	129
	Aston Martin Racing Aston Martin Vantage GTE	
2	ENZO POTOLICCHIO/RUI AGUAS	128
	8Star Motorsports (AF) Ferrari 458 Italia	
3	JEAN-KARL VERNAY/RAYMOND NARAC	122
	Imsa Performance Porsche 911 GT3-RSR	

WINS

McNISH/KRISTENSEN/DUVAL	3
LOTTERER/TRELUYER/FASSLER	3
DAVIDSON/BUEMI/SARRAZIN	1
WURZ/LAPIERRE	1

FASTEST LAPS

LOTTERER	4
TRELUYER	2
McNISH	1
KRISTENSEN	1

POLES

WURZ	3
LAPIERRE	2
LOTTERER	2
FASSLER	2
TRELUYER	2
DUVAL	2
McNISH	1
NAKAJIMA	1

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 points to other classified finishers.
RACES: Silverstone, April 14; Spa, May 4; Le Mans, June 22-23; Interlagos, September 1; Austin, September 22; Fuji, October 20; Shanghai, November 9; Bahrain, November 30.

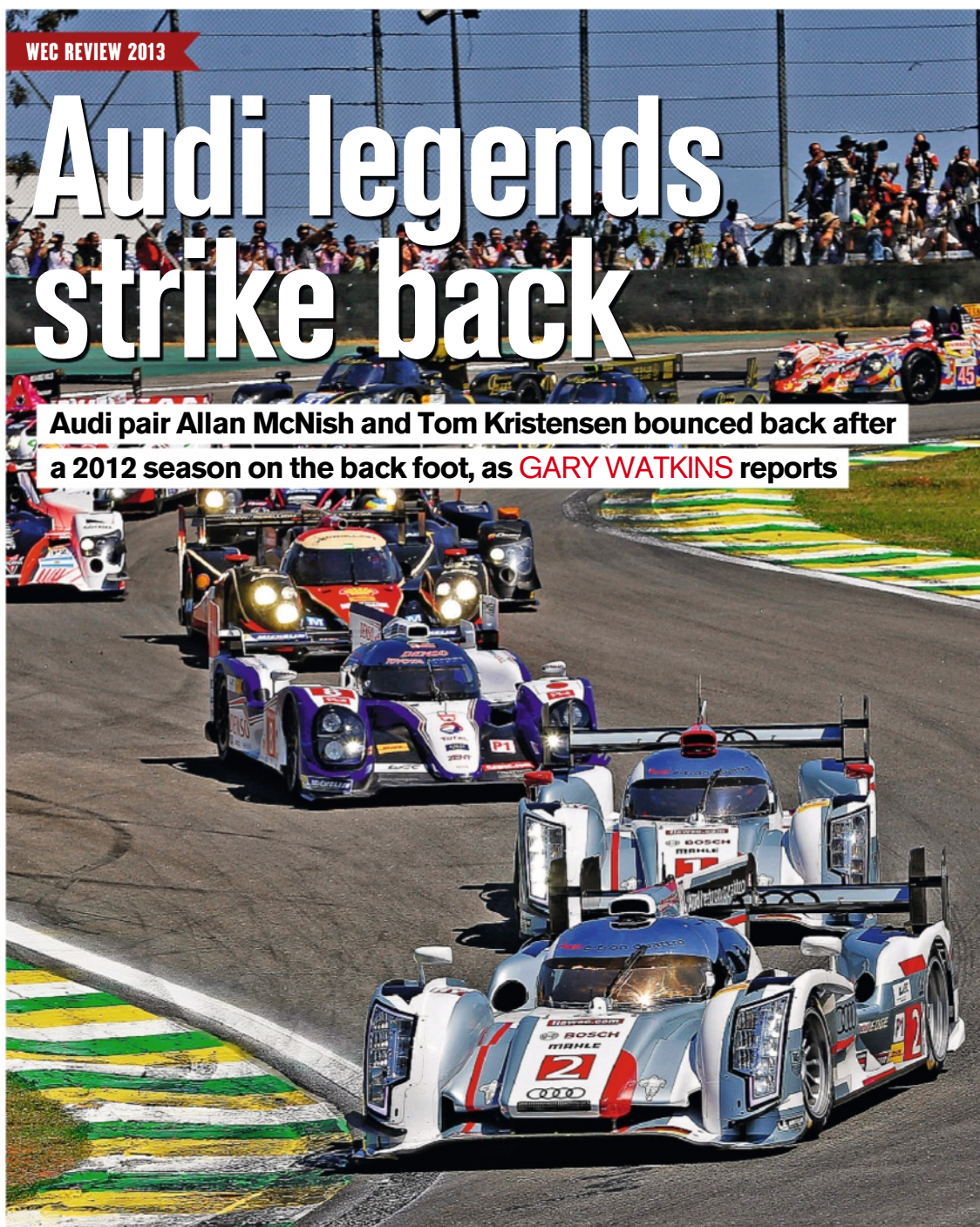
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WEC REVIEW 2013

Audi legends strike back

Audi pair Allan McNish and Tom Kristensen bounced back after a 2012 season on the back foot, as **GARY WATKINS** reports



Audi bounced back from the pummeling at the hands of new kids on the block Toyota at the end of 2012. And it reacted in style — the 2013 version of the Audi R18 e-tron quattro was a significant step forward.

Given the German marque's dominance, up to and including the Le Mans 24 Hours, one of the Audi trios were always going to win the second running of the World Endurance Championship. It could have gone either way, but Allan McNish, Tom Kristensen and Loic Duval ended up as champions on the back of a victory at La Sarthe.

The second-iteration of Audi's turbodiesel hybrid contender was a more lithe racing machine than its predecessor. There was a much more concerted push to create a bespoke high-downforce version of the car for the six-hour races away from Le Mans, and crucially this year the sprint package was ready for the season opener. There was more punch from a

more efficient energy-retrieval system and also from its 3.7-litre turbodiesel engine — Audi changed philosophy this year and chose power over economy.

Toyota didn't arrive with its 2013-spec TS030 HYBRID until round two at Spa, and then with only one of them in low-downforce Le Mans configuration. Despite keeping Audi honest in the 24 Hours, the Japanese marque didn't emerge as a true contender until the final five flyaways outside Europe when the high-downforce version of the car arrived.

The car was in the mix at every race from Interlagos on (though only potentially in Brazil given that the solo car went out early). A tally of one proper win and a 'victory' in the rain-shortened Fuji round was a disappointment given the pace of the TS030 in the second half of the year.

LMP1 was the Audi-versus-Toyota show, with only one privateer taking part in the full season. The Rebellion Lola-Toyota squad won the privateers' teams title once Strakka Racing scratched its HPD after winning at Le Mans.



The Audi pairing of
McNish/Kristensen (2)
fought back in 2013

LE MEUR/DPP1

LMP1 - HOW IT WAS WON

Victory at the double-points Le Mans 24 Hours, with team-mates Andre Lotterer, Benoit Treluyer and Marcel Fassler only finishing fifth, was key to McNish and co's championship success. But to argue that they only ended up as champions courtesy of the misfortune of their in-house rivals is too simplistic and ultimately incorrect.

McNish and Kristensen had been outgunned by the Lotterer car in 2012, but they came out of the blocks fighting this year with new full-season team-mate Duval. McNish overhauled Lotterer to win the Silverstone opener, the two cars being evenly matched in Britain and remaining so for the rest of the season.

The championship-winning #2 car had the edge at Austin and Bahrain. The #1 Audi of the reigning champions was ascendant at Spa, Fuji and Shanghai. It was pretty equal at Silverstone (where #1 lost its hybrid boost in the latter stages) and Interlagos (where #2 lost a wheel).

The relative pace of the two full-season Audis at Le Mans is cited in evidence by those who



McNish/Kristensen/
Duval sealed their
LMP1 title in China

claim that Lotterer, Treluyer and Fassler lost the title, rather than McNish, Kristensen and Duval won it. But the two crews had to drive very different races, making a comparison unfair: the #1 car had to be driven pedal-to-the-metal after its eighth-hour, 11-lap delay for a new alternator, while the drivers of #2 had to switch to an ultra-conservative strategy from then on.

The third R18, which finished third with Oliver Jarvis, Lucas di Grassi and Marc Gene, wasn't a true contender, which meant Audi had all its eggs in one basket and two Toyotas breathing down its neck. McNish, Kristensen and Duval had a job to do, which was to exploit the performance advantage of the Audi and get the car to the finish without any kind of delay. And they achieved that in what McNish called the most emotionally draining race of his career.

McNish and Kristensen were back on form in 2013. The chopping and changing of specification of Audi – from hybrid to non-hybrid and back in 2012 – and race engineers was a thing of the past, and was significant. So too was the arrival of Duval. The Frenchman was contesting his first full programme for Audi, and his presence reinvigorated the veteran partnership after a lean couple of seasons.

That's why McNish and Kristensen, along with their admittedly faster team-mate, should be considered worthy champions. It was also somehow fitting that the two best sportscar drivers of their era should finally be able to call themselves world champions.

STANDOUT PERFORMER

In case anyone had missed Duval's starring performances at the wheel of the ORECA-run Peugeot 908 in 2010-11, he produced a faultless season in 2013 to prove that he is one of the world's top sportscar drivers.

SOMETHING TO REMEMBER

Lotterer labelled his friend Treluyer 'Super Ben' after an amazing drive at Shanghai that defied logic. The Frenchman stood head and shoulders above his team-mates that day. It was a reminder of the time when his name used to be mentioned in the same breath as Lotterer's.

SOMETHING TO FORGET

The Fuji 6 Hours was a horror show, especially for the hardy souls camped out in the

grandstands in the driving rain. The race officials called the conditions right and ended the race after three abortive attempts to get it going behind the safety car, behind which all 16 laps were run.

The only mistake was that championship points were awarded (and to all drivers whether they drove or not). It would have been better to have wiped the slate clean and forgotten about Fuji altogether.

WHAT NEXT?

Toyota proved over the second half of the season that it could take the fight to its bigger-spending rival, while Audi, shaken out of its traditional conservatism, showed that it could react to a faster rival. That has to be good news for when Porsche joins the party in 2014. A three-way fight looks on the cards. ►

TALKING POINT

The double-points debate is a hot topic right now. It concerns F1, of course, but it's time for a spot of reasoned discussion on the same subject regarding the WEC and the Le Mans 24 Hours.

Awarding double points for a 90-year-old race, which just happens to be four times the duration of a regular round, fought out on a uniquely challenging circuit makes perfect sense. Offering them for a random grand prix at chintzy Tikedrome somewhere in the Middle East just because it is the series finale doesn't.

But look at the rationale behind the F1 move: to keep the championship open to the final round. The problem for the WEC is that doubling up on points so early in the season is always going to have the opposite effect.

It's an issue that needs to be looked at, so here's an idea: why not finish the WEC with a race longer than six hours and offer some more points? Maybe not double, but extra points for a 10- or 12-hour event.

The obvious problem with this is that the WEC circus is operating on the hoof over the second half of the season, with all the teams' equipment packed into freight containers. There might be bit of calendar rejigging required, but it's got to be worth looking at.



Baguette/Plowman/Gonzalez
in OAK Racing Morgan-Nissan
claimed LMP2 honours

► LMP2 - HOW IT WAS WON

The OAK Racing team claimed one-two in LMP2 with the best of its trio of Morgan-Nissans. Bertrand Baguette, Martin Plowman and Ricardo Gonzalez claimed the title over Olivier Pla, Alex Brundle and David Heinemeier Hansson despite beating them in only three of the eight races.

Crucially, one of those was the double-points Le Mans 24 Hours. Given that the two OAK cars had an impeccable finishing record, it was always going to be difficult for Pla and his co-drivers to make up ground lost.

The 24 Hours was a galling event for Pla and co. The low-drag Morgan was the fastest P2 car around the Circuit de la Sarthe on the way to a one-two and Pla's was the faster of the two cars, but the vagaries of the safety car ultimately gave the race to their team-mates.

The cause of the second-placed OAK crew wasn't helped by the dominance of the best of G-Drive/Delta-ADR ORECA-Nissans, driven by Mike Conway, John Martin and Roman Rusinov, for much of the second half of the season. The trio ended up third in the points as the result of exclusion from third place at Le Mans for an over-size fuel tank.

STANDOUT PERFORMERS

Conway was the stand-out driver in P2 ranks. The Briton only had one consistent peer in terms of outright pace in Pla, and only made one mistake all year, a spin in qualifying at Fuji.

GTE PRO - HOW IT WAS WON

That Ferrari claimed the GTE Pro title — a World Cup, no less — had a hell of a lot to

'Ferrari claimed the GTE Pro title thanks to the talents and determination of Gianmaria Bruni'

do with the talents and determination of champion driver Gianmaria Bruni. The AF Corse racer didn't have the fastest car in the Ferrari 458 Italia, but he drove the wheels off it.

The Ferrari wasn't a match for the Aston Martin Vantage, though we are not talking much of a deficit in an ultra-competitive class where a good start could be the difference between winning and losing a six-hour race. Prodrive-run Aston Martin Racing returned with the second significant upgrade of its Vantage GTE, which has already won the 2012 season finale, while Ferrari came back with a much more mild update. Significantly Aston kept the



Bruni drove his 458
to its limits to beat
impressive Astons



Simonsen's death at Le Mans cut short a promising future

performance breaks it had previously received, though it crucially lost its extra five litres of fuel capacity ahead of Fuji.

Aston didn't lose the championship – both the drivers' and manufacturers' awards – with this rule change. It lost it courtesy of Bruni's masterful driving – most notably at Interlagos and the Bahrain finale when he was split from regular team-mate Giancarlo Fisichella – and two car issues: a late-race splitter problem at Le Mans that cost its lead pairing of Darren Turner and Stefan Mucke (who were joined for the 24 Hours by Peter Dumbreck) a shot at victory, and an engine failure in Bahrain.

STANDOUT PERFORMERS

It's difficult to look beyond Bruni in a class packed full of star drivers. Frederic Makowiecki starred in the five races he contested for AMR, while Bruno Senna impressed in his first season of GT racing.

GTE AM - HOW IT WAS WON

Aston Martin salvaged some end-of-season silverware from the season in the secondary GTE class for pro-am line-ups. Its title in the FIA Endurance Trophy was welcome, if controversial.

Jamie Campbell-Walter and Stuart Hall, who'd handily been downgraded from gold to silver status last winter, anchored their run to the title with wins at Interlagos and Austin when they were the only two drivers in their Vantage GTE after car owner Roald Goethe had to step out for business reasons. The class was conceived for line-ups of three drivers, one pro and two ams, which is why Aston's rivals cried foul. 8Sstar boss Enzo Potolicchio, whose AF-run Ferrari team ended up second in the points, even threatened to pull out of the series. That was a bit rich given that he employed another 'fake silver' in Rui Aguas.

That led to a rule change, agreed to by all the teams, mandating three drivers. Jonny Adam joined for two races, before Goethe returned for the Bahrain finale. When the Le Mans-winning Imsa Porsche 911 dropped back from second place when a rear suspension subframe sheared, the Aston moved up to fifth, enough to give JCW and Hall the title by a point.

STANDOUT PERFORMERS

Allan Simonsen proved before his tragic death in the Le Mans 24 Hours that he was a top GT driver, worthy of more than a pseudo-factory Am drive. Nicki Thiim was a worthy replacement and showed that he has a big future in the GT ranks. ❧

TOP 10 DRIVERS



1 ANDRE LOTTERER
It doesn't matter that he didn't win another Le Mans or world championship, Lotterer remained the best driver with another flawless season.



2 LOIC DUVAL
A first full season with Audi gave Duval the platform to prove his talents beyond doubt. He ticks all the boxes in terms of speed, consistency and as a team player.



3 GIANMARIA BRUNI
The bar was raised in the GTE class in 2013, and Bruni raised his game with it. The Italian drove better than ever with a Ferrari 458 Italia that certainly wasn't the quickest.



4 ALLAN MCNISH
That Silverstone charge proved the mighty McNish of old was back. Probably more conservative than his team-mates at Le Mans, he had a job to do and did it in style. His first world title was richly deserved.



5 TOM KRISTENSEN
Kristensen returned to form, just like his long-standing partner at Audi, on the way to winning Le Mans for the ninth time, though perhaps without the same consistency, which is why he's a spot behind him.



6 ANTHONY DAVIDSON
Davidson showed no ill effects from his 2012 Le Mans shunt and starred at every race, except at Austin when there were mitigating circumstances.



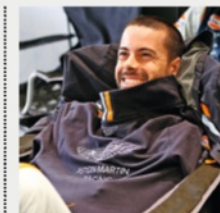
7 SEBASTIEN BUEMI
Ex-Toro Rosso F1 racer Buemi has knuckled down and become a true sportscar pro. Most impressive at Le Mans, coping with everything thrown at him in changeable conditions.



8 ALEX WURZ
Quick over one lap and a full race stint, Wurz gets the nod over his Toyota colleague Nicolas Lapierre for his greater consistency. Le Mans shunt was a black mark against his team-mate's name.



9 MIKE CONWAY
Conway proved immediately quick in P2. No surprises there, more impressive was the amazing consistency noticed by Toyota, which has made him test and reserve for 2014.



10 FREDERIC MAKOWIECKI
'Mako' starred at every turn when he drove for Aston. Was mighty at Le Mans (and can be forgiven for shunting because his wipers had failed) and Austin.



Hall, Goethe and Campbell-Walter won GTE-AM at the finale



PRO CUP CHAMPIONSHIP POSITIONS

1	L VANTHOOR/S ORTELLI	WRT Audi R8 LMS ultra	132
2	F STIPPLER/E SANDSTROM	WRT Audi R8 LMS ultra	110
3	N MAYR-MELNHOF	WRT Audi R8 LMS ultra	92
4	A PARENTE/S LOEB	Sebastien Loeb Racing McLaren MP4-12C	82
5	A DAY	HTP Gravity Charouz Mercedes-Benz SLS AMG	80
6	R RAST	WRT Audi R8 LMS ultra	80
7	M BUHK	HTP Gravity Charouz Mercedes-Benz SLS AMG	70
8	A ZUBER/M PARISY	Sebastien Loeb Racing McLaren MP4-12C	61
9	S ROSINA	Blancpain Racing (Reiter) Lamborghini Gallardo LP560-4	51
10	A KHODAIR/C BUENO	BMW Sports Trophy Team Brazil BMW Z4	40
11	S JIMINEZ	BMW Sports Trophy Team Brazil BMW Z4	37
12	P KOX	Blancpain Racing (Reiter) Lamborghini Gallardo LP560-4	36

PRO-AM CUP POSITIONS

1	A SIMONSEN/S AFANASIEV	HTP Gravity Charouz Mercedes SLS	136
2	H PROCZYK	Grasser Racing Team Lamborghini Gallardo LP560-4	133
3	D BAUMANN	Grasser Racing Team Lamborghini Gallardo LP560-4	113
4	C CAMPANICO	Team Novadrivier Audi R8 LMS ultra	97
5	W REIP	Nissan GT Academy Team RJN Nissan GT-R NISMO	76
6	M STUMPF	Rodrigo Ford GT/Lamborghini Gallardo LP560-4	73
7	A BUNCOMBE	Nissan GT Academy Team RJN Nissan GT-R NISMO	70
8	C VIEIRA	Team Novadrivier Audi R8 LMS ultra	59

GENTLEMEN TROPHY WINNER

1	P CHAROUZ/J STOVICEK	HTP Gravity Charouz Mercedes SLS AMG	100
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WINS

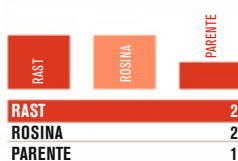


PARENTE/LOEB	4
VANTHOOR/ORTELLI	3
RAST/MAYR-MELNHOF	2
BUHK/DAY	1
KOX/ROSINA	1
SANDSTROM/STIPPLER	1

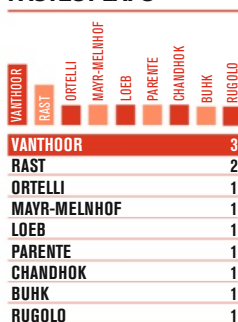
POINTS SYSTEM EXPLAINED

Qualifying Race: 8-6-4-3-2-1 to top six finishers.
Main Race: 25-18-15-12-10-8-6-4-2-1 to top 10.
RACES: Nogaro, May 31-April 1; Zolder, April 20-21; Zandvoort, July 6-7; Slovakia Ring, August 17-18; Navarra, October 12-13; Baku, November 23-24.

