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MONTE THRILLER

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podium for Meeke



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POLE POSITION

Formula 1 launches into the unknown

SO HERE WE GO, IT'S FORMULA 1 2014 LAUNCH WEEK.

Kicking off with the image of Force India's VJM07 that graces our cover – always nice to see a tweaked colourscheme – we roll into McLaren (Friday), Ferrari (Saturday), Sauber (Sunday), Toro Rosso (Monday) and five more on Tuesday. Follow all the 'reveals' as they happen on autosport.com, and we'll have a full technical analysis of each new car in the magazine next week as testing gets going.

As the wraps come off the new breed of turbocars, we're taking the opportunity this week to look back to the inaugural era of fire-breathing monsters – from 1977-'88 – starting on page 14. We've uncovered some fascinating stories and captivating insights into such a powerful time for the sport, which is remembered so fondly.

And hearty congratulations to Kris Meeke and Paul Nagle on their superb podium finish in the Monte Carlo Rally. You'll find our full report on a fantastic event on page 52, and Kris's own Inside Line thoughts on page 13. With a feisty Robert Kubica starring, and the fast-but-fragile Hyundai showing promise, it looks like the WRC is entering an exciting new era of its own.

And we can enjoy it on British TV again, at last...

Charles Bradley

CHARLES BRADLEY EDITOR

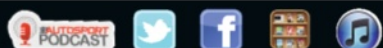
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Force India reveals

The British-based team has stolen a march on its rivals with an early reveal of its 2014 challenger, the

EXHAUST POSITION

As per the rules designed to prevent exhaust-generated downforce, the tailpipe now exits at the rear of the car

NEW SPONSORS

Telecommunications company Claro and lubricant producer Roshfrans join the team thanks to Sergio Perez's presence, with Kazakhstan-based foundation Astana also coming in



4

Force India has become the first team to reveal its 2014 F1 contender by releasing this side-on image of the Mercedes-powered VJM07. It is set to hit the track at next week's Jerez test and the team is hoping to steal a march on some of its illustrious competitors with some reliable running.

With many forecasting a raft of red flags when the four-day test kicks off at the circuit in the south of Spain, smaller teams such as Force India need to be in a position to capitalise on the big teams' troubles. Its strategy has been to produce a relatively conventional car, but one that will allow it to produce the kind of giantkilling performances it has become known

for in recent years.

"We will give ourselves a good baseline car to work from," technical director Andrew Green told AUTOSPORT in an interview late last season. "We are not pushing the boundaries too far. We want to give ourselves something safe and reliable and that is in the ballpark."

"That will allow us to run reasonably competitively and use that as a platform to move on from because the development rate in 2014 is going to be huge. The cars will be so immature when they hit the grid in the first race compared with the last few years."

"I suspect reliability will come into it too. We want to make sure that we hit the ground, maybe not running, but walking quite quickly so that we can build up a good

"If some of the big boys trip up and don't get it right, we need to be there" ANDY GREEN



head of steam throughout the year."

While this might sound conservative, it is an approach that is likely to pay dividends. Force India is under half the size of its leading rivals and has made a virtue of producing well-conceived, relatively

conventional cars in recent years.

The image of the car suggests the team has delivered the right kind of package, which bodes well for 2014.

All teams will experience problems at Jerez. This is inevitable thanks to the new 1.6-litre

first 2014 challenger

VJM07. EDD STRAW gets the lowdown from technical boss Andy Green

NEW LIVERY

Force India had run essentially the same livery since 2009, but has now incorporated black and a switch to orange sidepods