POLES



FASTEST LAPS



Vanthoor and Ortelli won out in the end despite handicaps



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FIA GT REVIEW

Audi rules stopgap season

The WRT team spent the season arguing with the rulemakers, but on the track its drivers did the business. By **GARY WATKINS**

There's a chance that the 2013 FIA GT Series will be lost down the back of the sofa of history. Sandwiched between the old FIA GT1 World Championship and next year's new Blancpain Sprint Series in the timeline of Stephane Ratel's quest to make a success of made-for-TV GT racing, it could well end up being forgotten. That would be shame, because the renamed series attracted quality grids and produced some decent racing. It was undoubtedly worthy of its place on the international calendar this year.

Ratel persevered with the sprint idea after a difficult third season of the world championship in 2012. He'd already been forced to abandon GT1 machinery in favour of the ubiquitous GT3 racer and, for 2013, he had to say no to the onerous FIA fees that come with world status.

Yet the relaunch under a new name was about much more than that. Ratel looked to his burgeoning Blancpain Endurance Series and took its class structure of pro, pro-am and fully-amateur divisions for FIA GTs, and at the same time downsized to what turned out to be a six-race series. That ensured he had a grid, which never dropped below the psychological 20-car mark.

The series not only had enough quantity, but it also had the quality. There was a nice layer of icing on the FIA GT cake in the shape of the Belgian WRT Audi squad, Sebastien Loeb Racing with a pair of McLarens, one driven by the team co-owner who happens to be a nine-time World

Rally champion, the HTP Gravity Charouz Mercedes team and two Brazilian BMWs crewed by a stellar line-up including Ricardo Zonta.

HOW IT WAS WON

The FIA GT Series was won by the best driver pairing of the best team in the championship. That's how motor racing is meant to work, but it should be pointed out that Laurens Vanthoor and Stephane Ortelli didn't have the fastest car in their WRT Audi R8 LMS ultra, at least for half the season.

WRT boss Vincent Vosse constantly complained that the Balance of Performance for the Audi was out of kilter and that the car was being penalised for its successes courtesy of his team's prowess in the pits and a squad of top-line drivers, which included the mercurial Rene Rast, Edward Sandstrom and Frank Stippler. He was absolutely right, but his arguments fell on deaf ears. Only for round four at the Slovakia Ring and then again for the penultimate round at Navarra did the changes come.

Audi's struggles with the rulemakers ultimately didn't matter because none of WRT's rivals managed to put together a coherent season. The lead Loeb McLaren MP4-12C, in which Alvaro Parente and his boss won more races than anyone else, got into too many scrapes and skirmishes, while the lead HTP Mercedes driven by Maximilian Buhk and Alon Day endured a slow start to the season and was too inconsistent thereafter.

BMW Sports Trophy Team Brazil struggled to get to grips with racing in Europe and the Z4, too, probably needed a helping hand on the BoP.



Rast (right) outshone his WRT team-mates including Sandstrom



Loeb/Parente duo won four times but had lots of scrapes

The Reiter-run Blancpain Racing Lamborghini squad was a race winner, but didn't take in all the rounds.

That meant sophomore GT driver Vanthoor and old hand Ortelli, this being his fifth major international sportscar crown, only had to overcome their team-mates in the two sister WRT Audis to take the title. That they did with consistent finishing, a run of seven consecutive podiums covering the first four rounds.

It was only fitting that they should seal the title with their first victory in a full-points Championship race at the series finale in Baku.

STANDOUT PERFORMERS

Rast showed that he has a big future in sportscar racing on his first full year out of the Porsche Supercup as a full-time GT racer with WRT and Audi. Vanthoor's rise was more understated, like the man himself, but his performances suggested that he, too, can go on to bigger things.

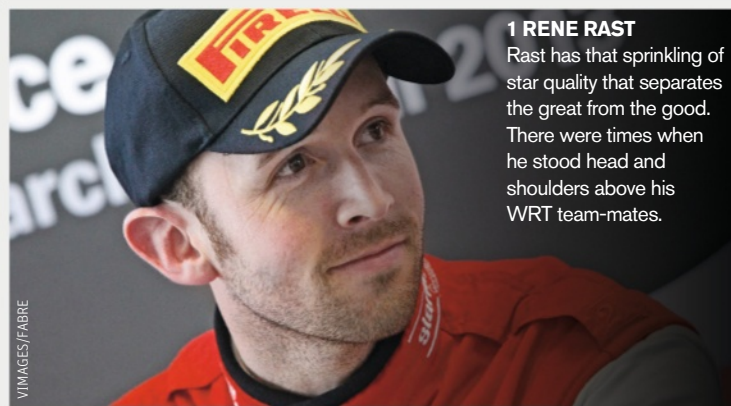
SOMETHING TO REMEMBER

Loeb's first-time-out victory in the Qualifying Race in front of a big crowd in difficult conditions at the Nogaro was the perfect way for the FIA GT Series to begin in the wake of GT1 World's demise. It gave the series the kick-start that it needed.

SOMETHING TO FORGET

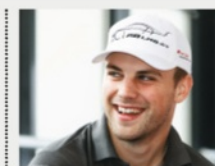
Ortelli took the blame for a bungled start in the main event at the Slovakia Ring but Loeb was implicated too. The start should have been aborted, witness the mayhem when the pack arrived at Turn 1.

TOP 10 GT & BLANCPAIN DRIVERS



1 RENE RAST

Rast has that sprinkling of star quality that separates the great from the good. There were times when he stood head and shoulders above his WRT team-mates.



2 LAURENS VANTHOOR

The quiet Belgian took a massive step forward in 2013 and was the only driver who could consistently hold a candle to Rast, and then sometimes outpace him.



3 MAXIME MARTIN

This was an ultimately unrewarding year for Martin, now a BMW factory driver, but included impressive drives at Paul Ricard, Spa and, with a spent car, at the 'Ring.



4 STEPHANE ORTELLI

Old-stager Ortelli was put in the shade by Rast and Vanthoor, but he still did the job and played a key role in nurturing his young team-mate. Only one non-podium finish all season in main races.



5 MAXIMILIAN BUHK

Buhk was super-impressive in Blancpain with HTP Motorsport, but less consistently so with the sister HTP Charouz squad in FIA GTs. Improved over the season, though.



6 MARKUS WINKELHOCK

Winkelhock shone over a difficult season at Phoenix Audi in Blancpain and showed his pace at Baku with second-fastest qualifying lap behind Rast.



7 ALEX BUNCOMBE

Briton Buncombe finally proved the RJN Nissan squad's claims that he is truly top-drawer. Front-row for Silverstone Blancpain and charge in Navarra FIA GTs were the highs.



8 ALVARO PARENTE

Too many mistakes in FIA GTs blighted a difficult year for Parente, who has yet to develop the consistency that will make him a sportscar top-liner. But he's very quick, make no mistake about that.



9 BERND SCHNEIDER

Should a driver who contested two Blancpain races be here on this list? If you saw him in the night or early on Sunday morning at the Spa 24 Hours, you'll know that the answer is very much 'yes'...



10 KEVIN ESTRE

...Then what about a driver who only did one? Estre was phenomenal in the Baku FIA GT finale in the Hexis McLaren and was only deprived of second by a daft stewards' decision.



Buhk runs wide at the Slovakia Ring in his Merc SLS AMG

WHAT NEXT?

A third name in three years for Ratel's sprint championship, rather than creating further confusion, should help firm up its place in the European order of GT racing. Sponsorship from Swiss watchmaker Blancpain, a prize fund of €100,000 (more than £80,000) per round and the creation of an umbrella championship encompassing the two series bearing that name can only add to the appeal of what will be known as the Blancpain Sprint Series.

Ratel's vision is for more teams from the bulging endurance series grid to double up and contest the shorter races. The hope is that he'll end up with approaching 20 cars, driven by all-pro line-ups and under-25 up-and-comers in the new Silver Cup, battling it out for overall victory.

And that gives him the chance of recreating something approaching the GT1 World glory days of 2010-11. ▶



Multimatic and Dynamic Suspensions congratulate Gimmi Bruni, AF Corse, Michelotto and Ferrari on sweeping the FIA World Endurance Championships for LMGTE Pro Drivers, Teams, and Manufacturers.

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BLANCPAIN ENDURANCE REVIEW

Buhk runs 'Rings around all rivals

Consistency, or the lack of it, made the difference in the final reckoning in Blancpain Endurance, as **GARY WATKINS** reports

There may be some who find it strange that a team planning only to contest just one race, the blue-riband Spa 24 Hours round, and another by way of a warm-up should end up winning the Blancpain Endurance Series. But the double points on offer for the Belgian classic, and then a late decision to contest the season finale at the Nurburgring, resulted in the German HTP Motorsport Mercedes-Benz squad taking the title with Maximilian Buhk.

There was, of course, an element of luck in 20-year-old Buhk's championship victory. But it wasn't so much good fortune on his and HTP's part, rather misfortune for the series regulars. The failure of the top teams contesting the full

series to get cars over the finish line when it really mattered at Spa proved crucial.

That's to take nothing away from Buhk, an undoubted star of the future, and the HTP squad. Its Mercedes-Benz SLS AMG, shared by 2012 ADAC GT Masters champion Maximilian Gotz and five-time DTM champion Bernd Schneider, had an edge around the Circuit de Spa-Francorchamps and perhaps an even bigger one at the 'Ring for the Blancpain 1000Km.

Buhk's skills were perhaps most apparent at the season finale. He had to overcome acknowledged GT superstar Maxime Martin in the best of the Marc VDS BMW Z4s to seal victory and the championship.

The Mercedes, or rather the HTP Merc, was the best of the GT3 hordes in 2013. Some have suggested that the freeing up of the rules on springs and dampers allowed HTP, effectively the old Persson DTM team, to unlock the performance of the front-engined machine. Team insiders suggest that the familiarity of its crew with a user-friendly car – ideal in the ever-changing conditions at Spa – were decisive factors. Schneider, a part-time racer these days, played a central role in the development of the car and is reputed to have notched up more than 50,000km in the design.

The Blancpain scoring system, which also offered extra points at the 'Ring, ensured that Schneider and Gotz took the runner-up position in the championship. Buhk's position at the top of the pile, 10 points clear, came courtesy of his



Buurman, Martin and Leinders won at Paul Ricard



HTP's Spa 24 Hours win was the key to the championship

outing in the HTP car in the Spa warm-up at Paul Ricard in June.

The lead Marc VDS Bimmer shared by Martin, Yelmer Buurman and Bas Leinders went to the 'Ring as one of four entries separated by four points at the top of the table. That was despite a non-finish at Spa when, of all things, the bottom blew out of the car's inboard fire extinguisher. Given that they were on course for a podium, the failure effectively cost them the championship.

Reigning Blancpain champions WRT were in the title hunt going into the Nurburgring, but the team struggled with the Balance of Performance and failed to win a race. First-round winners Daniel Zampieri, Davide Rigon and Cesar Ramos led the championship with a round to go in their Kessel Racing Ferrari 458 Italia, despite not finishing at Spa, ending up well down the order in the 1000km race after a series of incidents. ❧

PRO CUP POINTS

1 Maximilian Buhk (HTP Motorsport Mercedes-Benz SLS AMG), 81; **2 Bernd Schneider/Maximilian Gotz** (HTP Motorsport Mercedes), 71; **3 Maxime Martin/Yelmer Buurman/Bas Leinders** (Marc VDS Racing BMW Z4), 71; **4 Daniel Zampieri/Davide Rigon/Cesar Ramos** (Kessel Racing Ferrari 458 Italia GT3), 50; **5 Frank Stippler/Christopher Mies** (WRT Audi R8 LMS ultra), 48; **6 Mike Parisy/Andy Soucek/Antoine Leclerc** (ART Grand Prix McLaren MP4-12C), 41.

PRO-AM CUP WINNER Lucas Ordonez (Team RJN Nissan GT-R).

GENTLEMEN TROPHY WINNERS Patrice Goueslard/Jean-Luc Blancheman/Jean-Luc Beaubelique (Auto Sport Promotion Ferrari 458 Italia).



Kessel Ferrari 458 led championship with a round to go



CHAMPIONSHIP POSITIONS

1	YVAN MULLER (F) RML Chevrolet Cruze	431
2	GABRIELE TARQUINI (I) JAS Honda Civic	242
3	JAMES NASH (GB) Bamboo Chevrolet Cruze	226
4	ROB HUFF (GB) Munnich SEAT Leon	215
5	TOM CHILTON (GB) RML Chevrolet Cruze	213
6	NORBERT MICHELISZ (H) Zengo Honda Civic	185
7	MICHEL NYKJAER (DK) Nika Chevrolet Cruze	180
8	TIAGO MONTEIRO (P) JAS Honda Civic	164
9	PEPE ORIOLA (E) Tuenti SEAT Leon/ Chevrolet Cruze	164
10	TOM CORONEL (NL) ROAL BMW 320	163
11	ALEX MACDOWALL (GB) Bamboo Chevrolet Cruze	141
12	MEHDI BENNANI (MA) Proteam BMW 320	80
13	MARC BASSENG (D) Munnich SEAT Leon	57
14	JAMES THOMPSON (GB) Russian Bears Lada Granta	41
15	JOSE MARIA LOPEZ (RA) Wiechers BMW 320	35
16	STEFANO D'ASTE (I) PB BMW 320	22
17	FREDY BARTH (CH) Wiechers BMW 320	15
18	CHARLES NG (PRC) Engstler BMW 320	7
19	DARRYL O'YOUNG (PRC) ROAL BMW 320	7
20	FRANZ ENGSTLER (D) Engstler BMW 320	4

WINS



YVAN MULLER	7
MICHEL NYKJAER	3
ROB HUFF	2
JAMES NASH	2
TOM CHILTON	2
GABRIELE TARQUINI	2
TOM CORONEL	2
NORBERT MICHELISZ	1
TIAGO MONTEIRO	1
JOSE MARIA LOPEZ	1
PEPE ORIOLA	1

POLES

YVAN MULLER	7
GABRIELE TARQUINI	2
MICHAEL NYKJAER	1
TOM CHILTON	1
NORBERT MICHELISZ	1

FASTEST LAPS

YVAN MULLER	7
TOM CHILTON	2
PEPE ORIOLA	2
ALEX MACDOWALL	2
TIAGO MONTEIRO	2
NORBERT MICHELISZ	2
TOM CORONEL	2
GABRIELE TARQUINI	1
ROB HUFF	1
MICHEL NYKJAER	1
MEHDI BENNANI	1
STEFANO D'ASTE	1

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 for each race, plus 5-4-3-2-1 for the top five in qualifying.

RACES: Monza, March 24; Marrakech, April 7; Slovakia Ring, April 28; Hungaroring, May 5; Salzburgring, May 19; Moscow Raceway, June 9; Porto, June 30; Rio Hondo, August 4; Sonoma, September 8; Suzuka, September 22; Shanghai, November 3; Macau, November 17.

SUPERGRID 2013

Qualifying positions not included when a driver was unable to set a time due to a problem not of their own making. Positions taken before any grid penalties applied. *missed races.

1	MULLER	1.8	2	CHILTON	4.1
3	TARQUINI	5.0	4	HUFF	6.6
5	MICHELISZ	6.8	6	NASH	7.0
7	MONTEIRO	7.0	8	NYKJAER*	7.6
9	MACDOWALL	7.8	10	ORIOLA	7.9
11	CORONEL	10.7	12	THOMPSON	12.3
13	BASSENG	13.1	14	BENNANI	14.3
15	BARTH*	15.4	16	ENGSTLER*	16.5
17	O'YOUNG	16.7	18	VALENTE*	16.7
19	D'ASTE	16.9	20	MONJE*	17.3
21	NG	18.0	22	BOARDMAN*	18.6
23	KOZLOVSKY*	20.6	24	MUNNICH	21.9

WTCC REVIEW

For Vettel and Red Bull, read Muller and RML

End of an era, and the class act wins his fourth world title.

Sounds familiar? **SAM TREMAYNE** watched a great display



Muller leads team-mate Chilton and the rest at Suzuka

What to make of a season that featured a near-record 11 different winners, but one runaway champion; a year in which four different marques won, but one team dominated? This was a deceptively competitive year in World Touring Cars – deceptive because, at the forefront of every race and every statistic was the unrelenting Yvan Muller. The Frenchman didn't quite 'Cruze' to a fourth world crown – the rest of the field did just enough to resist that description – but there was something of the inevitable about his coronation ever since he secured a last-minute deal to compete with the crack RML Chevrolet squad.

For his part Muller declared it his sweetest title, but that owes more to the enterprise he showed over the winter than the duress he

came under once the season kicked off.

There were flashes of challenges – Honda's Slovakia Ring podium sweep, for example, suggested the Japanese marque and its evergreen star Gabriele Tarquini might just have a say in the title fight. But while such success was not fleeting, nor was it fully sustained, and the Italian's challenge faded away. Muller was indefatigable; 2013 was, in truth, all about one man.

HOW IT WAS WON

It was a brilliant combination of unrelenting pace and overwhelming consistency.

Muller lived up to his pre-season-favourite tag from the outset, topping every session ahead of a double victory in the Monza opener. The platform was established, and he simply eased away from the chasing pack thereafter.

Others of course had their day, and it's easy to forget that Honda did threaten a challenge in the early rounds. But the Civics also had problems – Tarquini's heavy crash in Hungary, for example, precipitated a poor run. Muller was near faultless, and that ultimately proved irresistible.

Outgoing champion Huff took customary win in Macau



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FORIX



Salzburgring:
lovely scenery;
bad tactics

TALKING POINT

The WTCC verged on pantomime at the Salzburgring, as a qualifying show that "damaged the series' integrity" led to myriad penalties and recriminations.

With picking up a tow on the Austrian circuit so important, no-one wanted to lead out the train for the second run in Q2 – and that meant speeds dipping below 20mph, too slow to cross the line before the chequered flag waved.

While that was shambolic, what followed next was worse: 14 drivers were hauled up to the stewards and forced to wait (and argue) in a public corridor, and bemusement turned to acrimony as many left with seemingly random penalties – the differences between each fine and grid demotion never being explained – in a farcical airing of dirty underwear and ill-considered logic. Oh, and the root cause – the importance of slipstreaming – was never actually dealt with. The series' 2014 return could be fun.

STANDOUT PERFORMERS

Inevitably, Muller's domination overshadowed the fact that others had days in the sun.

Rob Huff's 2013 campaign was arguably as impressive as his title-winning tilt one year earlier. SEAT has not been a regular race winner since 2010 and yet Huff claimed two wins, had the fourth-best qualifying record (see the Supergrid) and wound up fourth overall, within touching distance of Tarquini. No other SEAT man cracked the top 10.

Michel Nykjaer won three times and at one stage was Muller's closest competition, only for budget issues to curtail his season three rounds from the end. Pepe Oriola became the series' youngest winner when he resisted Muller to triumph in Marrakech. James Nash and Tom Chilton both had breakthrough years: Chilton won twice, while Nash became the first independent driver in history to finish in the championship top three.

SOMETHING TO REMEMBER

Jose Maria Lopez takes the plaudits for the best celebrations after his emotional victory on his home-soil WTCC debut in Argentina.

The three-time Super TC2000 champion was a late call-up for the Wiechers BMW squad – so late in fact that the team still hadn't booked all its flights a week before the event as it's were dotted and t's crossed on the deal. He was worth the wait though: a top-six man throughout practice, he qualified 10th and thereby secured pole for the reversed-grid second race.

Lopez took command early on, but couldn't breathe easily as Muller became an ever-increasing threat. Then came that rarest of things: a Muller mistake. The Frenchman misjudged his braking and hit second-placed Tiago Monteiro, putting both men out of contention and handing Lopez a cushion he would preserve to the flag. While that was Lopez's only event of the year, it may not be his final contribution, with the Argentinian firmly in the running to land a works Citroen drive in 2014.

TOP 10 DRIVERS



1 YVAN MULLER

Muller strengthened his claim to being the greatest touring car driver of all-time with another superlative season to claim the fourth World Touring Car title of his career. His RML Chevrolet was the class of the field, but seven poles and seven victories was an emphatic return from a near-flawless campaign.



2 ROB HUFF

Won twice and finished a remarkable fourth despite uncompetitive SEAT machinery. Defending his title was never on the cards, but in many ways this campaign was just as impressive as 2012.



3 GABRIELE TARQUINI

Handed Honda the first victory of its new WTCC project and, while a title challenge never materialised, he won again at Sonoma and took six podiums to ensure runner-up spot.



4 MICHEL NYKJAE

Second only to Muller on wins, the Nika Chevy man was fighting for the runner-up spot before budget issues brought his season to an early end. Gets the nod over Nash as his two wins came without the benefit of reversed grids.



5 JAMES NASH

A deserving Yokohama Trophy champion. Consistency was key for the Bamboo Chevy driver – his 22 points finishes were matched only by Muller – but he hit the heights, with two wins and five podiums.



6 TOM CHILTON

A breakthrough season, including first pole/victory double at Sonoma. He had the misfortune of being paired with Muller though, and was unlucky to drop to fifth after the damage-strewn Macau finale.



7 NORBERT MICHELISZ

Reliability woes plagued the start of his season in the Zengo Honda, but when it came together he was a genuine threat. A dominant victory at Suzuka was the highlight of his year.



8 TIAGO MONTEIRO

Outscored by Michelisz and Tarquini, but also suffered more technical gremlins than either Honda colleague. A strong run from Argentina onwards and a victory in China showed what could have been.



9 TOM CORONEL

The evergreen Dutch veteran was the only BMW man to win a race in 2013 (and he did it twice). Tenth in the championship was about the limit of what Coronel and the ROAL team could have realistically achieved.



10 PEPE ORIOLA

Prone to moments of recklessness, although only turned 19 midway through the season. Marrakech win was impressive, while he handled the switch to Chevy with ease, picking up three more podiums.

SOMETHING TO FORGET

It was hard not to despair at the rule makers after Nykjaer's exclusion from Sonoma qualifying for a seating infringement. The Dane was second in the points at the time and due to start race two from the front row, but a few millimetres – and a disputed, poorly worded regulation – ruined his weekend and gifted Muller an even easier run at the title.

Another low point was the second multi-car crash at Macau. Street tracks and shunts go hand in hand to some extent, but the initial incident always warranted more than a simple yellow flag. The fact that a marshal was on the track as the cars collided was scandalous.

WHAT NEXT?

A brave new era, albeit one that starts with severe uncertainty. The WTCC ushers in new regulations for 2014, meaning faster and more aggressive cars. Citroen arrives with a certain Sebastien Loeb, both significant coups. The catch? Increased costs have led to prolonged indecision over the future of Chevrolet, and will also force teams and drivers out of the championship – which could result in severely diminished grids. It will be a busy winter.





GERMAN F3

Drivers from the Motopark-run Lotus team took the top three places in the points, with category rookie Marvin Kirchhofer (above) taking the title with 13 wins and Artem Markelov just pipping Briton Emil Bernstorff for second. Gustavo Menezes (Van Amersfoort Racing) claimed fourth.

JAPANESE F3

After a year without a drivers' champion in 2012, TOM'S reasserted itself this season with Yuichi Nakayama winning 11 of the 15 races to take the first title powered by a new-generation Toyota engine. Team-mate Takamoto Katsuta and B-Max driver Katsumasa Chiyo were next up.

EUROPEAN F3 OPEN

Ed Jones won six times for the British West-Tec squad to sneak the title from RP's long-time series leader Sandy Stuvik at the final round. Jones's team-mate Nelson Mason was third, with Santiago Urrutia completing the leading quartet.

AUSTRALIAN F3

After Brit James Winslow had taken honours in an opening round one-off in Team BRM's Dallara-Mercedes, Tim Macrow replaced him and was rewarded with his second series title from team-mate John Magro.

SUD-AM F3

Felipe Guimaraes scored 13 victories in his Dallara F309 on his way to the Sud-Am Formula 3 title for Hitech Racing. Raphael Raucci only won once but finished in second spot in his RR Racing Team entry.

TOYOTA RACING SERIES

Giles Motorsport pair Felix Serralles and Lucas Auer took turns to the lead the points in the New Zealand-based series in the early going, but M2 Competition's local boy Nick Cassidy soon overhauled them for his second successive title. British team-mate Alex Lynn fought through to take the runner-up spot while Mitch Evans won on his sole appearance.

MRF CHALLENGE

Jordan King's decision to miss two races to attend the AUTOSPORT Awards cost him dearly as he was narrowly beaten to the 2012-13 title by Conor Daly (22, below). Each won four times, with Josh Hill and Yudai Jinkawa taking a race apiece.



Champion Johnson (48) beat challenge of Kenseth (20)

NASCAR SPRINT CUP

Johnson boasts six appeal

FOR THE SIXTH TIME THE COMBINATION of Jimmie Johnson, crew chief Chad Knaus and a Hendrick Motorsports Chevrolet proved too much for the opposition.

An uncharacteristically poor run of form for Johnson preceded the Chase and he seemed under pressure when Matt Kenseth claimed back-to-back wins for Joe Gibbs Racing to kick off the 10-race shoot-out in style. But poor results at Talladega (20th) and, crucially, the penultimate round at Phoenix (23rd), were Kenseth's undoing. With Johnson only once failing to make the top 10 in the Chase – he was 13th in Talladega – he could cruise and collect the crown in the Homestead finale.

Kevin Harvick went into that last race with a mathematical chance of the title following a valedictory season for Richard Childress Racing. Two wins in the Chase was the best return of his career.

Kyle Busch started the Chase strongly with three straight top-five

finishes, but a lap-one tangle in Kansas effectively ended his run.

Two of NASCAR's older guard returned to form in 2013, with both Dale Earnhardt Jr and Jeff Gordon running strongly. Gordon ended a long losing streak with victory at Martinsville and was an outside shot for the title until a disastrous outing in Texas, while Earnhardt enjoyed the most consistent season of his Hendrick career.

Things unravelled at Michael Waltrip Racing after Clint Bowyer was accused of deliberately spinning in order to cause a caution period that ensured team-mate Martin Truex Jr a spot in the Chase. The subsequent fall-out – sponsor NAPA withdrew its support – took the wind from the team's sails.

The consistent Bowyer ended up seventh in points, but there were no wins. Truex claimed a surprising road-course win at Sonoma, while Brian Vickers earned himself a full-time drive in 2014 with victory

at New Hampshire Motor Speedway.

It was a poor season for reigning champion Brad Keselowski, who missed out on the Chase and took until the 31st round to register his only win of the year with Penske. The team did get one car into the Chase after Joey Logano strung together a great middle part of the year, which included winning at Michigan. His Chase hopes effectively ended in the first race when he retired with a blown engine after starting from pole.

Greg Biffle started the Chase strongly but tailed off dramatically. Kurt Busch did brilliantly to make the title shootout for the minnow Furniture Row outfit but, second in Kansas aside, it was a step too far.

Ryan Newman took Truex's Chase place, but the Stewart Haas team seemed to lose its way after Tony Stewart's injury. Kasey Kahne scored two seconds in the Chase, but two retirements scuppered his hopes, while Carl Edwards could not add to his two wins from earlier in the year.

Third at Talladega was the high point of Ricky Stenhouse Jr's rookie season, while in his final year in NASCAR Juan Pablo Montoya came close to ending his oval win drought.

● Connell Sanders Jr



This summed up Brad Keselowski's (2) season

POINTS

1 Jimmie Johnson (Chevrolet SS), 2419; 2 Matt Kenseth (Toyota Camry), 2400; 3 Kevin Harvick (Chevy), 2385; 4 Kyle Busch (Toyota), 2364; 5 Dale Earnhardt Jr (Chevy), 2363; 6 Jeff Gordon (Chevy), 2337; 7 Clint Bowyer (Toyota), 2336; 8 Joey Logano (Ford Fusion), 2323; 9 Greg Biffle (Ford), 2321; 10 Kurt Busch (Chevy), 2309.

AMERICAN LE MANS SERIES

Corvette proves class of the field



Corvette ruled the GT roost in final ALMS

CORVETTE CLOSED THE DOOR on the ALMS era of GT racing with a successful defence of its 2012 title, but it had to fight right down to the final race in order to do it.

The marque had the teams' and manufacturers' championships locked up at the second-last race at Virginia, but the field assembled for the final time at Petit Le Mans with the drivers' title still to play for.

Jan Magnussen and Antonio Garcia got the job done in the end, but the fact that the car they were sharing with Jordan Taylor finished the race down in fifth gives some indication of how hard-fought it all was. As usual, the yellow car's main threat was the RLL BMW shared by Joey Hand and Dirk Muller, who finished three places ahead of the lead Corvette in the last race. Muller

missed the title by just six points. Third was the other Corvette pairing, Oliver Gavin and Tommy Milner.

It was a different story in P1, where Muscle Milk duo Klaus Graf and Lucas Luhr reaped the rewards of being the only team to actually turn up to every race, and consequently won the title by a massive 100 points despite dropping out of Petit with an overheating problem.

Things were more intense in P2, where Level 5 owner-driver Scott Tucker just managed to edge out Extreme Speed's Scott Sharp. It was closer again in LMPC, with a single point separating champion Mike Guasch from Chris Cumming, and third-placed Jonathan Bennett only another five markers further back.

Meanwhile, Alex Job Racing's Jeroen Bleekemolen and Cooper Macneil triumphed in a season-long battle with Flying Lizard pair Spencer Pumpelly and Nelson Canache Jr to claim the GTC honours.

● Mark Glendenning

POINTS

GT 1 Antonio Garcia/Jan Magnussen (Chevrolet Corvette C6.R), 135; 2 Dirk Muller (BMW Z4), 129; 3 Oliver Gavin/Tommy Milner (Corvette), 105; 4 Bill Auberlen (BMW), 102; 5 Dominik Farnbacher/Marc Goossens (SRT Viper GTS-R), 101; 6 Maxime Martin (BMW), 86. **LMP1** 1 Klaus Graf/Lucas Luhr (HPD ARX-03c). **LMP2** Scott Tucker (HPD ARX-03b). **LMPC** Mike Guasch (ORECA FLM09). **GTC** Jeroen Bleekemolen/Cooper Macneil (Porsche 911 GT3 Cup).



FRENAULT NEC

Caterham F1 junior Matt Parry (green car, above) won five times to beat fellow Briton and Fortec team-mate Jack Aitken to the title. British drivers won 10 of the 16 races with guesting Eurocup racers Oliver Rowland and Jake Dennis also victorious.

FRENAULT ALPS

Seventeen-year-old Antonio Fuoco made it a very good year for Ferrari F1 proteges by becoming champion in his maiden year of car racing. Prema Powerteam won every race with Fuoco's team-mates Luca Ghiotto and Bruno Bonifacio second and third.

PRO MAZDA

Matt Brabham – son of Geoff and grandson of Jack – set a new record for wins in a season with 13 from 16 starts for Andretti Autosport. Diego Ferreira, Spencer Pigot and Shelby Blackstock won a race apiece.

ADAC FORMEL MASTERS

Mucke Motorsport's Belgian teenager Alessio Picariello easily defeated team-mate Maximilian Gunther to the title. Ten drivers won races, among them Jason Kremer and Dane Nicolas Beer, who were third and fourth respectively.

FORMULA ABARTH

Cram Motorsport's Alessio Rovera was the only driver to blend speed and consistency over the course of the year and landed the title. GSK's Simone laquinta won five times, but still finished behind one-time winner Michele Beretta.

US F2000

Cape Motorsports/Wayne Taylor Racing team-mates Scott Hargrove and Neil Alberico took the top two spots in the points, Canadian Hargrove scoring consistent points over the year to keep the title out of Alberico's reach, despite winning fewer races than his rival.

NASCAR NATIONWIDE

Richard Childress's grandson Austin Dillon (below) became the first driver in series history to take the title without winning a race. The RCR Chevy man trailed Sam Hornish Jr's Penske Ford and Regan Smith's JR Motorsports Chevrolet for much of the year. Cup stars Kyle Busch and Brad Keselowski, who were ineligible for points, took 12 and seven wins respectively.



KINADE/LAT

Whincup (1) heads Lowndes (888) and Winterbottom (5)



V8 SUPERCARS

Whincup scoops fifth title

JAMIE WHINCUP CLINCHED HIS FIFTH V8 Supercars crown after beating Triple Eight Holden Commodore team-mate Craig Lowndes in a title fight that went down to the wire.

It was Lowndes who made the better start to the season, taking an early points lead after a record-equalling 90th series win in the Adelaide opener, but Whincup hit back immediately by going top of the standings after Symmons Plains.

He would remain at the summit for the majority of the season, particularly after an incredible run

of six victories and eight podiums between Barbagallo and Hidden Valley put him well clear.

Lowndes came back, recapturing the advantage following victory at Surfers Paradise and podiums in the endurance events at Sandown and Bathurst. With two events to run the pair was split by six points, but Whincup's run of two victories and four podiums from the final four races was enough to clinch the title.

Ford Performance Racing's Will Davison was the only other man to top the table – after the first of three

wins came at Pukehohe – but a poor run-in dropped him from contention.

As Nissan and Mercedes joined the series, James Moffat claimed his and the Nissan Altima's first victory as he led home team-mate Michael Caruso at Winton.

POINTS

1 Jamie Whincup (Holden Commodore VF), 3094; 2 Craig Lowndes (Holden), 2966; 3 Will Davison (Ford Falcon FG), 2799; 4 Mark Winterbottom (Ford), 2793; 5 Shane van Gisbergen (Holden), 2508; 6 Fabian Coulthard (Holden), 2501.



NASCAR TRUCKS

Matt Crafton's 13-year wait for the title was finally ended (above) as the ThorSport Toyota driver played the points game all year to win only once but finish in the top 10 on 19 occasions. Ty Dillon (Childress Chevy) and 2012 champion James Buescher (Turner Scott Chevy) were next up.

V8 STOCK CARS BRAZIL

Chevrolet's Ricardo Mauricio claimed his second V8 title despite taking only one victory all season. He pipped rival Thiago Camilo in the finale at Interlagos when Camilo suffered late issues while leading.

DEVELOPMENT V8s

Dale Wood won Australia's V8 Supercars feeder series in his MW Motorsport Ford Falcon FG, finishing well clear of Ashley Walsh (Ford) and Andrew Jones (Holden). Former MotoGP superstar Casey Stoner was the celebrity turn of the series, but was only 18th in the standings, with a best result of fifth at Queensland in his Holden.

NZ V8 SUPERTOURERS

V8 Supercar veteran Greg Murphy won the New Zealand series in his Holden after a thrilling final round at Pukekohe. He took the title by 28 points from Ford driver Ant Pedersen, who scored four wins to Murphy's six. Shane van Gisbergen was a distant third in the points race and also won four times.

ETC CUP

Petr Fulín and Mat'ó Homola fought hard for the title. Slovak Homola benefited from Czech Kreněk BMW driver Fulín's Salzburgring zero-pointer to make up for his Monza disaster, but fell just short. Teenager Jordi Oriola beat all the S2000 cars at a wet Monza in his ex-SEAT Cupra Cup machine.

EURO NASCAR

Ex-single-seater racer Ander Vilarino made it back-to-back titles in the Elite division with seven wins from 12 races in his TFT Chevrolet. In the Open division for amateur drivers, Australian Josh Burdon narrowly missed out to Anthony Gandon.

ASIAN LE MANS SERIES

David Cheng (below left) was crowned LMP2 champion alone, as his OAK Racing Morgan-Judd team-mate Ho-Pin Tung (right) missed a round. Britain's James Winslow was second for the KCMG squad.



Kopecky mounted dominant campaign

EUROPEAN RALLY CHAMPIONSHIP

Kopecky – at last!

THE IRC'S NEARLY MAN FOR FOUR years, Jan Kopecky marked the European Rally Championship's rebirth under the guidance of former IRC promoter Eurosport Events by finally ending a miserable sequence of being second best.

Skoda's favourite son has always been quick, but bouts of inconsistency and errors have held him back. Neither flaw was apparent in 2013 as the Czech managed six victories, the first coming in the

Austrian snow when he defeated Bryan Bouffier by 0.5s.

While Kopecky got eight rallies to make his mark in his Fabia S2000, Bouffier's schedule was somewhat fragmented due to cash problems. But when there was budget he was always rapid. His win in Corsica made up for his Janner Rally near-miss, but further success should have followed in Romania and Italy had first the car and second the driver not faltered.

Nevertheless, Bouffier beat Craig Breen to the runner-up spot as the Irishman's hugely promising season imploded – based on the high standards he set with a raft of podiums earlier in the campaign – with poor results in Poland and Italy.

Bouffier's second in points was all the more satisfying given he viewed Breen's Peugeot Rally Academy effort as a works entry when compared with his privateer enterprise. Breen completed 2013 without that breakthrough win he so yearned.

Esapekka Lappi underlined his potential by winning in Switzerland, only his third start of the year. Kajetan Kajetanowicz gave M-Sport's Ford Fiesta R5 a maiden win in Poland, where Robert Kubica completed his four-event ERC stint.

The ex-F1 racer led each rally he started, and scored 18 stage wins, but there was to be no happy ending.

● David Evans

POINTS

- 1 Jan Kopecky (Skoda Fabia S2000), 287;
- 2 Bryan Bouffier (Peugeot 207 S2000), 149;
- 3 Craig Breen (Peugeot), 145; 4 Francois Delecour (Peugeot), 75; 5 Esapekka Lappi (Skoda), 64; 6 Andreas Aigner (Subaru Impreza R4), 63; 7 Kajetan Kajetanowicz (Subaru/Ford), 50; 8 Vaclav Pech (Mini S2000), 49;
- 9 Jari Ketomaa (Ford Fiesta RRC), 49;
- 10 Giandomenico Basso (Peugeot), 38.



Taylor/Angelelli beat Chip Ganassi's finest

GRAND-AM

Taylor-made title success

JORDAN TAYLOR STEPPED UP TO A PLUM drive with his father's Wayne Taylor Racing team and shared the final Grand-Am title with Max Angelelli.