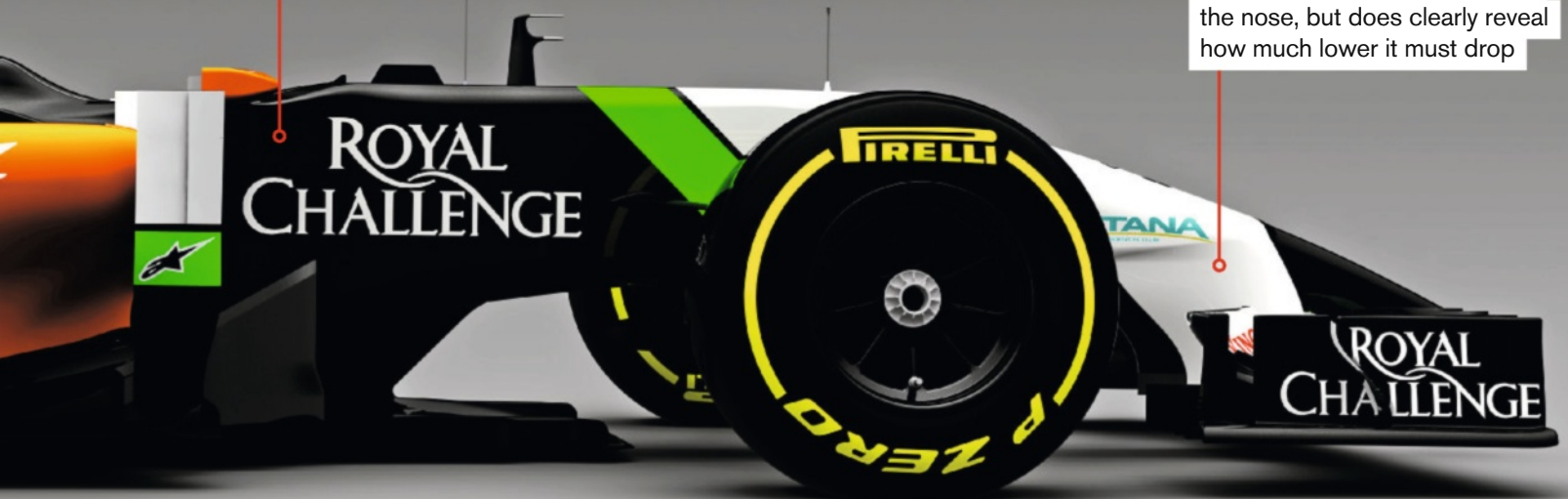
2014 F1 LAUNCH DIARY

Friday	McLaren (online)
Saturday	Ferrari (online)
Sunday	Sauber (online)
Monday	Toro Rosso (Jerez)
Tuesday	Red Bull, Mercedes, Williams, Caterham, Marussia (all Jerez)

*Lotus will not reveal its car next week

LOW NOSE

The side-on perspective doesn't show the full 'horror' of the nose, but does clearly reveal how much lower it must drop



turbocharged V6 engines that, combined with the modified cars, have created one of the biggest changes in regulations in the history of F1.

"We are expecting it to be extremely difficult and not a normal first test where you go out and blast 300km in the first day," said Green, whose squad averaged 395km (245 miles) per day in the equivalent test in 2013. "It is going to be about slowly building up speed, checking all of the systems. It will be very slow-going with, we suspect, relatively low mileage [for all teams]."

"There will be unexpected problems, that is for sure, because so much of it is new. Especially for a small team like us to get to Melbourne in a competitive state is going to be hard work with just

a handful of days' testing and such a new concept.

"But it's going to be exciting. We see this as an opportunity. If some of the big boys trip up and don't get it right, we need to be there."

Green's words will be echoed by his rival technical directors, with troubleshooting expected to be the order of the day at Jerez. Any team able to put together a relatively clean pre-season will be in decent shape for the first race on March 16.

But given the success of Force India since Vijay Mallya acquired the team and rebranded it for 2008, climbing from the bottom rung in F1 to a credible midfield force snapping at the heels of the leading teams, the Silverstone-based squad should be one of 2014's dark horses for some good results.

EXPERT VIEW



Gary Anderson
AUTOSPORT technical expert

Anyone who says missing the first test will not compromise their performance is living in dream land. So teams like Force India are doing exactly the right thing by getting the car up and running and gathering some real-time data and information.

The first test is all about getting as much running done, while gaining an understanding of the new power unit as quickly as possible. In reality, you have to forget the rest of the car.

The big push in development will come after the first test when everyone sees what other teams have done. But you will have to put aside a serious amount of your budget for that as this year we are going to see a development war like never before.

Force India has a strong, no-frills management and technical team, and in hiring Nico Hulkenberg and Sergio Perez has shown it means business.

This week in F1

CATERHAM COMPLETES LINE-UP

Kamui Kobayashi will return to F1 with Caterham this season after a year out.