The pair was one of five crews within five points of the series lead with three races left. Victories in all of them secured the spoils with their Dallara Corvette.

Chip Ganassi's Riley-BMW drivers Scott Pruett and Memo Rojas were always a threat and won at Road Atlanta and – with Juan Pablo Montoya and Charlie Kimball – at the Daytona 24 Hours. But with Rojas

spinning at crucial points in three races they fell short. So too did Starworks men Ryan Dalziel and Alex Popow, who won at Indianapolis on their first time out after switching from Ford to BMW power, but then suffered, respectively, engine and suspension failures in the next two races to kill off their hopes.

There was a welcome return to the top step of the podium for Action Express's Christian Fittipaldi, who co-drove Joao Barbosa to wins at Mid-Ohio and Watkins Glen. Brendon Hartley/Scott Mayer won

at Road America, while Team Sahlen's Dane Cameron impressed with two poles, but was slowed by co-driver Wayne Nonnamaker.

POINTS

- 1 Jordan Taylor/Max Angelelli (Dallara Corvette DP), 339; 2 Scott Pruett/Memo Rojas (Riley-BMW MkXXVI), 326; 3 Alex Gurney/Jon Fogarty (Riley Corvette), 312; 4 Christian Fittipaldi (Coyote Corvette), 308; 5 Ryan Dalziel/Alex Popow (Riley-Ford/BMW), 308; 6 Joao Barbosa (Coyote Corvette), 306.
- GT Alessandro Balzan (Ferrari 458 Italia).
- GX Jim Norman (Porsche Cayman).



PORSCH SUPERCUP

Thiim's tragic success story

NICKI THIIM BECAME THE FIRST Dane to take the title, but appeared destined to finish as series runner-up until points leader Sean Edwards was killed while instructing in Australia a fortnight before the final, double-header round in Abu Dhabi.

Thiim and Edwards were rarely found together on track as their

respective Attempto and Tolimit squads' fortunes fluctuated from circuit to circuit, but Brit Edwards's victories at Barcelona, Monaco and the Hungaroring left him playing the points game rather than risking a non-score.

Thiim, who surprisingly trounced team-mate Kevin Estre

(the Frenchman beat him to the German Carrera Cup title this year), gave chase well and won four times, notably at Silverstone, where Edwards witnessed a great scrap for second in front of him between Michael Ammermuller and Michael Christensen.

Lechner Racing's Ammermuller

increased his record of never having qualified outside the top 10 of a Supercup race to two complete seasons. The former Red Bull junior finished third in the points, but again failed to break his win duck.

Poland's Kuba Giermaziak, who was fifth overall, was set to win at Spa before he became stuck in gear on the final lap and fell back to 11th by the flag. His misfortune gifted Forch Racing's series rookie Klaus Bachler a maiden victory. Fellow youngster Christensen, of DAMS, was another to take his first series win, this time with a dominant drive at the Nurburgring.

Briton Ben Barker stepped up from the Carrera Cup GB and finished 10th in the points with Team Bleekemolen, his zenith coming with a fourth at the Yas Marina finale.

Rally legends Sebastien Ogier and Sebastien Loeb both made brief appearances, as did five-time Le Mans winner Emanuele Pirro.

● Dylan Jacobs

POINTS

1 Nicki Thiim, 140; 2 Sean Edwards, 118; 3 Michael Ammermuller, 115; 4 Kevin Estre, 107; 5 Kuba Giermaziak, 105; 6 Michael Christensen, 95; 7 Klaus Bachler, 73; 8 Christian Engelhart, 69; 9 Jeroen Bleekemolen, 67; 10 Ben Barker, 66.



INDY LIGHTS

Karam extends Schmidt's streak

SAGE KARAM EXTENDED THE SCHMIDT team's recent dominance of Indy Lights by earning the team's fourth consecutive title, but for much of the year the crown seemed destined to head to the Andretti Autosport camp.

Karam went into the final round at Fontana needing only to maintain his advantage over team-mate Gabby Chaves to secure the crown. Third place was enough to do the job, giving him an 11-point final margin over Chaves even though his rival had finished one spot ahead of him.

But it was that race's winner, Carlos Munoz, who had been the guy to beat for most of the year. The

Colombian delivered on his pre-season-favourite status with a string of good early results, but a horrible weekend in Iowa — where handling problems left him three laps down — marked the start of a tailspin from which he was unable to recover.

Britain's Jack Hawksworth took a great win in the St Petersburg opener and added two more victories on the way to fourth in the points.

● Mark Glendenning

POINTS

1 Sage Karam, 460; 2 Gabby Chaves, 449; 3 Carlos Munoz, 441; 4 Jack Hawksworth, 412; 5 Peter Dempsey, 360; 6 Jorge Goncalves, 336.

ALL-JAPAN SUPER FORMULA

Yamamoto lucks in to surprise crown

BEFORE THE SUZUKA SEASON FINALE, Naoki Yamamoto had not won a race in Super Formula or its predecessor, Formula Nippon. After it, he was not only a winner, but a champion too.

With the two men ahead of him, Andre Lotterer and Loic Duval, both missing due to Audi sportscar commitments, Yamamoto snuck in to take the spoils for Team Mugen and take the first title for a Honda-powered driver since 2009.

TOM'S man Lotterer was the dominant driver, winning twice and finishing second in the other two races he contested. Had one of the three meetings he skipped not been a

double-header, he would likely have won a second title with ease.

Team-mate Kazuki Nakajima lacked the consistency of his 2012 title-winning year, but still won twice to ensure TOM'S the teams' crown.

Takuya Izawa took his maiden win at the season opener, while Frenchman Duval was victorious at Sugo and was third in the points.

POINTS

1 Naoki Yamamoto (Swift-Honda SF13), 37; 2 Andre Lotterer (Swift-Toyota), 37; 3 Loic Duval (ST), 31; 4 Kazuki Nakajima (ST), 24; 5 Joao Paulo de Oliveira (ST), 19; 6 Tsugio Matsuda (ST), 18.5.



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MEGANE TROPHY

Italian ex-Formula 2 champion Mirko Bortolotti (above) dominated in his first season, winning eight of the 14 races and taking 13 pole positions. Despite his dominance, the Oregon Team driver had to wait until the final weekend to seal the title as Dutchman Mike Verschuur kept himself within reach for most of the year.

BRAZIL TOURING CARS

Ex-Formula 3000 racer Ricardo Mauricio retained his 'Brasileiro de Marcas' title for Honda, which also claimed the manufacturers' crown. Toyota's Denis Navarro finished 29 points in arrears, ahead of Ford's ex-IndyCar racer Vitor Meira and Toyota's ex-F1 racer Ricardo Zonta.

SUPER TC2000

Matias Rossi won his fourth Argentinian tin-top title in his Toyota Corolla, scoring four wins to avenge his defeat 12 months previously by Fiat's Jose Maria Lopez, whose victory in the season finale was his only one of the season on his way to fifth in the points. Ex-professional footballer Leonel Pernia was runner-up in his Renault after a hat-trick of wins.

VW SCIROCCO R-CUP

Four early-season wins gave Kelvin van der Linde a big points lead, and the South African didn't panic when Kasper Jensen and Jordan-Lee Pepper closed in towards the end of the year. Ex-F1 racer and DTM champion Nicola Larini won on a guest appearance at the Hockenheim opener.

VLN

Amateur racing brothers Dirk and Tim Groneck won the Nurburgring Nordschleife-based Langstreckenmeisterschaft. This was despite a clash in the final round that almost cost them the title, but other teams in the pitlane helped them repair their Renault Clio in time to finish in the fifth place in class they required.

GERMAN PORSCHE CUP

Attempto Racing dominated with 10 Carrera Cup wins from champion Kevin Estre (below) and third-placed Nicki Thiim, who went on to win the Supercup title. Three late-season victories from Konrad Motorsport's Christian Engelhart netted him the runner-up spot.



Ghirelli produced a strong season



AUTO GP

Victorious Ghirelli

ITALY'S VITTORIO GHIRELLI EMERGED from a four-way showdown at Brno to lift the Auto GP championship.

Teamed with reigning champion Super Nova, the seeds of Ghirelli's assault germinated with a maiden victory at the Hungaroring. The subsequent arrival of Narain Karthikeyan in the Super Nova camp, following his defection from Zele Racing, served to strengthen Ghirelli's championship bid.

The pair formed a more formidable

line-up and swiftly established themselves as the series' pacesetters. Early-season favourites Kimiya Sato and Sergio Campana were powerless to prevent the erosion of their initial points cushion.

It was not until the penultimate round at Donington, and another dominant Super Nova weekend, that Ghirelli finally assumed the points lead. Exuding little sign of pressure at the finale, Ghirelli sealed his first title in cars with two podiums.

Euronova-run runner-up Sato produced a number of impressive drives, including a dominant display in a wet Monza season opener. Critics may point to the fact that four of the German F3 graduate's five victories came in reversed-grid races, but there is little wrong with Sato's racecraft.

After wins in the opening two rounds, former Italian Formula 3 champion Campana could only muster one further victory on home soil at Mugello. Driving on a race-by-race basis for newcomer Ibiza Racing, and faced with an almost constantly changing roster of team-mates, the cash-strapped Campana's eventual third place in the classification was a worthy effort.

Once established at Super Nova, Karthikeyan emerged as the fastest driver in the series. The Indian's presence in Auto GP was a coup, but his lack of results with Zele effectively ruled him out of the title hunt. Karthikeyan secured the record for most poles and wins in a season.

● Peter Mills

POINTS

1 Vittorio Ghirelli, 222; 2 Kimiya Sato, 213; 3 Sergio Campana, 197; 4 Narain Karthikeyan, 195; 5 Tamas Pal Kiss, 99; 6 Kevin Giovesi, 91; 7 Daniel de Jong, 77; 8 Robert Visoiu, 67; 9 Meindert van Buuren, 55; 10 Riccardo Agostini, 53.



Villorba Ferrari was on top in GT Open

INTERNATIONAL GT OPEN

Veteran's day for Montermini

ANDREA MONTERMINI AND LUCA FILIPPI led the way in their Villorba Corse Ferrari, but the latter's duties in both F1 commentary and IndyCar meant he couldn't share in his regular co-driver's title success.

Filippi's spot alongside Montermini was ably filled by Davide Rigon and Niccolo Schiro (who switched from the Drivex Porsche team) during the year, although it was Montermini who stepped up to the plate at Spa to produce the drive of the year to haul back a 30-second deficit

to Fabian Hamprecht's Lamborghini and pass him on the last lap to win.

Pitstop-handicap rules, coupled with several inopportune safety car periods during the year, prevented Montermini's wins tally climbing above three. V8 Racing Corvette duo Nicky Pastorelli/Miguel Ramos matched that but failed to combine it with consistency. They nevertheless ended up second in the points, just ahead of Filippi.

Ferrari pair Matt Griffin/Duncan Cameron also won three times after switching from MTECH to AF Corse,

but their Nurburgring victory was tainted by the death of team member Pietro Stragliati in a paddock accident 48 hours earlier.

Giorgio Pantano scored a win at a wet Monza in the Bhai Tech McLaren he shared with Rafael Suzuki.

POINTS

1 Andrea Montermini (Ferrari 458 Italia), 231; 2 Nicky Pastorelli/Miguel Ramos (Chevrolet Corvette C6.R), 177; 3 Luca Filippi (Ferrari), 168; 4 Duncan Cameron (Ferrari), 145; 5 Matt Griffin (Ferrari), 133; 6 Alexander Talkanitsa Sr/Alexander Talkanitsa Jr (Ferrari), 112.

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Gasly (10) prevailed after tough battle

FORMULA RENAULT EURO CUP

Gasly gets better of Rowland

PIERRE GASLY AND OLIVER ROWLAND settled their duel for the Formula Renault Eurocup by colliding with each other in the season finale at Barcelona, resulting in the Frenchman taking the title and the €500,000 prize towards a Formula Renault 3.5 budget.

It was an incident-packed title

fight in which the momentum swung between the top two on several occasions. Rowland and Gasly clashed twice: once at Moscow Raceway as the Briton seized the initiative in the points race; and then again in the finale.

Both criticised the other for their part in the incident at the end of

Barcelona's back straight, but the stewards agreed with Tech 1-run Gasly's assessment that Manor MP driver Rowland had made a lunge from too far back, ending his hopes with a drivethrough penalty. On the other hand, Rowland accused his rival of taking a leaf out of Alain Prost's book from the Japanese GP in 1989!

Perhaps the clash that really cost Rowland involved someone a little closer to home. When dicing in wet conditions at the Hungaroring he was spun around by fellow Racing Steps Foundation driver Jake Dennis, who landed himself in hot water as he had been instructed to take care around his title-chasing stablemate. But Rowland – to his credit – never pinned his title loss on that incident, instead citing a retirement due to mechanical failure at Spa early in the year as his most costly moment.

While the top two were the class of the field, their up-and-down fortunes allowed the consistent Lotus junior Esteban Ocon to stay in touch as he matured through the season.

By the end of the year the form driver in the category was McLaren protege Nyck de Vries. The Dutchman scored 15 points in the first eight races of the year, then managed 98 in the final six to march from 16th to fifth in the standings.

● Glenn Freeman

RESULTS

1 Pierre Gasly, 195; 2 Oliver Rowland, 179; 3 Esteban Ocon, 159; 4 Jake Dennis, 130; 5 Nyck de Vries, 113; 6 Oscar Tunjo, 99; 7 Egor Orudzhov, 78; 8 Ignazio D'Agosto, 74; 9 Luca Ghiotto, 69; 10 Matthieu Vaxiviere, 57.



ISHIHARA/LAT

SUPER GT

Lexus pairing on top after shoot-out

YUJI TACHIKAWA AND EX-GP2 racer Kohei Hirate prevailed in a remarkable eight-way battle for the Super GT title in Japan, grabbing the title with third place in the final round in their Lexus SC430.

It was Tachikawa's third crown, to go with his 2001 and '05 successes, and the younger Hirate's first in Japan's premier GT class.

Honda duo Koudai Tsukakoshi/Toshihiro Kaneishi finished runners-up, with Britain's James Rossiter taking third in his first season in Japan, alongside ex-Williams F1 racer Kazuki Nakajima in their Lexus.

Former IndyCar racer Hideki

Mutoh and Yuki Nakayama won the secondary GT300 class in their hybrid Honda CR-Z.

It was the final year for the GT500 machines in their current guise, as DTM-style cars powered by two-litre engines are introduced next season.

POINTS

1 Yuji Tachikawa/Kohei Hirate (Lexus SC430), 69; 2 Koudai Tsukakoshi/Toshihiro Kaneishi (Honda HSV-010), 67; 3 James Rossiter/Kazuki Nakajima (Lexus), 60; 4 Frederic Makowiecki/Naoki Yamamoto (Honda), 56; 5 Kazuya Oshima/Yuji Kunimoto (Lexus), 52; 6 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R), 50.

BRITISH RALLY CHAMPIONSHIP

Podium romp for Finn Korhonen

HAVING NEVER BEEN OFF THE PODIUM the entire season, Citroen driver Jukka Korhonen was crowned the worthy winner of this year's British Rally Championship.

Osian Pryce put in a stellar effort to clinch the runner-up spot. The Welshman dominated the season's second half with a hat-trick of wins in his Citroen, but finished eight points behind Korhonen.

"I am so proud to add my name to the trophy that has Hannu Mikkola and Ari Vatanen on it," said Finnish up-and-comer Korhonen.

Both Tom Cave and Pryce ended

the year on 92 points but, based on number of maximum scores, Cave was demoted to third. WRC3 driver Alastair Fisher finished fourth, ahead of Jonny Greer.

Elsewhere, Ben McKay was crowned the 2013 Junior champion.

● David Evans

POINTS

1 Jukka Korhonen/Marko Salminen (Citroen DS3 R3T), 100; 2 Osian Pryce/Dale Furniss (Citroen), 92; 3 Tom Cave/Ieuan Thomas (Citroen), 92; 4 Alastair Fisher/Gordon Noble (Citroen), 91.5; 5 Jonny Green/Kirsty Riddick (Citroen), 77.5; 6 Mark Donnelly/Dai Roberts (Citroen), 77.



EBREV/LAT

King crowned as F3 series regroup



King kept calm under pressure from Buller

IT'S HARD TO WORK OUT WHO THE biggest winner was in British Formula 3 this season.

On the one hand, it was champion Jordan King, who put in some fine performances to claim the spoils with a race to spare.

But arguably, the biggest success was that of the teams who, in the wake of ferocious competition from European F3, kept the championship limping through an interim year before refocusing it for 2014.

The small field of European F3 runners looking to augment their season with a four-event British campaign grew just a few days before

the Silverstone opener, when Will Buller put together a deal to return to Fortec Motorsport.

That looked set to give Carlin man King some serious opposition, and so it proved.

King, who did a superb job during his rookie F3 season, both in Britain and on the continent, gave himself a fight from behind when he uncharacteristically clattered into team-mate Jann Mardenborough after stalling on the line in the first race at Silverstone.

Meanwhile, Buller lacked speed but raced brilliantly at Silverstone and Spa. He then switched chassis

for Brands Hatch and the Nurburgring. His race form was stunning at Brands, but jumped starts in two races – when he couldn't hold the car on the clutch – meant drivethrough penalties. A hit from the third title contender, Antonio Giovinazzi, in the weekend's finale put him on the back foot.

When Buller stalled on the grid at the Nurburgring, then restarted and sparked an airbox fire, the writing was on the wall, and it was all over when he crashed out of the second race in Germany.

The Nurburgring finale was King's most impressive weekend, and came

in the middle of a purple patch of European form that signified him as a prime contender in 2014. If he continues to improve at his current rate, then in years to come he should be looked upon as fully deserving of his place in the exalted company of his fellow British F3 champions.

Buller even lost out for second in the points to Giovinazzi. The Italian came into 2013 with just one season in cars under his belt but clearly has strong talent, and was superb in the wet at Spa. Felipe Guimaraes was the other regular to win races. The Brazilian added a BF3 programme with Fortec to his South American championship-winning campaign, and took two reversed-grid victories.

Carlin men Mardenborough and Nicholas Latifi could have won races, but when they had the speed they didn't quite have the polish of King. Mardenborough came closest, just losing out to Giovinazzi at Spa.

Double R's Sean Gelael and Tatiana Calderon also benefited from racing in BF3 and took podium finishes.

The fact that the season finished at 9am in front of a smattering of people at the Nurburgring underlines British F3's recent folly. At the time there were fears that the cold German dawn represented the series' requiem. That it is showing early signs of recovery is great news for the motorsport industry.

● Marcus Simmons



Giovinazzi leads the pack at Silverstone

POINTS

1 Jordan King (Dallara-Volkswagen F312), 176; **2** Antonio Giovinazzi (D-Mercedes F312), 135; **3** Will Buller (DM), 134; **4** Felipe Guimaraes (DM), 109; **5** Nicholas Latifi (DV), 97; **6** Jann Mardenborough (DV), 85. **National Class** Sun Zheng (Dallara-Mugen Honda F311).



American muscle power
beat Germanic efficiency

ADAC GT MASTERS

Chevy beats German rivals

THE CALLAWAY CORVETTE TEAM, owned by Ernst Wöhr and Giovanni Ciccone, had just missed out on winning the ADAC GT Masters title in the two previous seasons, but finally came good this year thanks to its Italian/German driver pairing of Diego Alessi and Daniel Keilwitz.

The duo started its campaign with victory in the second race at Oschersleben, but then had a low, which dropped them back as far as 11th in the championship standings. The Sachsenring weekend was their nadir, as they failed to score points.

The second half of the season went much better, with a pair of wins at Red Bull Ring and then further victories at Lausitz and Slovakia Ring, which put them back in contention for the title going into the season finale at Hockenheim. But by then, Maximilian Buhk and Maximilian Gotz (Polarweiss Mercedes SLS) were only six points down prior to the last race.

In that final round, Keilwitz was tapped into a spin and dropped back to last place. The title seemed to be beyond reach, but the Merc of Buhk

and Gotz retired with engine failure.

Thus, sixth place was enough for Alessi and Keilwitz to wrap up that long-awaited title.

● Rene de Boer

POINTS

1 Daniel Keilwitz/Diego Alessi (Chevrolet Corvette Z06.R GT3), 179; **2 Robert Renauer (Porsche 911 GT3-R)**, 174; **3 Maximilian Gotz/Maximilian Buhk (Mercedes SLS AMG GT3)**, 165; **4 Martin Ragginger (Porsche)**, 154; **5 Claudia Hürtgen/Dominik Baumann (BMW Z4 GT3)**, 148; **6 Rene Rast/Christopher Mies (Audi R8 LMS ultra)**, 146.



SUPERSTARS GT SPRINT

Teenager Thomas Schoffler (above, leading) won the title at his first attempt in his MTM-run Audi R8 LMS, helped by some star-quality co-drivers during the season including Johan Kristoffersson, Laurens Vanthoor, Filipe Albuquerque and Oliver Jarvis. Glauco Solieri was runner-up in his Autorlando Porsche 997.

AUSTRALIAN GT

Clark Quinn sealed back-to-back titles in his Porsche GT3-R, finishing over 100 points clear of the Aston Martin of Tony Quinn. Rod Salmon was third in his Audi R8 LMS ultra.

ITALIAN GT

A wide-open season went the way of Ebimotors Porsche duo Vito Postiglione and Luigi Lucchini, who defeated the ROAL BMW of Stefanos Colombo and Comandini. Rinaldo Capello and Johan Kristoffersson both won races for Audi Sport Italia.

FRENCH GT

World Cup-winning goalkeeper Fabien Barthez and Sofrev Ferrari co-driver Morgan Moullin-Traffort took the title at a tense final round. Main rivals Anthony Beltoise/Laurent Pasquali (Sebastien Loeb Racing McLaren) won more often, but were less consistent. Franck Perera (Porsche) and Soheil Ayari (Ferrari) were also among the winners.

MIDDLE EAST RALLY

Qatar's Nasser Al-Attiyah dominated once again, partnered by Italian co-driver Giovanni Bernacchini in his Ford Fiesta RRC. He finished well clear of Khalid Al-Qassimi's Citroen DS3.

ASIA-PACIFIC RALLY

Gaurav Gill became the first Indian to win the title and made it two drivers' crowns in a row for the MRF Skoda team after Chris Atkinson's 2012 triumph. Gill took two maximum-points hauls to beat team-mate Esapekka Lappi.

ANDROS TROPHY

Jean-Philippe Dayraut won his fourth title in five years in the 2012-13 season, the Sainteloc Mini driver (below) fighting off the challenges of Citroen man Benjamin Riviere and Dacia team leader Olivier Panis.



Timerzyanov fends off
Bakkerud and Hansen

EUROPEAN RALLYCROSS CHAMPIONSHIP

Timerzyanov defends title

EUROPEAN RALLYCROSS CHAMPION Timur Timerzyanov had everything to lose in 2013, the Russian driver returning to the series in his Hansen Motorsport Citroen DS3 in which he claimed the 2012 title.

His season started slowly, with two non-finishes in the finals of the new-format events, as American driver Tanner Foust won round one at Lydden and Liam Doran claimed victory in Portugal. Timerzyanov made it to the podium in round three, second behind team-mate Timmy Hansen, and was second again in Finland behind Foust.

Norway brought Doran's second victory, and another podium finish for Timerzyanov. Contact with Foust at Loheac, France in front of a record 72,000 crowd meant the Russian missed out on the podium, but he'd been collecting consistent scores elsewhere while his rivals faltered.

Andreas Bakkerud claimed the wins in Sweden and France, but Timerzyanov primed his title with a podium in the penultimate round in Austria, sealing honours in Germany.

With no pressure, Timerzyanov pushed hard to win the final there, but his failure to do so didn't matter

as he became only the sixth driver in history to win back-to-back European Rallycross titles.

Former World Rally star Petter Solberg was one of the fastest drivers of the season, but constantly ran into problems, scoring only two podium finishes.

● Hal Ridge

POINTS

1 Timur Timerzyanov (Citroen DS3), 185; **2 Davy Jeanney (Citroen C4)**, 156; **3 Timmy Hansen (Citroen DS3)**, 145; **4 Andreas Bakkerud (Citroen DS3)**, 133; **5 Liam Doran (Citroen DS3)**, 121; **6 Alexander Hvaal (Citroen DS3)**, 116.

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2013 and all that

How much can you remember about this year?

1

Name all the European drivers who scored WTCC points.

2

Name all the drivers who shared with Scott Tucker during his ALMS LMP2 title challenge.

3

How many drivers won races in all three top NASCAR classes?

4

How many times did British Touring Car champion Andrew Jordan fail to score a point in any of the 30 races?

5

Name all the riders who led a MotoGP race without winning.

6

How many British drivers scored GP2 podium finishes?

7

Which team fielded the most drivers in IndyCar races?

8

How many drivers raced for Starworks in Grand-Am?

9

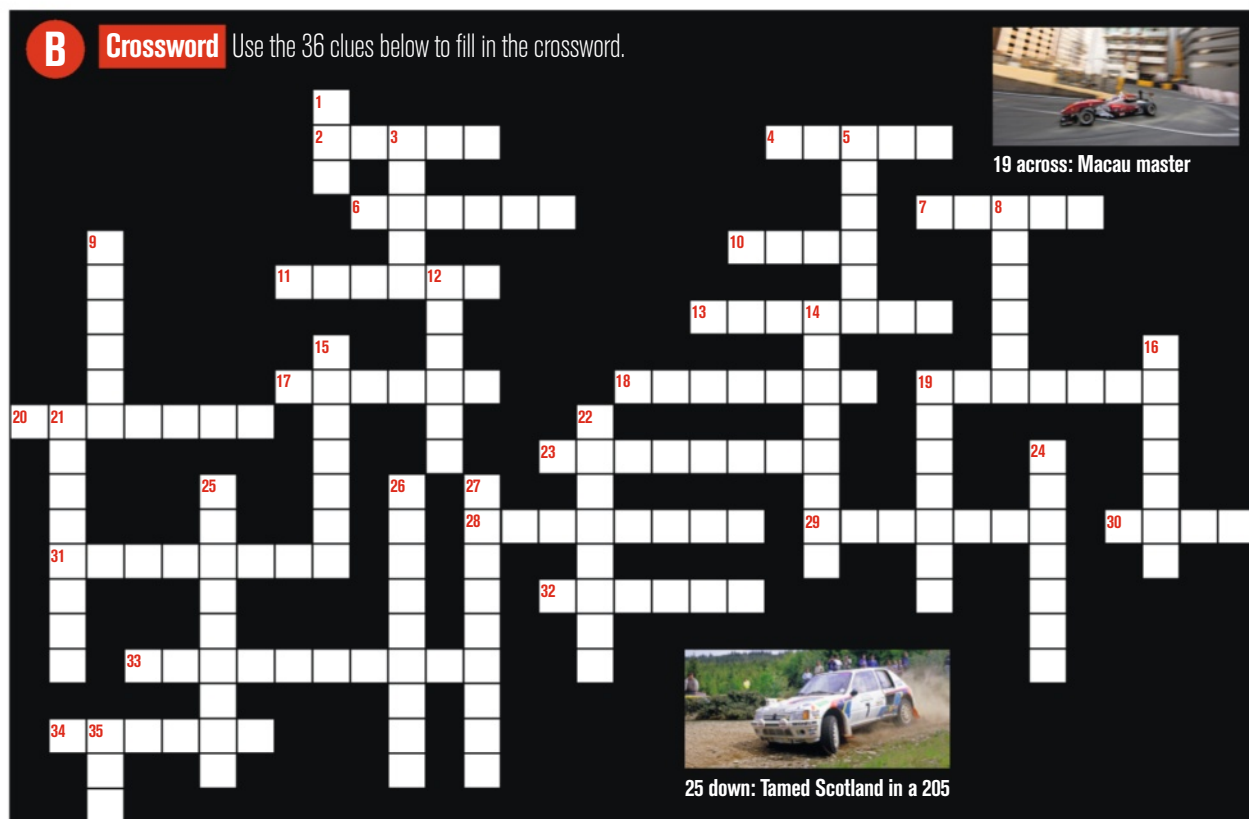
What was the sum total of British drivers' WRC points?

10

Who was the only Indy Lights polesitter not to win a race?

B

Crossword Use the 36 clues below to fill in the crossword.



19 across: Macau master



25 down: Tamed Scotland in a 205

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2 F3 Operandi

4 Fast family

6 Inaugural Aurora host

7 Kiwi car builder

10 Can-Am McLaren interloper

11 Flats with bite

13 Willhire wonder

17 World Series one-off

18 Gritty Antipodean

19 Macau master

20 Longest on F1 calendar

23 German BTCC oddball

28 Formula Junior joy

29 Procar but no F1

30 Swiss tintopper

31 Mr Rallycross

32 First rally king

33 High Chaparral

34 Brazilian 500cc winner

DOWN

1 Powered JYS to a Monaco win

3 Porsche or not Porsche?

5 First 'Daily Mail' winner

8 Colin's map man

9 Gave VWs extra fizz

12 Bathurst hero

14 Glitzy Can-Am venue

15 Bugatti's Le Mans legend

16 Revival record holder

19 In its Trans-Am element

21 Winner in Delta and Galant

22 Superprix podium star

24 Superleague of their own

25 Tamed Scotland in a 205

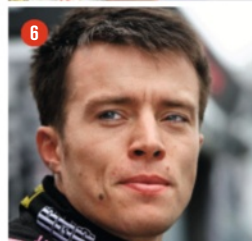
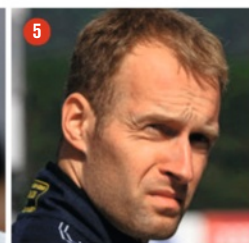
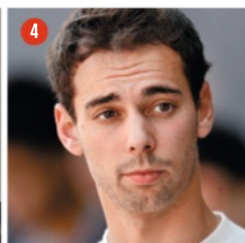
26 Solo DTM winner

27 Connaught's most-capped

35 Final F2 winner

C

Winners' Gallery Can you identify these 2013 international race and/or rally winners?





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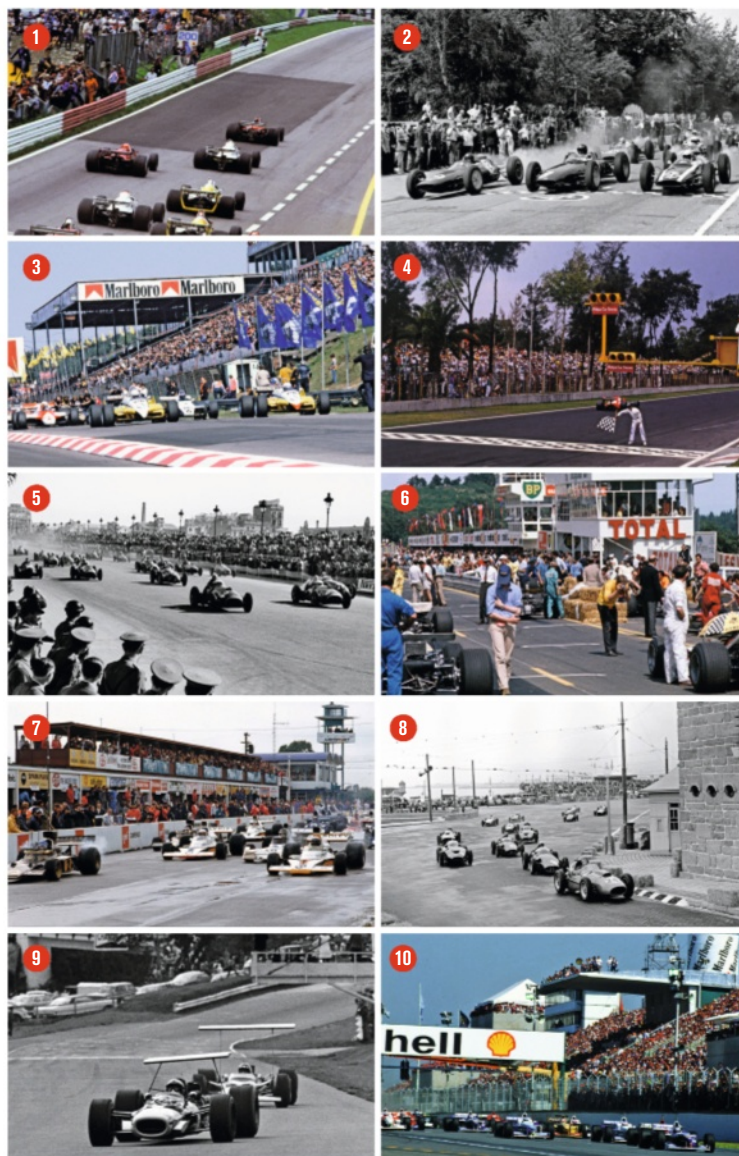


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E Name that track Can you name these international motorsport venues – some well known, some rather less so?



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 Season review (Dec 19-26)

WRITERS

JA: James Allen
 BA: Ben Anderson
 GA: Gary Anderson
 LA: Leigh Armes
 JB: James Beckett

CBJ: Chuck Bradbury Jr
 CB: Charles Bradley
 PB: Phil Branagan
 AC: Adam Cooper
 DC: David Coulthard
 MD: Mike Doodson
 DE: David Evans

PF: Paul Fearnley
 GF: Glenn Freeman
 MG: Mark Glendenning
 AH: Andy Hallberry
 RH: Richard Heseltine
 PH: Peter Higham
 HHF: Henry Hope-Frost

MH: Mark Hughes
 MJ: Matt James
 PL: Paul Lawrence
 GL: Graham Lister
 DM: Diego Mejia
 GM: Gregor Messer
 PM: Peter Mills

SM: Scott Mitchell
 JN: Jonathan Noble
 JOL: Jamie O'Leary
 MO: Marc Orme
 AP: Anthony Peacock
 MP: Marcus Pye
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HR: Hal Ridge
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 MS: Marcus Simmons
 SSM: Sam Smith
 JS: Jake Sanson
 SS: Simon Strang
 ES: Edd Straw

IT: Ian Titchmarsh
 ST: Sam Tremayne
 KT: Kevin Turner
 AVDB: Andrew van de Burgt
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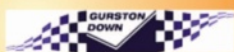
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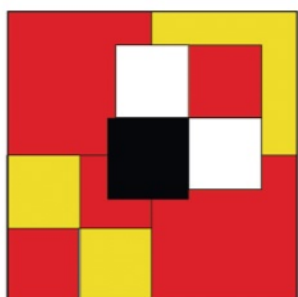
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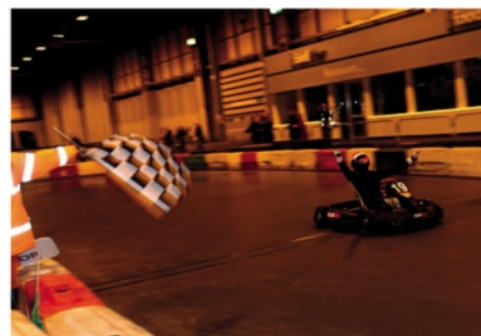
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GULF LIVERIES ARE AN ICONIC

part of motorsport history. They have graced some of the most famous racing cars ever built, from Ford GT40s to Porsche 917s, as well as some fairly ropey replicas and club racing specials!

Gulf Racing coming to British GT will help the series continue the momentum that made it so successful this season. That Triple Eight has already filled the seats in its BMW Z4s, despite (much to team boss Ian Harrison's frustration) not having won a race in 2013, also bodes well.

Motorbase is expanding with Aston Martin, Bentley is coming in, AF Corse is returning. The buzz is still very much alive with GT racing on these shores.

A six-month ban from the MSA will certainly have killed young Niall Murray's buzz (see page 113). The former Ginetta Junior racer capped his first season in single-seaters by winning the Formula Ford Festival at Brands Hatch, but rival Wayne Boyd was convinced he'd done so by passing under yellow flags.

Officials lacked the evidence to strip Murray of his title, chiefly because they needed footage from his own on-board camera to do so. His failure to provide it won't alter the record books, but it will cost him a race licence for six months and a £1000 fine.

This is our last issue of what has been another eventful year for UK motorsport. Our very own 'voice of club racing', Marcus Pye, picks out his personal highlights on pages 114-119 (and hosts his own unofficial awards on page 113), and we also have a gallery of our intrepid photographers' best pictures, plus a round-up of all the 2013 club racing champions.

We hope you have a very merry Christmas, and a happy New Year.

Gulf Racing set for British GT

Blancpain team set to join domestic series as Triple Eight recommits

INTERNATIONAL GT SQUAD

Gulf Racing is eyeing a British GT campaign in 2014.

Gulf ran cars in the Blancpain Endurance Series this season and recently appointed experienced GT team boss Piers Masarati as business development manager.

Masarati confirmed the team is hoping to add a UK campaign.

"The ideal for us is to run one or two cars in British GT, alongside our international programme," he said. "I'm looking for drivers and I'm close to putting something together."

Gulf Racing has run the McLaren MP4-12C and the Lamborghini Gallardo GT3 this season, but has not yet confirmed which machinery it would use in Britain.

"We are evaluating which car to run," added Masarati. "We want to win races and contend for the championship. We are planning to have a strong presence in Europe in 2014 so it makes sense for us to have

a complementary GT3 effort in the UK.

"The Gulf Racing brand has an incredible history and we would like to be able to add to that in 2014 with success on home ground.

"British GT is the most competitive national championship so is appealing; we want our drivers to be in the position to have a long association with us, developing in the UK and progressing right through our European programs to WEC."

TRIPLE EIGHT RETURNS

Meanwhile, Triple Eight has confirmed it will return to British GT next season.

Ian Harrison's squad joined the series in 2013 and will run a pair of BMW Z4 GT3s again next year.

Joe Osborne and Lee Mowle will again drive the #8 car, while Derek Johnston and former British Touring Car and British GT race winner Luke Hines will drive the second machine.

Hines, who teamed up with Johnston for the Zandvoort round in 2013 with

an Mtech-run Ginetta G55, said:

"I'm really pleased that I will be working with Triple Eight again. They were responsible for starting my career back in the works Vauxhall touring car days and I know what a professional outfit they are."

Managing director Harrison said: "Last year was our first foray into GT racing, and our performance and understanding of this kind of racing built as the season unfolded.

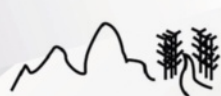
"With the driver crews we have for 2014, the ingredients are there to keep that momentum going. We want wins and the championship."



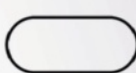
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BRDC F4

Fielding and Hyman with HHC for F4

BRDC FORMULA 4 WINTER SERIES race winner Sennan Fielding will remain with HHC Motorsport to contest the main series next season.