The 27-year-old raced for Ferrari in the World Endurance Championship last year after being dropped by Sauber but will partner GP2 graduate Marcus Ericsson at the Leafield team. He is understood to bring some financial backing, but not a full budget.

"Last year was a tough season but the new rules this year mean that everyone in F1 is starting again and that means everybody has a chance to improve," said

Kobayashi. "From what I've seen, Caterham now has everything in place to progress this year and for many seasons to come."

Ericsson will become the first Swede to race in F1 since Stefan Johansson appeared for Arrows in 1991. The 23-year-old is confident he will be ready for the step up.

"My physical fitness has always been good, but I've been working even more on that since discussions with Caterham began," he said. "I'm going to be in the factory in Leafield as much as I can before and during the tests so I can play an active role in helping understand the 2014 car."

MARCUS ERICSSON CV

2007 Wins Formula BMW UK title with 7 wins

2008 5th in British F3 for Fortec Motorsports

2009 Wins Japanese F3 title for TOM'S, tests for Brawn F1 team

2010 Wins at Valencia in his first GP2 season

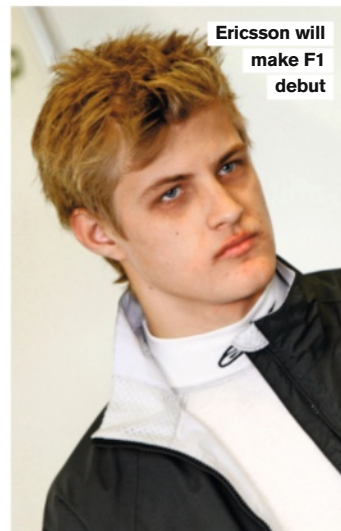
2011 Finishes 10th in GP2 with no wins

2012 8th in GP2 with 1 victory

2013 6th in GP2 with 1 win for DAMS

FRIJNS LANDS RESERVE DRIVE

Robin Frijns has joined Caterham as reserve driver for 2014. The Dutchman will share the role with Alexander Rossi, with both expected to get seat time during the season.



Ericsson will make F1 debut

STALEY/LAT



Kobayashi's F1 career

STARTS: 60
BEST FINISH: 3rd
BEST QUALIFYING: 2nd
FASTEST LAPS: 1
POINTS: 125
BEST CHAMPIONSHIP: 12th

2009

Fills in for the injured Timo Glock at Toyota in the final two races of season, claiming sixth place in Abu Dhabi.

2010

Joins Sauber and gains a reputation as a master overtaker, emerging as a regular points finisher in the second half of the year.

2011

Remains with Sauber, bagging a fifth place at Monaco, but falls two points short of matching his haul of 2010.

2012

Dropped by Sauber at the end of the year, but claims his first podium in his home grand prix and qualifies second at Spa.

FERRARO/LAT

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

Lotus continues Quantum talks

Lotus has not ruled out the deal with potential investors Quantum Motorsports being revived. "The original structure of the deal cannot be completed," said Lotus shareholder Andrew Ruhan. "We maintain discussions with Mansoor [Ijaz, of Quantum] and still believe it is possible that a deal on a similar basis can be concluded."

"I think you could see a very high retirement rate, maybe even 50 per cent in the first race"

THOMPSON/GETTY



Red Bull's Christian Horner predicts high attrition in next month's Australian Grand Prix

HAAS LEADS ENTRANT HOPEFULS

NASCAR team co-owner Gene Haas is bidding to launch a new American F1 team in association with former Red Bull and Jaguar technical director Gunther Steiner.

The Haas entry is one of three teams that submitted an application to the FIA to join the grid in either 2015 or 2016. Stefan GP, created by Serb Zoran Stefanovic, which attempted to come into F1 running ex-Toyota machinery in 2010, and former Force India and HRT team principal Colin Kolles are the other two applicants.

Haas initially plans to use a car designed by Italian chassis specialist Dallara, which the team will develop. Haas is the owner of the full-scale Windshear windtunnel in Charlotte, which could be used as a focus for aero development.

"Haas Racing Developments has asked for a licence and expressed an interest, but at the moment we have no further comment to make," said Haas. "The FIA is still in the decision-making process and there is still one more step to go before they award the licence."