The 18-year-old started the first three rounds of 2013 with Douglas Motorsport, earning a best finish of fifth before spending the second half of the year on the sidelines.

He joined HHC for the winter races at Snetterton and Brands Hatch, racking up three podiums and a win on his way to third in the points.

"I'm aiming for the title in 2014; I wouldn't be on the grid if I didn't think I could win it," said the 2012 Ginetta Junior runner-up. "It's going to be another tough and competitive season with a very strong grid, but I'm hoping to be running at the front from the start and hopefully carrying over our form from the winter."

Fielding will be joined at HHC by series returnee Raoul Hyman. The South African made his car racing debut with the team in 2013 after

stepping out of karts, finishing the year seventh with four podiums.

Hyman, who has been coached by GP2 race winner Jolyon Palmer, believes his first year in single-seaters will stand him in good stead for a title challenge next season.

"I am really looking forward to 2014 and April can't come fast enough," he said. "My first year in cars was a sharp but exciting learning curve, especially as I had to learn the circuits as well."

"I intend to put that knowledge to

good use in 2014, and mount a serious challenge for the championship."

Team boss Charlie Kemp said he expects both drivers to be in the running for the crown next year.

"Sennan showed his pace at Brands Hatch and hopefully he can have a really good stab at the title," he told AUTOSPORT. "With Raoul as well we've got a very strong driver line-up."

"I think he showed flashes of brilliance last year and he ought to be running at the front."

VW Scirocco R-Cup

VW Cup racer Caygill to make German Scirocco graduation

VOLKSWAGEN CUP RACER JOSH

Caygill will step up to the German Scirocco R-Cup series next season.

The former British Supersport motorcycle champion will dovetail his campaign in the DTM-support series with a return to the UK VW Cup.

The 24-year-old steered an AWM Motorsport Golf GTi to ninth in the VW Cup this season, his debut car campaign.

The North Yorkshire racer, part of the management stable of ex-BTCC racer Tim Sugden, will contest January's Dubai 24 Hours in KPM's Mk6 Golf before switching his focus to Sciroccos.

"It's perfect for me with it being only my second season in cars," said Caygill. "Instructors [in the German series] are out on track watching you in each



session and they go through all the data with you – that's just what I need at this point. It'll be a challenge learning all the tracks, but I can't wait."

Race winner Stewart Lines will also return to the VW Cup next season at the wheel of a Scirocco. He has formed his own team – Maximum Motorsport – to run cars for him and ex-Clio Cup and Mini Challenge racer Chris Panayiotou.

Toyota Racing Series

Schothorst joins top team M2 for TRS racing return

FORMULA RENAULT RACER

Steijn Schothorst will return to the Toyota Racing Series next year with leading team M2 Competition.

Schothorst was a race winner in finishing fourth in the 2013 TRS, behind double champion Nick Cassidy, Macau Grand Prix winner Alex Lynn and Formula 3 ace Lucas Auer.

The 19-year-old Dutch racer went on to finish 14th in the Formula Renault Eurocup for Josef Kaufmann Racing, and fifth in a partial Formula Renault NEC campaign that included three race wins.

M2 Competition's six-car line-up also includes Pedro Piquet, youngest son of triple Formula 1 world champion Nelson,

BRDC Formula 4 racer Gustavo Lima, Australian Formula Ford ace Macauley Jones, Russian FRenault Eurocup podium finisher Egor Orudzhev and Swiss FRenault racer Levin Amweg.



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Ginetta GT Supercup

United Autosports joins Ginetta GT Supercup with Davenport

BRITISH GT RACE-WINNING TEAM

United Autosports is to expand into the Ginetta GT Supercup next season.

Richard Dean's squad will run a G55 for GT5 Challenge frontrunner Luke Davenport, who won once on his way to fourth in the British GT support championship this season. He tested an ex-Rob Boston G55 with the team at Donington Park earlier this month.

The Supercup arm of the team will be coordinated by former Ginetta championship manager Max Gregory, who said the team, which is also joining the

BTCC in 2014, intends to use the TOCA support series as a way of evaluating potential future drivers.

The team is ramping up its domestic commitments and will again run an Audi R8 LMS ultra for BGT runners-up Matt Bell and Mark Patterson in 2014, alongside a twin-Toyota Avensis campaign in the BTCC with James Cole and Glynn Geddie.

"It will be a busy year," acknowledged Gregory. "But we can see the merit in the Supercup as a feeder for our GT and BTCC campaigns, as it is a route many drivers have already taken."

Davenport had maiden G55 run at Donington



Florida Winter Series

Formula 1 star Bianchi confirmed for Ferrari's Florida Winter Series

MARUSSIA FORMULA 1 DRIVER

Jules Bianchi and IndyCar racer Simona de Silvestro will be among the entry for the first Florida Winter Series run by the Ferrari Driver Academy.

Bianchi, European Formula 3 champion Raffaele Marciello, Formula Renault ALPS winner Antonio Fuoco and fellow FDA member Lance Stroll will all take part in the new four-round series that starts on January 22, according to Ferrari's website.

Ferrari, which launched the new four-round series for ex-Formula Abarth cars last month, said Bianchi would dovetail his participation with pre-season testing duties for Marussia.

European F3 Open champion Ed Jones,

fellow F3 drivers Dennis van de Laar and Nicolas Latifi, GP3 competitor Luis Sa Silva, ALPS racer Alex Bosak and karter Leonardo Pulcini will also contest the series, which takes place across four rounds at Homestead, Palm Beach and Sebring in January and February.

Bianchi will drive in new Florida series



FF1600

Brands Festival winner Murray banned for withholding evidence

FORMULA FORD FESTIVAL

winner Niall Murray has been fined £1000 and had his licence suspended for six months for failing to provide sufficient evidence for an investigation by the Motor Sports Association.

The 18-year-old Ginetta Junior graduate won the Brands Hatch event in his Van Diemen RF99, but was then investigated for allegedly overtaking erstwhile race leader Wayne Boyd under yellow flags.

At an MSA court of enquiry this week, Murray was found guilty of failing to provide video evidence to officials.

Senior clerk of the course Bernard Cottrell confirmed the Irishman would keep his Festival victory but had been handed punishment for "failing to make video evidence available to the officials after the Festival final".

Murray retains his FFord Festival win



HUMBLE PYE

The voice of club racing



Sebastien Loeb's Pikes Peak 208 T16 graced Goodwood

Picking out the best from a packed and superb season

There is an old saying that goes: "The older one gets, the quicker the years fly past." I've packed 32 race meetings in since I compiled an Old MAWP's Almanac – or 'Not the AUTOSPORT Awards' – and much between them, so it must be true. Here are this year's highlights.

BEST CHAMPIONSHIP

Andrew Jordan landed the BTCC title brilliantly, but tin-top devotees would surely concede that the British GT series boasted a greater variety of cars. On the historic front, 200-plus racers made the HSCC's Guards Trophy Pre-'66 GT/Pre-'69 showcase the talk of the town.

TOP VALUE

Plenty of grass-roots action to choose from, but the 750MC-run BMW Compact Cup went from strength to strength with hordes of well-turned-out E36 coupes slugging it out at each round. Promoters claim that cars can be put on track for £4k.

PHOTO FINISH

Of almost 400 races I saw, 19 were decided by under 0.25 seconds. Disallowing Matthew Watts's 0.019s Historic F2 margin over Nick Fleming after a post-safety car dash to the line at Zandvoort, Matt Fincham's full-term 0.04s Stock Hatch victory over Martin Ward on Brands Hatch's Indy circuit in April was the closest.

DRIVE OF THE YEAR

Some observers hailed it "the drive

of the decade" as Simon Hadfield walked on water in Aston Martin DP212 to put German Wolfgang Friedrichs on the Goodwood Revival's RAC TT podium. But veteran 500cc F3 racer John Turner toppling Norton-powered rivals to win at Cadwell Park in June, in his Cooper-JAP Mk9, was another remarkable giantslaying.

SIGHT OF THE SEASON

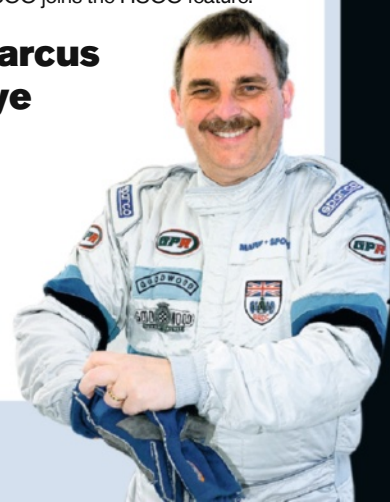
An all-Ford GT40 race at Goodwood, 28 HGPCA Nuvolari Trophy Pre-'40 cars at the Donington Historic Festival, and Gary Pearson sublimely drifting Carlos Monteverde's Porsche 917 at the Silverstone Classic are compelling candidates. But Peugeot's 820bhp 208 T16 – fresh from Sebastian Loeb's Pikes Peak hillclimb victory – at the Goodwood Festival of Speed edged it for me. Surely Loeb would have set BTM where his understudy narrowly missed out...

ONES TO WATCH IN 2014

Estate cars back in the BTCC, Goodwood's third event – the 72nd Members' Meeting in March, and Mallory Park's renaissance (hopefully!) Fifty years after the last contemporary AUTOSPORT 3 Hours at Snetterton, I'm really looking forward to a mega retrospective in June, when the GTSCC joins the HSCC feature.

Marcus Pye

"Hadfield walked on water to win the RAC TT in what some observers called the drive of the decade"



MARCUS PYE'S

Highlights of the year

As one of our key figures in the club racing paddocks of the UK and beyond, **MARCUS PYE** got to see a great deal of fabulous competition in 2013, so who better to pick some highlights?



Thirty-two events at 19 venues – including trips to France, Germany, Holland, Belgium and Spain in pursuit of continental Europe's finest Historic racing festivals – have made this another frenetic, but memorable, season.

Now into my 37th year of writing for AUTOSPORT, and with 30 days of commentating shuffled into a fascinating mix of gatherings from Croft to Jerez, I've witnessed some great sport. Here are a few of my personal 2013 highlights.

BRDC FORMULA 4

At a time when the sport was crying out for an affordable junior slicks-and-wings single-seater championship, MotorSport Vision boss Jonathan Palmer's new BRDC Formula 4 initiative fitted the bill well. But for one or two minor glitches – which, let's face it, have happened in virtually every fledgling series – it enjoyed an excellent debut season.

Twenty-eight young drivers competed during the season and 11 winners over the eight-event, 24-race calendar, which visited five quality circuits, proved it was a level playing field. That champion Jake Hughes and runners-up Seb Morris and Charlie Robertson won places in the BRDC McLaren AUTOSPORT Award run-off is another feather in its cap.

Despite being at Snetterton the day the Ralph Firman Racing-built MSV F4-013 prototype – a mock-up of which broke cover at AUTOSPORT International in January – ran for the first time, I was frustrated not to be able to get up close, indeed didn't see it run. But the 185bhp Ford Duratec-powered machine raced well and won accolades.

After a season in which the product exceeded all expectations, teams know precisely the operational costs of the cars per mile and typical accident damage bills. What beats me now is that with these figures on the table, the FIA is still debating what to do with its own 'F4' idea.

Surely, Dr Palmer's now-proven business model is unbeatable, so why not forget your differences, Herr Berger, and take it international? Rather than being divisive, is not the world governing body's duty to focus and promote the sport? I believe there are too many benefits here to ignore...

CASTLE COMBE

The death of Howard Strawford in February, at the age of 77, was an inestimable blow to his beloved Castle Combe, the race circuit he and wife Pat bought in 1976 and battled tirelessly to save from extinction.

While stunned by the loss of their leader, the family-led team dug its heels in and – after a couple of poor seasons by its own high standards – got the old place back on track in the months that followed.

Support for the resident Formula Ford championship reflected the financial climate, but green shoots of recovery are evident in the Sports and GT series, a split format for which should grow both sides in 2014.

The second Autumn Classic doubled as October's finale and started to deliver with larger entries and a cracking big Healey centrepiece. The addition of 500cc F3 cars will take Combe back to its roots next year.

THRUXTON EASTER REVIVAL

I didn't get to Thruxton until the 1973 BARC Championship Finals, thus missing five years of its modern era. Subsequently I couldn't stay away, serving as a junior official and lap-charting for commentator Simon Taylor (then AUTOSPORT's publisher) which I've always considered as the key to my break with this magazine in '77.

I've written, competed, instructed and been PA speaker there dozens of times since, of course. Indeed, the old aerodrome will always have a special place in my heart.

Thruxton's Easter Formula 2 meetings, often the first home internationals of the season, were brilliant. Huge crowds flocked to see the latest cars and F1 drivers. In '75, an unprecedented crowd basked in the sunshine and my hero Ronnie Peterson was eliminated in a monumental multi-car shunt. But I remember period Formula 5000, two-litre sportscars and multifarious club classes in the interim with equal affection.

Grahame White, the BARC's competition guru



WTCC REVIEW



O'Connell (4) and Fleming came to blows at Thruxton

JONES

115

“A spectacular F2 battle at the Easter Revival warmed fans who braved Arctic conditions”

of the '60s and early '70s, stitched those big events together and, now as chief executive of the Historic Sports Car Club, recognised the potential to celebrate the glory days. With overwhelming support from circuit school headmaster, Classic F3 champion – and currently acting BARC CEO – Bill Coombs, the Thruxton Easter Revival was launched as a joint venture in March.

The fascinating retrospective featured most HSCC classes. Sub-70-second laps of the 2.356-mile circuit in a spectacular F2 battle between Martin O'Connell (Chevron B40), Nick Fleming (Ralt RT1) and Andy Smith (March 742) mirrored the original era's, albeit with different tyres and smaller fuel loads. They also warmed spectators who braved Arctic conditions. Fortunately, Easter is late in 2014, so put April 19-20 in your diaries.

NUVOLARI TROPHY

Seventy-five years after Tazio Nuvolari won the last of four Donington grands prix in 1938, driving a V12 Auto Union against the Mercedes-Benz team, nobody expected Silver Arrows to be competing at the circuit's Historic Festival in May. The Alfa Romeo P3 in which Briton Richard Shuttleworth won the '35 GP and an ex-Nuvolari sister car were

among many stars, though, in a 28-car Pre-1940 race set in which I was involved through the Historic Grand Prix Cars Association.

ERAs – which I have always adored, the more so since I drove the ex-Prince Bira R5B 'Remus' for AUTOSPORT at Silverstone in 2000 – were unstoppable, but Maseratis, Bugattis, Frazer Nashes a Talbot-Lago and a six-wheeled Alta characterised a wonderful grid, the quality and variety of which have not been seen for donkeys' years. The pathos



Nuvolari entry was an eclectic mix

MAMP+SPORT

as these priceless steeds emerged from the garages, engines rasping and superchargers wheezing, to form up in the pitlane, was contagious.

On June 7-8 next year it is hoped that a large Pre-War entry will race at Dijon to mark the 50th Anniversary of the inaugural GP de l'Age d'Or at Rouen-les-Essarts in 1964. On that occasion F1 world champion Jim Clark startled everybody by accepting fellow Scot The Hon. Patrick Lindsay's offer of a run in 'Remus' in practice and lapping very quickly. Much as he'd probably be up for it, I can't imagine Sebastian Vettel being allowed to follow Clark's lead.

BMW PROCAR HEAVEN

I have always regretted not being able to take up the offer of a drive in a BMW M1 Procar years ago, for there has never been a sexier or more photogenic one-make racer. Powered by a 3.5-litre, 450bhp straight-six engine, which made the most delicious induction roar, the extravagantly bewinged homologation specials from Munich supported Formula 1 GPs in 1979-'80 and appeared at Donington Park in the latter season.

Niki Lauda raced one of the five works-run cars initially, then jumped ship to win the inaugural ►

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MCE BRITISH SUPERBIKES	18-21 APRIL	BRANDS HATCH	BRITISH TOURING CARS	02/03 AUG	SNETTERTON 300
BRITISH GT CHAMPIONSHIP	19/21 APRIL	OULTON PARK	MCE BRITISH SUPERBIKES	08-10 AUG	OULTON PARK
MCE BRITISH SUPERBIKES	03-05 MAY	OULTON PARK	LOTUS FESTIVAL	16/17 AUG	BRANDS HATCH GP
MINI FESTIVAL	11 MAY	BRANDS HATCH	MCE BRITISH SUPERBIKES	23-25 AUG	CADWELL PARK
BLANCPAIN GT SPRINT SERIES	17/18 MAY	BRANDS HATCH GP	HSCC GOLD CUP	23-25 AUG	OULTON PARK
MASTERS HISTORIC FESTIVAL	24-26 MAY	BRANDS HATCH GP/INDY	BRITISH F3/GT CHAMPIONSHIP	30/31 AUG	BRANDS HATCH GP
BRITISH TOURING CARS	07/08 JUNE	OULTON PARK	DUTCH SUPERCARS	13/14 SEPT	BRANDS HATCH GP
AMERICAN SPEEDFEST II	08 JUNE	BRANDS HATCH	BRITISH TRUCK RACING	13/14 SEPT	SNETTERTON 300
MCE BRITISH SUPERBIKES	13-15 JUNE	SNETTERTON 300	BRITISH TOURING CARS	11/12 OCT	BRANDS HATCH GP
BRITISH F3/GT CHAMPIONSHIP	21/22 JUNE	SNETTERTON 300	MCE BRITISH SUPERBIKES	17-19 OCT	BRANDS HATCH GP
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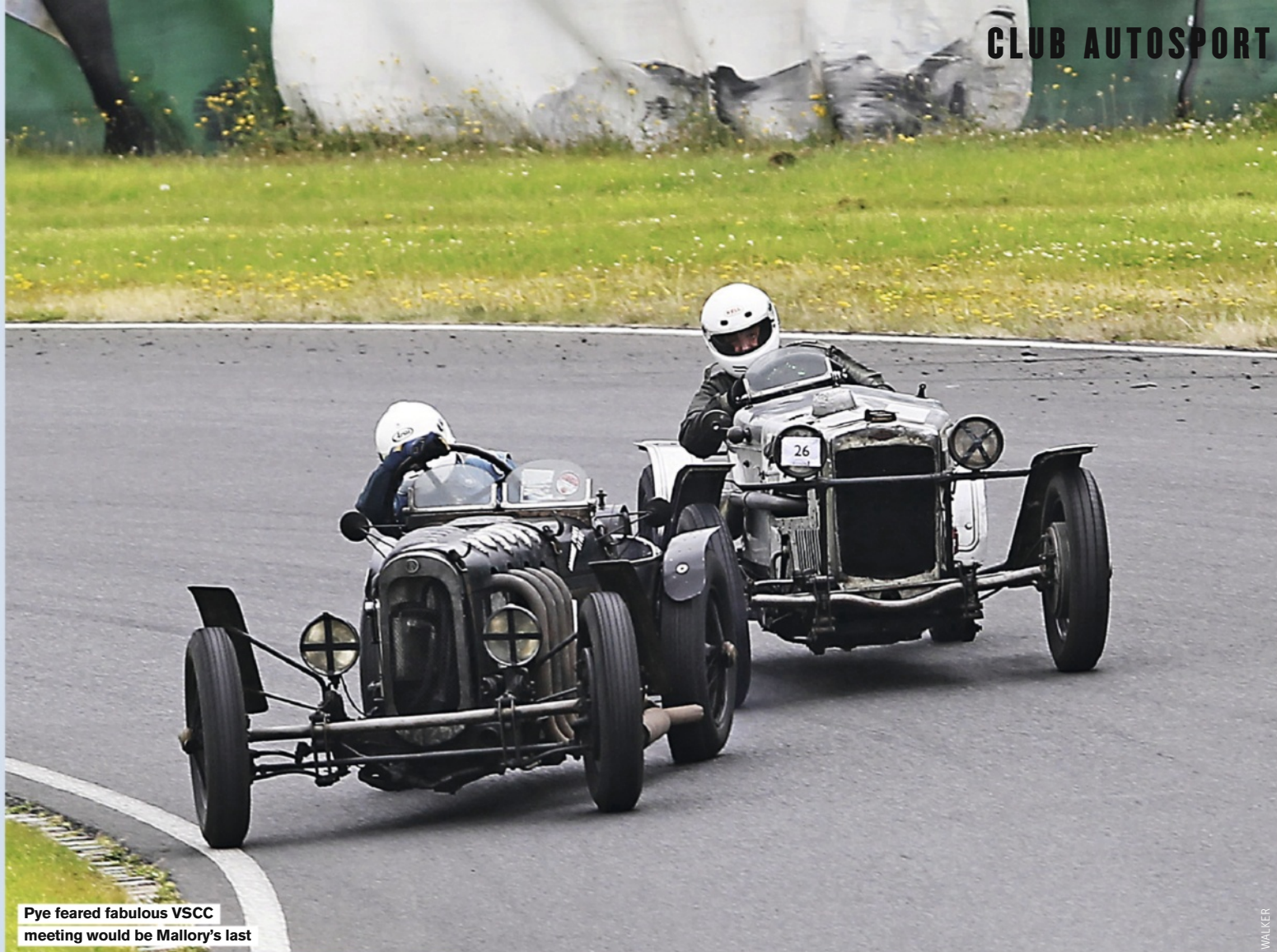
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Pye feared fabulous VSCC meeting would be Mallory's last

WALKER

► championship in the Project 4-run Marlboro machine, narrowly outpointing Hans-Joachim Stuck. Nelson Piquet beat Alan Jones in year two, when I rattled into Brands Hatch from the AUTOSPORT office in time to catch qualifying, in which plenty of damage was inflicted.