AMERICAN CONSTRUCTORS IN F1

SCARAB (1960) Lance Reventlow's Scarab concern entered its F1 car for five grands prix in 1960, starting two of them.

EAGLE (1966-1968) Dan Gurney's team showed well, winning the 1967 Belgian GP, before a lack of funds forced it to drop out.

SHADOW (1973-1980) Anglo-American team run by Don Nichols, which famously won the '77 Austrian GP with Alan Jones.

PENSKE (1974-1976) The legendary American squad emerged from the loss of Mark Donohue in '75 to win the following season's Austrian GP.

PARNELLI (1974-1976) Created by Parnelli Jones, the team ran Mario Andretti but closed early in '76.

HAAS (1985-1986) Carl Haas's team had tremendous potential, with both Ross Brawn and Adrian Newey on its books, but closed after losing its main sponsor.



Eagle



Shadow



Parnelli

Ecclestone to face trial

Bernie Ecclestone will stand trial in Germany amid allegations of bribery relating to the sale of the commercial rights of the sport in 2006, according to court officials. He was indicted last July in connection to an alleged €45 million bribe paid to German banker Gerhard Gribkowsky eight years ago. He stepped down as director of F1's management board last week, but continues to run the sport.

THOMPSON/GETTY

Pirelli deal finalised

Italian tyre manufacturer Pirelli has finally completed its F1 supply contract with the FIA. This locks Pirelli in for the next three years, although it had originally completed a five-year deal with the teams and Bernie Ecclestone.



THOMPSON/GETTY

Van der Garde joins Sauber

Giedo van der Garde has signed as test and reserve driver for Sauber after losing his Caterham drive. He is scheduled to drive during selected Friday practice sessions and make appearances in testing.



McLaren passes its crash tests

McLaren revealed on Tuesday that its 2014 challenger had passed all of the FIA crash tests ahead of its launch on Friday. The team's attendance at the first pre-season test next week had been in doubt up to that point.



STALEY/LAT

No fear for Raikkonen

Ferrari returnee Kimi Raikkonen does not expect the 2014 F1 regulations will make a big difference to drivers. "My feeling is that it's not going to be as different as people think," said the 2007 world champion.

Race Dates 2014

April 26/27	Silverstone GP - Race
May 10	Brands Hatch - Enduro
June 28	Oulton Park - Double Header Race
July 12/13	Donington Park GP - Race
August 2/3	Pembrey - Race & Enduro
August 16/17	Thruxton - Race
September 20	TBC
October 3/5	Dijon - 2 x 30 min Races
October 25/26	Brands Hatch - Race

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Jonathan Noble

F1's newshound

It's not long until pre-season Formula 1 testing kicks off in Spain, but don't judge the new rules package on the opening days at Jerez

The wait is nearly over. In just a few days' time, we will finally get some answers about exactly how the 2014 crop of Formula 1 cars will both sound and look.

While most of us can only guess the details beyond the image we've seen from Force India in this issue – and are bracing ourselves for what we know will be some very ugly noses and the whirring/purring of turbos when Jerez testing begins – one thing is certain: not everyone is going to like it.

Amid all the anticipation over what the first test will bring, and what impact the 2014 cars will have on Formula 1, what finally appears on track in Spain next week is going to divide opinion.

There are those who are going to love the new era: the unpredictability that has delivered fresh questions over reliability, the wholesale regulation changes that should serve to reset the playing field, the added technical attraction for, and intrigue over, new energy-recovery systems and more fuel-efficient engines. The fact that everything is just so new.

And there'll be those who will instantly label F1 2014 as the end of the world. They'll focus on the silly noses and the demise of the roaring V8 engines. They'll hate the fact that the cars are slower, that fuel management is now as important to winning races as a driver keeping his foot flat on the throttle through Eau Rouge. And they'll mock the fact that some teams may struggle to get many



success or a total failure.

Yet, just as you should never judge a book by its cover, equally it would be a huge mistake to make a call on it after the very first test.

For however much the aesthetics appeal or detract, however much the most vociferous of fans nail their flags to the masts of disaster, the truth is that we're not

“Let's enjoy the pre-season F1 tests for what they are: an exciting new chapter”

miles under their belt.

Each to their own. Everyone is entitled to sit in either of those camps. But what would be wrong would be to firmly entrench yourself there after those first few days of running at Jerez.