Many Procars were reunited at Nurburgring's AvD Oldtimer GP (Europe's oldest historic racing festival) in August. Being near them in the paddock, resplendent in the familiar purple, blue and red BMW Motorsport colours in the division's Jubilee Celebration, or immortalised by iconic period liveries — turned the clocks back for me.

MALLORY PARK

As a devotee of Mallory Park since its Aurora AFX British Formula 1 championship days, I was deeply concerned when I left the Vintage Sports Car Club's meeting in July that I'd seen my last car race at 'The Friendly Circuit'.

I'd won a race there 21 years previously — the last time the Leicestershire venue was in jeopardy,

prior to Chris Meek bringing it under his Titan Properties wing — in Lancastrian Paul Howarth's Chevron 'B19', but things had kicked off with the BARC and times were clearly serious. Recent news that successful motorcycle businessmen Stuart Hicken and Eddie Roberts have formed 'Real Motorsport Ltd' to run the circuit is encouraging.

750MC BIKE SPORTS

Last year I flagged-up the 750 Motor Club's Road Going Bike-engined championship as one I'd enjoyed watching. It's gone from strength to strength in 2013, and become a bit more open with the departure of unbeatable champion Tim Gray to its 'full race' cousin Bike Sports. Champion Matt Higginson won nine races, fellow Spire jousters Alastair Boulton and Jon Cutmore the other four.

Gray, meanwhile, developed Spire boss Paul Nightingale's Honda-powered GT3 for the slick-shod championship and, by winning his class in all bar one of the 11 races, added another title to his CV, which stretches back to the club's Locost championship in 2003. By year's end it was not only a sensational-looking tool, but also an incredibly quick one in Tim's hands. I say again, his remarkable talent and start-to-win ratio should be tested in pro leagues.

RAC TT CELEBRATION

As important as Beechdean Vantage GT3 team leader Andrew Howard's victory was in the extraordinarily hard-fought British GT championship, Wolfgang Friedrichs' and Simon Hadfield's unexpected victory in the RAC TT Celebration feature at the Goodwood Revival with DP212 was perhaps more poignant in Aston Martin's centenary year.

Since 2001, when the much-missed Will Hoy drove evo model Project 214 to second place, behind Emanuele Pirro/Gregor Fischen in the Jaguar E-type lightweight 4 WPD, only once had an Aston finished in the top six against the hottest Jags, Ferraris and Shelby Cobras. Julien Draper and Stuart Graham's sixth with DP214 in 2011 came courtesy of a monsoon.

It was horribly wet again this year, but leader Anthony Reid — to whom Chris Harris handed the unique Lister-Jaguar coupe — was not expecting Hadfield (pictured left) to ambush him with two minutes remaining, or pull away.

I whispered quietly at the prizegiving that Aston Martin should mark the achievement, especially given further heroics elsewhere in historic racing this season, but even I did not anticipate chairman David Richards offering him a GT3 test. ►



BLOXHAM

Hadfield (right) had an excellent year

“Hadfield's unexpected victory at Goodwood was poignant”

MERRY
CHRISTMAS

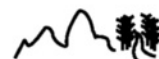
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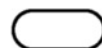
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Lotus project was tough but worth the effort

BLOXHAM/LAT

LOTUS 43

► Even though I had known for some years of Andy Middlehurst's ambitious plan to restore his idol Jim Clark's 1966 United States Grand Prix-winning Lotus 43/1, I wasn't holding my breath to hear its three-litre BRM H16 engine run. After all, it did not finish another race in a Lotus.

The chassis was done no favours when Jock Russell shunted it – severing its 4.7-litre Ford V8 engine – in an F5000 round at Brands Hatch in '69, but lack of engines proved a bigger headache than goosed sheet metal, especially after the only survivors in Britain were resolutely unbuyable.

Eventually St Helens Nissan GT-R specialist Middlehurst sourced one – effectively conjoined V8s using technology from the previous 1500cc F1 – in Australia. With BRM authority Hall & Hall unfettered by timescale, it ran in public for the first time at Goodwood in September, surrounded by period mechanics. Pure magic.

“When the restored Lotus ran in public, it was pure magic”

750MC BIRKETT RELAY

October's 750 Motor Club six-hour team relay race – named for Holland 'Holly' Birkett, who was among the club's founding fathers in 1939 – attracted a capacity 72 entries to the historic derivative of Silverstone's towering Grand Prix circuit and was an absolute cracker.

Many competitors rate it as the club event of the year, one that every serious novice racer should be obliged to have on his or her CV. Just surviving

each stint on a packed track, with a diverse entry and big speed differentials, provides more than the average sprint race season's experience.

As a bonus, this year both the Scratch and Handicap elements of the race went down to the wire. Three teenagers were among the Stock Hatch Citroen Saxo foursome that won the all-important Handicap and, having entered on a whim, they'd recommend it.

WALTER HAYES TROPHY

The annual end-of-season Walter Hayes Trophy Formula Ford 1600 extravaganza at Silverstone scaled new heights. One hundred and nine entries again overshadowing the previous weekend's BRSCC Festival, the Kent-engined staple has run annually since 1972, initially at Snetterton before moving to Brands Hatch in '76.

If the runaway nature of Scott Malvern's victory in this year's final – in an Australian Spectrum chassis run by triple Castle Combe champion Kevin Mills's team – was somewhat anticlimactic for onlookers it made me wonder what the 2011 British Fford (Duratec) champion, 2012 FRenault BARC winner, and double McLaren AUTOSPORT BRDC Award finalist must do to progress in the sport. ❧



Birkett Relay is a club highlight

JONES

Malvern dominated on his WHT debut



EBREY



NATIONAL PICS OF THE YEAR

AUTOSPORT's band of photographers are an intrepid bunch, shooting the breadth and depth of Britain's diverse and vibrant club scene. Here's a selection of their best shots of the season



JEFF BLOXHAM

David Shaw spins his ex-Piquet Ralt out of the HSCC Classic F3 finale at Silverstone's Luffield corner



ERIC SAWYER

Justin Maeers hustles his 1926 GN Parker at Snetterton VSCC meet



STEVE JONES

Classic Stock Hatch frontrunner Paul Thorpe gets some air at Donington

Mike Whitaker Jr's Mustang sheds a wheel at Donington



MICK WALKER

Historic rallying occasionally throws up some odd obstacles



JAKOB EBREY

Nick Cantanzaro's Monoposto catches fire on the last lap at Oulton Park; he still finished!



NORWICH PHOTO

Mini 7 racer Anthony Towey rolls through the Paddock gravel during Brands MSVR Mini Festival



GARY HAWKINS

RICHARD STYLES



Hardy racers battle into the night during Snett 2CV 24 Hours



CLUB AUTOSPORT

2013 CHAMPIONS ROUND-UP



Alex Craven beat ex-GP3 racer Alice Powell to the F3 Cup title

BRSCC

Alfa Romeo Roger Evans (GTV)
British Formula Ford Dan Cammish (Mygale M13-S1)
British GT3 Andrew Howard (Aston Martin V12 Vantage GT3)
British GT4 Ryan Ratcliffe/Rick Parfitt Jr (Ginetta G50)
Euro Saloons and Sports Cars Paul Rose (Saker)
Caterham R300 Superlight Ollie Taylor
Caterham Supersport David Robinson
Caterham Tracksport Michael Gazda
Caterham Roadsport Stephen Nuttall
Caterham Academy Group 1 Henry Heaton
Caterham Academy Group 2 William Smith
National Formula Ford 1600 Post-89 Austin Kimberly (Ray GR08)
National Formula Ford 1600 Pre-89 Jamie Jardine (Reynard 84FF)
Northern FF1600 Post-89 David McArthur (Van Diemen LA10)

Hart's Chiron powered him to OSS crown



Northern FF1600 Pre-90 Chris Hodgen (Van Diemen RF89)
FF1600 Triple Crown Post-89 Skylar Robinson (Ray GR08)
FF1600 Triple Crown Pre-90 Jamie Jardine (Reynard 84FF)
FF1600 Champion of Oulton Post-89 Martin Short (Van Diemen JLO12K)
FF1600 Champion of Oulton Pre-90 Jamie Jardine (Reynard 84FF)
FF1600 Star of Anglesey Post-89 Austin Kimberley (Ray GR08)
FF1600 Star of Anglesey Pre-90 Chris Hodgen (Van Diemen RF89)
Ford XR Challenge Michael Heath (XR2)
Ford Fiesta Andrew Foley (ST)
Ford Fiesta Class A Ian Scruton
Ford Fiesta Class B Ken Bateman
Ford Fiesta Class D David Abbott
Fiesta Junior James Ross
TVR Challenge Dean Cook (Tuscan)
Formula Jedi Lee Morgan
Fun Cup Racelogic
Porsche Boxster Rick Styryn
Porsche 924 Alastair Kirkham
Ma5da MX5 Championship Tom Roche
Renault MX5 SuperCup Andrew Clarkson
Mighty Minis Jonathan Lewis
Super Mighty Minis Jamie White
OSS Doug Hart (Chiron Hart)
Production GTi Simon Hill
VW Racing Cup Aaron Mason (Scirocco R)
Sports 2000 Duratec Robert Oldershaw (Gunn TS11)
Sports 2000 Pinto Mike Johns (Royale S2000M)
Sports 2000 Historic Mike Johns (Royale S2000M)
Porsche Club John McCullagh (968CS)
NSSCC Bill Addison (Caterham Superlight)



Whittaker won Kumho BMW title in E36 M3

BARC

Formula Renault BARC Chris Middlehurst
Classic Formula Ford 2000 Marc Mercer (Van Diemen RF82)
Classic Formula Ford 1600 Adriano Medeiros (Van Diemen RF79)
Renault Clio Cup UK Josh Files
Citroen 2CV Sammie Fritchley
Kumho BMW Garrie Whittaker (BMW E36 M3)
Classic Saloons and Historic Touring Cars Tony Preston (Morris Minor S2)
Pre-83 Touring Cars Tim Scott Andrews (Rover Vitesse)
Pre-93 Touring Cars Neil Bray (Ford Fiesta)
Blue Oval Saloons Alan Eason (Ford Fiesta XR2)
Classic Thunder James Macintyre-Ure (BMW 5 Series)
Legends Dean Brace

Porsche Carrera Cup GB Michael Meadows
Porsche GT3 Cup Challenge Justin Sherwood
Clubmans Cup Alex Champkin (Vision V84)
Clubmans Cup Proto Marcus Bicknell (Mallock Mk35 EB Honda S2000)
Classic Clubmans Class A Mark Charteris (Mallock Mk20/21)
Classic Clubmans Class B Barry Webb (Mallock Mk16 BW)
Ginetta GT Supercup Tom Ingram (G55)
Ginetta G50 Cup Sean Huyton
Ginetta Junior Harry Woodhead
Ginetta G40 Challenge Oliver Basey-Fisher
Ginetta G20 Challenge Stuart Pearson
Caterham Classic Graduates Graham Smith
Caterham Sigma Graduates Amanda Black
Caterham Super Graduates Dylan Stanley
Caterham Mega Graduates Jamie Ellwood
Caterham Sigma Graduates Jeremy Webb

MGOC Jim Baynam (MGB Roadster)
Max 5 David Chapman
CNC Heads North West Sports Saloons Simon Allaway (Lotus Daytona Espirit V8)
Quaife MN Saloons Andy Woods-Dean (Renault Megane Coupe)
Cannons Tin Tops Peter Osborne (Renault Clio)
Quaife Intermarque Matt Simpson (Vauxhall Tigra)
Pickup Trucks Anthony Hawkins
Welsh Sports and Saloon Car Championship Chris Morris (Suzuki Ignis)
Mini Se7en Andrew Deviny
Mini Miglia Peter Baldwin
Saxmax Guy Wenham

MSVR

BRDC F4 Jake Hughes
F3 Cup Alex Craven (Dallara F307)
Golf GTI Mk2 Andrew Aldridge
GT Cup Jeff Wyatt (BMW M3)
Lotus Cup UK Supersport Simon Deacon (2-Eleven)
Lotus Cup UK Production Andy Napier (Elise S1)
Mini Challenge Shane Stoney
Monoposto 2000 Robbie Watts (Lola F106/03)
Monoposto 2000 Classic Ben Cater (Van Diemen)
Monoposto 1800 Paul Britten (Van Diemen RF00)
Monoposto 1600 Adrian Heath (Vauxhall F1)
Monoposto Mono Jason Timms (Speads RM07)
Monoposto Zetec Marcus Sheard (Mygale SJ00)

**Smallridge family Sunbeam
Tiger was the pick of the
AMOC Intermarque cars**



WALKER

**Simon Tinkler's MGB
won the battle for
MGCC's V8 class**



JONES

**Tim Davies was
top dog in HSCC
Historic Touring Cars**



WALKER

Production BMW Matthew Parkes (320i)
Radical Clubman's Cup
Jesper Westerholm (PR6)
Radical SR3 Challenge Bradley Smith
Radical SR1 Cup Colin Noble Jr
Radical European Masters
Victor Correa (SR3)
VAG Trophy James Dowding (Mk4 Golf)

750MC

750 Formula Dave Hodkin (HRD Mk1)
Bike-Sports Tim Gray (Spire GT3)
Sport Specials Colin Benham (STM Phoenix)
Formula Vee Paul Smith (AHS Dominator)
MR2 Matt Palmer
BMW Compact Cup Steve Roberts
Stock Hatch Tom Bell (Citroen Saxo VTR)
Classic Hatch Lee Scott (Ford Fiesta XR2i)
RGB Matthew Higginson (Spire GT3)

MGCC

MG Trophy Andrew Ashton (ZR 160)
Midget Challenge Nigel Pratt
BCV8 Simon Tinkler (MGB)
Thoroughbred Sportscars Peter Barnard
(Elva Courier Mk1)
Cockshoot Cup David Morrison (Midget)
Metro Cup Tom Grainger
Peter Best Challenge James Walpole
(MGB Roadster)

HSCC

Classic Formula 3
Graham Fennimore (Ralt RT3)
Guards Trophy
Chris Scragg (Jaguar E-Type)
Historic Touring Cars
Tim Davies (Ford Lotus Cortina)
70s Road Sports

Oliver Ford (Lotus Europa)
Historic Road Sports
John Shaw (Porsche 911)
Historic FF1600
Sam Mitchell (Merlyn Mk20)
Historic FF2000
Nelson Rowe (Reynard SF79)
Classic Racing Cars Ian Jones (Lotus 59)
Historic Formula 2
Robert Simac (March 712)
Historic Formula 3
Jim Timms (Brabham BT21)
Historic Formula Junior Mark Woodhouse
(Elva 100)

MASTERS

Historic F1 Pre-'78
John Delane (Tyrrell 002/006)
Historic F1 Post-'78

Greg Thornton (Lotus 92/5)
Historic Sportscars Leo Voyatzides/Simon
Hadfield (Lola T70 Mk3B)
Gentlemen Drivers Andy Wolfe/Graham
Wilson (Lotus Elan 26R)
Pre-66 Touring Cars
Leo Voyatzides (Ford Falcon)

CCRC

FF1600 Adam Higgins (Van Diemen JL12)
Saloons William di Claudio (Peugeot 106)
Sports & GT Josh Smith (Radical PR6)

SMRC

Mini Cooper Cup Kenneth Thirlwall
Classic Sports & Saloons
Tommy Gilmartin (Morgan +8)
FF1600 Stuart Thorburn
(Van Diemen RF92)
Legends David Newall
Ford Fiesta XR2 Wayne Macauley
Ford Fiesta ST George Orr
Saloons & Sports Cars
Ryan Magennis (KTR)

MONDELLO PARK

Formula Libre Ireland Fergus Faherty
(Formula Renault Tatuus)
Formula Sheane Kevin Sheane
Formula Vee Adam Macauley
(Sheane FV01)
Global Lights Jake Byrne
Strykers Alan Watkins
Ginetta Junior Ireland Dylan Curley
ITCC Erik Holstein (BMW M3)
Historics David Kelly (Crosley 9s)
Patch Fiesta Zetec John Denning

KIRKISTOWN

NI FF1600 Ivor McCullough

(Van Diemen RF00)
Roadsports Ryan Magennis (GMS Honda)
Saloons Gerard McVeigh (Mitsubishi Evo)
GT David Beatty (Ginetta G50)

AMOC

Aston Martin Championship
David Reed (Aston Martin DB2)
Intermarque William Smallridge
(Sunbeam Tiger)

SEMSEC

Saloon & Sports Car Stephen Craig
(Honda Integra Si)
Sports Racing & Kit Car Bruce Wilson
(Caterham CSR Superlight)

CSCC

Jaguar Saloons Tom Barclay (J40)

**Voyatzides and Hadfield
steered Lola T70 Mk3B to
Historic Sportscars glory**



WALKER

**Barclay took
Jag title**



HAWKINS

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

EDITOR-IN-CHIEF

Andrew van de Burgt ext.5974
andrew.vandeburgt@haymarket.com

EDITOR

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

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

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

FEATURES EDITOR

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

NEWS EDITOR

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

MANAGING EDITOR

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

RALLIES EDITOR

David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR

Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR

Lynsey Row ext.5914
lynsey.row@haymarket.com

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

NATIONAL EDITOR

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

EDITORIAL ASSISTANT

Scott Mitchell ext.5370
scott.mitchell@haymarket.com

SENIOR DESIGNER

Michael Cavalli

PICTURE EDITOR

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

AUTOSPORT.COM**TECHNICAL TEAM LEADER**

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER

Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER

Interface Developer
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER

Joanne Grove
joanne.grove@haymarket.com

PHOTOGRAPHS

LAT Photographic

SPECIAL CONTRIBUTORS

Mark Hughes	Dieter Rencken	Pablo Elizalde
Gary Watkins	Gary Anderson	Matt Beer
Marcus Pye	Giorgio Piola	
Mark Glendenning	Alan Eldridge	

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	Martin, David Phillips, Diego Mejia, Robin Miller,
AUSTRALIA Phil Branagan	JAPAN Jiro Takahashi, Len Clarke	Jeremy Shaw
AUSTRIA Gerhard Kuntschik	NEW ZEALAND Bernard Carpenter	UK & EIRE Jonathan Crawford,
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BRAZIL Lito Cavalcanti	SOUTH AFRICA Richard Asher	Leanne Fahy, Paul Healy,
FINLAND Esa Illoinen	SPAIN Raimon Duran	Paul Jurd, Linda Keen,
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GREECE Dimitris Papadopoulos	USA Jonathan Ingram, Bruce	Lickorish, Scott Mitchell,
		Marc Orme, Graham Read,
		Hal Ridge, Peter Scherer,
		Ian Sowman, Oliver
		Timson, Ian Titchmarsh,
		Matt Upton, Eddie Walker,
		Richard Young

ADVERTISING

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

COMMERCIAL MANAGER

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

DISPLAY ADVERTISING

Gary Lee Hoebeek,
ext: 5576
garylee.hoebeek@haymarket.com

Luke Ricketts,
ext: 5961
luke.ricketts@haymarket.com

Don Rupal,
ext: 5244
don.rupal@haymarket.com

CLASSIFIED ADVERTISING

Peter Musumeci,
ext: 5992
peter.musumeci@haymarket.com

SUBSCRIPTIONS

UK 0844 8488817

OVERSEAS +44 (0)1795 592 974

EMAIL

autosport@servicehelpline.co.uk

UK 0844 8488817

OVERSEAS +44 (0)1795 592 974

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AD PRODUCTION

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

ADVERTISING DIRECTOR

Matthew Witham

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Jim James

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

PRODUCTION CONTROLLERS

Geeta Chambers,
ext: 5588
geeta.chambers@haymarket.com

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

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Can't wait for the next
F1 season to start?
Form a queue...

COATES/LAT

Roll on the 2014 F1 season

After nearly five decades of actively following F1 and yearly attending races, I want to urge all to blank out the whining and consider the reality: 2014 has every potential as a great year.

New rules with really trick high-tech power units – will one of the three be better? Vettel has been incredible, but the exhaust-blown downforce effect is toast: are Newey, Vettel and Red Bull toast, too?

Alonso has annoyed Ferrari, and Kimi – given a car he likes – is unbeatable. This drama alone might make 2014 unforgettable. Could Ferrari pull a great engine out of its hat, and Kimi drive Alonso into quitting?

If Mercedes has the engine, could Rosberg and Hamilton chop each other up, and Button be world champion again, before McLaren is off to Honda? Is it March yet?

Johnnie Crean, Kamuela, Hawaii

Double points for the last race.

Brilliant idea, but why stop there? Why not have half points for the first race, or at Hockenheim (mid-season) award points to cars finishing 11th to 20th?

At the end of the season we could vote for the most boring race and award it negative points. Am I being stupid? Well, the FIA started it.

**Chas Crowell
Plymouth**

Dear Mr Todt, now that you and

the FIA are looking for exciting ways to spice up F1, here's an idea: have the teams battle it out for an entire season, earning the regular points, and at the end of the finale, between the finish and the podium, viewers could call a special FOM hotline or text their choice of who

they think should be world champion.

The viewers' vote would override the actual results. No other spectacle would involve the audience so much! Drivers would be forced to tweet, be nice to the spectators, be funny, etc.

I think this would boost viewership, open Formula 1 to new markets and audiences and make CVC and Mr Ecclestone very happy.

You have ruined the 'sport' element already, why not go all the way and make it a full reality show on wheels?

**Xavier Lamadrid
By email**

All credit to Sebastian Vettel for

publicly denouncing as "absurd" the FIA's plan to award double points for the final grand prix of the season.

And no surprise of course to discover that Bernie Ecclestone supports the plan. When he finally quits the scene, he will leave Formula 1 a laughing-stock among sports.

**David Goddard
Hove**

After 40-odd years being an F1

fan, I despair at the way the sport is heading. Double points at the final race is just pandering to the causal TV viewer in an attempt to make the final GP unmissable.

Why not just ban Adrian Newey to level the playing field or give Sebastian Vettel/Red Bull a penalty for being too quick?

**Richard Thirkettle
By email**

In pictures

Images to celebrate a great season of sport, from Monaco to Indianapolis



NICE VIEW, BUT A JOB TO DO
Nico Rosberg's Monaco Grand Prix victory was sublime, and all the more special as it was taken around the streets where he grew up

MASON/GETTY IMAGES



KUBICA RETURNS TO SMOKIN' FORM
It was fantastic to see Robert Kubica back on the world stage. Here he is on his way to the WRC2 title on the Catalunya Rally

MCKLEIN

NO MORE UK DTM ON THE HORIZON
There was just the one race win for Gary Paffett in the DTM this year. He's pictured here at the last Brands Hatch event for the foreseeable future in his Mercedes



TK REFLECTS ON GREATEST WIN
Victory in the Indy 500 is a landmark on any driver's CV. For Tony Kanaan it took him 12 attempts to land America's biggest single-seater prize



LEVITT/LAT

In the shops

Desirable new releases

CORGI 1:43 F1 MODELS

£29.99 – corgi.co.uk

McLaren has followed the example of Lotus and joined forces with Corgi to produce a series of 1:43-scale F1 models. This year's MP4-28 is available in Jenson Button and Sergio Perez spec, and there's even a Gary Paffett version. Detail is not at Minichamps or Spark level, but is good for £30.



BENNETT AUTOBIOGRAPHY

£35 – veloce.co.uk

Nigel Bennett recalls his life as one of the most successful racing car designers – from building and racing his own 750 specials, to working alongside Colin Chapman at Lotus, and his role as chief designer at Indycar powerhouse Penske. Full of anecdotes and period pics, it's a real, get-your-hands-dirty racing biog.



LEWIS HAMILTON F1 T-SHIRT

£34.99 – autosport.com/shop

Part of the official Mercedes F1 team range of clobber, this 100 per cent cotton Lewis Hamilton T-shirt features the correct logos and a moody graphic of a helmeted Hamilton. Sizes range from S to XXL. See the website for other items.



BARON/BONGARTS/GETTY

TALKING POINT

AUTOSPORT

Room
101

Supposing you had the chance to banish your worst nightmares – what would they be? Features editor Kevin Turner gives his arguments to get rid of his pet hates to motorsport's Room 101

PEOPLE WHO THINK MOTORSPORT IS JUST ABOUT FORMULA 1

Formula 1 is the pinnacle of our sport. That's fine. But one of Bernie Ecclestone's greatest 'achievements' is to make the wider world think that it is motorsport.

When people find out I am a motorsport journalist, the most common follow-up question is: 'F1?' 'No, I cover the British Touring Car championship and like sportscar racing.' Blank looks often ensue, but the domination of F1 is more damaging than a few irritating conversations.

F1 attracts almost all the backing and money into the sport, but only passes it on to a small handful of people. Even half the teams in it are struggling.

If more people who like F1 could be persuaded there are other worthy categories out there, the money would be shared around a bit, manufacturers may be persuaded to commit to more programmes, and we'd be able to put more things on AUTOSPORT's cover again.

NASCAR

Now let me get one thing straight: this is not a criticism of the skill and achievements of the teams and drivers in NASCAR. I'm not particularly a fan of oval racing, but I do have respect for the precision and nuances involved in mastering it. Jimmie Johnson is not a six-time champion thanks to luck. No, my main issues are elsewhere.

First of all, the races are too long given how often they are decided by what happens at the last pitstop or after the final yellow flag. I understand drivers evolve their cars during four-hour marathons, but why do they have to? I can't help feeling that much of the race is meaningless. It's almost like it's more a form of entertainment than a sport...

Which leads me into my main problem with NASCAR. So successful is it from a commercial point of view that it acts as a black hole when it comes to American talent. Without the US's obsession with stock cars, IndyCar could be even better than it is. Some of the best North American drivers are in NASCAR right now, but they shouldn't be. Remember the CART days of the 1990s when the top homegrown talent and the odd F1 driver would fight it out in open-wheeled contests that were often more entertaining than F1? And without NASCAR being the dream destination of young American drivers, it's quite possible we'd have a US F1 driver (and team?).



After four hours, NASCAR races can be settled like this



"Oi, put 'em away – you're spoiling it for everyone else!"

UMBRELLAS AT RACE CIRCUITS

To be honest, I'm not a fan of umbrellas full stop. How many times has your eye almost been poked out by an inconsiderate umbrella-wielding pedestrian? And at a race circuit, they are just plain unacceptable.

We all know that some of the greatest races and performances come in wet or mixed conditions. One of the most remarkable drives I've ever seen was Grant Williams hurling a Jaguar Mk1 around Goodwood at the 1999 Revival. Or, at least, it would have been had my view not been almost completely obscured by the hundreds of people stood at the fence with umbrellas.

If you don't like the rain, go somewhere else. Or at least stand at the back so those of us who don't dissolve at the slightest hint of water can enjoy the action.



Front-wheel drive does have some advantages!

RULES TO HELP FWD

Front-wheel drive helps with packaging and makes road cars easier to drive for those of us not endowed with Fernando Alonso-levels of skill. It doesn't, however, help when it comes to getting a racing car off the line: the weight transfer takes grip away from the driving wheels.

This is not news, so it grates when touring car teams or manufacturers complain about the 'unfair' advantage that their rear-wheel drive (usually BMWs) or four-wheel drive (Audi) rivals have. Rolling starts and long first gears are

just two rules introduced in recent years to get over the fact that one touring car manufacturer still puts the driving wheels in the right place.

It's not as though there aren't downsides to RWD either. Anyone who saw the punts inflicted on Colin Turkington in the BTCC this year will know that FWD is rather better when it comes to the rough and tumble of tin-tops. There are positives and negatives, so get over it.

GRID GIRLS

Our sport is cutting edge in many ways, particularly in the area of technological innovation. And yet, when it comes to women, motorsport sometimes seems to be stuck in the past.

Having scantily clad ladies march onto the grid – often in less than ideal conditions – isn't glamorous, it just adds to the impression that they aren't taken seriously enough in motorsport. Much better, surely, to highlight the achievements and roles of people like Sauber principal Monisha Kaltenborn. That way, 51 per cent of the population might feel more inclined to get involved.



Kaltenborn has used talent to good effect

WHAT'S ON

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY DECEMBER 19

0400-0600 Sky Sports 2
V8 Supercars: Season Review
0445-0545 ESPN
NASCAR Sprint Cup: Season Review
0900-1005 Motors TV
Andros Trophy: Andorra Highlights
0900-0945, 2300-2345 Eurosport
Formula Renault 3.5: Season Review
1530-1600 Sky Sports F1
Force India: All tired out
1600-1640 Sky Sports F1
F1 Classics: Belgian GP 1985
1640-1840 Sky Sports F1
F1 Classics: Belgian GP 2000
1900-1930, 2130-2200 Sky Sports F1
McLaren: 2013's rough ride

FRIDAY DECEMBER 20

1600-1645 Sky Sports F1
F1 Classics: Italian GP 1988
1645-1730 Sky Sports F1
F1 Classics: Italian GP 1995
2130-2200 Sky Sports F1
Lotus: Against all odds

SATURDAY DECEMBER 21

1900-1930, 2215-2245 Sky Sports F1
Ferrari: A team in transition

SUNDAY DECEMBER 22

1900-1930, 2200-2230 Sky Sports F1
Mercedes: Hamilton's new home

MONDAY DECEMBER 23

1415-2030 Motors TV
NASCAR Nationwide: Season Review
1545-1645 Sky Sports F1
F1 Classics: Japanese GP 1994
1645-1900 Sky Sports F1
F1 Classics: Japanese GP 1998

1810-2010 Eurosport
Goodwood Revival Highlights
1900-1930 Sky Sports F1
Red Bull: A world apart
1930-2145 Sky Sports F1
F1 Classics: Japanese GP 2000
2010-2040 Eurosport
Le Mans 24 Hours: 2013 Highlights

TUESDAY DECEMBER 24

0900-1310 Motors TV
ALMS: Season Review
1800-1900, 2030-2130 Sky Sports F1
F1 2013: A record-breaking year
2115-2145 Eurosport
Dakar Rally: 2014 Road Book

WEDNESDAY DECEMBER 25

0805-0905 ITV4
Goodwood Festival of Speed: A history
1300-1400, 2335-0035 Eurosport
WTCC: Season Review

THURSDAY DECEMBER 26

0855-1100 ITV4
BTCC: Season Review
1600-1645 Sky Sports F1
F1 Classics: US GP 1983
1730-1815 Sky Sports F1
F1 Classics: US GP 1987
1925-2100 Motors TV
Andros Trophy: Alpe D'Huez Highlights

FRIDAY DECEMBER 27

2000-2040 Sky Sports F1
F1 Classics: Brazilian GP 1993

SATURDAY DECEMBER 28

1315-1415 BBC1
F1 2013 Season Review

ONLINE

HOT ON THE WEB THIS WEEK

YouTube AUSTRALIAN TOURING CARS 1989



SEARCH FOR: 1989 AGP Adelaide Group A Support Race 1 Part [2/2] Restart (14:04)
Aussie V8 aces Peter Brock, Tony Longhurst, Glenn Seton and Dick Johnson duke it out around the streets of Adelaide in support of the Australian GP. The four turbo Ford Sierra RS500s are never far apart, but the result's in doubt after a few high-profile blunders...

AUTOSPORT+

Exclusive content coming up in our premium website this week

Edd Straw continues his look back at F1's recent rules era and Marcus Simmons assesses the junior champions of 2013. AUTOSPORT's Ben Anderson races his Formula Ford for the first time, while Gary Watkins picks out the 10 best prototype and GT drivers from the season just gone.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- CHECK OUT THE NISSAN ZEOD TRACK TEST VIDEO
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Revved up over what's on the box



Former SPOTY winner Surtees was paraded

THE BBC'S SPORTS PERSONALITY of the Year celebrated its 60th running with an emotional event on Sunday evening.

There was a heart-wrenching tribute to the late Anne Williams, the mother of a 15-year-old boy who was one of the 96 killed at Hillsborough and who fought tirelessly to uncover the truth of the events of that tragic day in 1989. Nelson Mandela and the many sporting heroes who died in 2013 were remembered. Among them were Maria de Villota and Sean Edwards, but no Allan Simonsen.

And a packed audience in Leeds had to get to its feet to give a standing ovation to Manchester United legend Sir Alex Ferguson. For only the second time, the overseas personality of the year went to a

Formula 1 driver, with Sebastian Vettel's record-breaking season enough for him to emulate Niki Lauda in 1977.

Yet there was little mention of his Red Bull Racing team – beyond a shot of its trophy cabinet – based in Milton Keynes and run by Brits Christian Horner (who was there) and Adrian Newey. Perhaps the Austrian national anthem playing after each of its 13 wins this year gave judges the impression its run out of Salzburg...

John Surtees and Sir Jackie Stewart were among the roll-call of previous winners who helped open the show, and there were mentions for two-wheeled stars Marc Marquez, Tom Sykes and Tai Woffinden (world speedway champion).

There was nothing on Scott Redding's

title charge in Moto 2 or Alex Lynn's triumph in the Macau Grand Prix.

But more surprising was the utter lack of recognition of Allan McNish finally adding a world crown to a CV bursting with success. That he also won the Le Mans 24 Hours during a highly-successful season for Audi was surely as noteworthy as success in sailing, shooting or taekwondo.

Arguably, even more remiss on a night of celebrating greatness was the absence of any mention of Dario Franchitti. Indycar racing might not have the international cache it once held, but the Indy 500 remains one of the most famous races in the world. Failing to salute a retiring three-time winner was an opportunity lost.

Revved Up

Murray Walker

“On fresh tyres, with eight laps left, Nigel started a spellbinding charge”

■ Spanish Grand Prix ■ Jerez ■ April 13, 1986 ■ A faaan-tastic finish between Senna and Mansell



Senna's Lotus pipped Mansell's Williams by just 0.01 seconds

LAT ARCHIVE

MY TIME BEHIND THE

Formula 1 microphone was the 1980s and '90s, plus a couple of years either side of them, and what a fabulous period it was.

The swansong of the fabled Ford Cosworth DFV engine, the glorious turbo cars with chattering wastegates and spark-showering skid blocks. Lotus, Ferrari, Williams and McLaren. Honda, BMW and Renault. Superstars Nelson Piquet, Niki Lauda, Ayrton Senna, Alain Prost, Mika Hakkinen and Michael Schumacher – and my mate Nigel Mansell for whom, as a fellow Brit in his gutsy roles of ‘Il Leone’ and ‘Our Nige’, I had a very soft spot.

There was always drama with Nigel. A physical set-to with Senna at Spa, a wheel coming off in the Estoril pitlane, winning first time out with Ferrari, collapsing with heatstroke in Dallas, trying to pass Senna at Monaco and leaving Williams in a huff. But, most of all, breathtaking action at the wheel. Like sensationally passing Gerhard

Berger at Mexico's Peralta corner, passing Piquet at Silverstone, dicing with Senna at Barcelona and passing Ayrton to win in Hungary. All manna from heaven for me, but none more so than Nigel's epic battle with Senna at Jerez in 1986.

For me, that was one of the truly great years of F1 with Nigel so nearly winning the championship, racing against his bitter rival and Williams

team-mate Piquet, McLaren's Prost and Senna in the Lotus Renault.

Race two was the Spanish GP at Jerez with Senna in pole position. It was an event that was going to be dominated by the need to watch tyre and fuel consumption, so the leaders took it relatively easy until lap 40 of 72 when Nigel, happy about his fuel, charged into the lead and pulled away from Senna and Prost.

But then his Williams started handling strangely and into the pits he shot for a fresh set of Goodyears. Out he came with eight laps to go, 19 seconds down on Senna, to start a spellbinding charge, gaining by an incredible three seconds a lap.

Past Prost to second, and with three laps left he was five seconds behind Senna. Surely impossible to catch, let alone pass the flying Brazilian? But no one told Nigel that. Driving out of his skin he started the last lap 1.5 seconds behind the Lotus and, as they exited the last corner together, he was closing fast...

What a finish! “I just did it, didn't I?” asked Nigel... but no, he hadn't. Senna crossed the line a miniscule 0.01s ahead for one of the closest victories ever – matched only by Peter Gethin's victory at Monza in '71 by the same wafer-thin margin.

And me? I was nearly through the commentary box roof! As ever, Nigel had made my day. ☺

Murray Walker was talking to Charles Bradley

PROFILE



BLOXHAM/LAT

THE VOICE OF MOTORSPORT,

Murray Walker dovetailed a career in advertising with early broadcasts for the BBC, covering a wide remit of disciplines. He fronted the BBC's F1 coverage full-time from 1978 – as well as voicing bike racing, BTCC and rallycross – until a move to ITV for 1997. He retired from full-time duties in 2001. Now aged 90, he's still a huge enthusiast who appears at many varied events.

NEXT ISSUE

McLAREN'S NEW ROOKIE

Plus: Massa reflects on Ferrari



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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



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