In this era of real-time news, in which fans follow the latest developments on a second-by-second basis, it's no longer fashionable for anyone to sit back and spend time digesting what's taking place. Shoot first with your opinion, then ask the pertinent questions later.

Within an instant of anything happening, people are demanding an immediate judgement on whether things are good or bad – and preferably expressed in fewer than 140 characters, too.

That is what the next week is going to full be of. Twitter feeds, news reports, column inches and podcasts will be crammed to the rafters with a demand to instantly decide whether the new rules are a total

going to get the answer just yet.

It will not come in the Bahrain tests either. And we will probably have to hold fire until after the season-opening grand prix in Melbourne, too.

Instead, it's going to take months for the new regulations to bed down, for the teams and drivers to understand how best to go about winning races, and for engineers to get on top of the new technology. By the time that happens, we'll all have got used to the new noses (maybe!) and will have a more rounded view on the sounds of the engines as well.

But it's vital we wait before we judge it a triumph or a tragedy. And in the end it will probably be neither: there are going to be elements that are good and bits of it we are all going to hate.

So let's enjoy Jerez for what it is: the start of an exciting new chapter for F1. We can work out how good it is later. I, for one, can't wait. **W**

This week in motorsport

ZANARDI MAKES COMEBACK

Former grand prix driver Alex Zanardi will make a full-time return to motorsport as a factory BMW driver in the Blancpain Sprint Series.

The Italian will contest six of the seven events that comprise the championship formerly known as the FIA GT Series aboard a BMW Z4 entered by ROAL Motorsport, which ran him in the European and then World Touring Car Championships in 2004-09. The 47-year-old will drive alone in the one-hour races under new rules introduced last year to encourage physically-challenged drivers.

Zanardi, who won two Paralympic gold medals at London 2012, said he had been motivated to return to racing after testing a BMW DTM car at the end of 2012.

"Ever since that moment, I have been toying with the idea of returning to motor racing," he said. "Together with BMW, we have looked at various options and I am pleased that it has worked out with my old friends at ROAL Motorsport."



McNish reshuffle takes shape at Audi

Filipe Albuquerque will switch from the DTM to race Audi's third R18 e-tron quattro at the Le Mans 24 Hours in the first part of a reshuffle following Allan McNish's retirement. He is expected to fill the berth of Lucas di Grassi, who is set to move to a full-season programme in the seat vacated by McNish. Nico Muller, a race winner in GP3 and Formula Renault 3.5 in recent years, meanwhile moves into DTM to replace Albuquerque.



Carlin signs Euro F3 threesome

Carlin will field an Indonesian-backed threesome of Tom Blomqvist, Sean Gelael and Antonio Giovinazzi in European F3 this season under the name of Jagonya Ayam with Carlin (as predicted in AUTOSPORT, January 9). In British F3, meanwhile, Fortec has signed British Formula Renault BARC graduate Matt Rao to partner Martin Cao, while Double R has recruited Macanese karting ace Andy Chang, who raced briefly in British Formula Ford last year.

Sims lands BMW factory GT deal

Rising British sportscar star Alexander Sims has joined BMW's roster of factory drivers for 2014. The 25-year-old, who was on the books at McLaren GT in 2012-13, has joined the German manufacturer after a successful try-out last year. His programme will include an attack on the Spa and Nurburgring 24-hour classics and selected VLN races in a Z4 GT3.



NASCAR weighs up radical 2014 overhaul

NASCAR is considering a radical overhaul of its points and Chase system ahead of the 2014 season. Though plans have not been finalised, they include a proposal to expand the Chase from 12 to 16 drivers, with eliminations taking place after the third, sixth and ninth races in the Chase, culminating in a winner-takes-all decider in the last race at Homestead.

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

RML WTCC upgrades on track

RML released an artist's impression of what its upgraded WTCC Chevrolet Cruze, which is "running to schedule", could look like when it hits the track in March.



Dahlgren to V8s with Volvo

Swedish tin-top ace Robert Dahlgren will drive for Volvo's new factory V8 Supercars programme in 2014. The 34-year-old replaces Alexandre Premat at Garry Rogers Motorsport, which is running a pair of S60s under the Volvo Polestar Racing banner.



In brief



ARDEN SIGNS BULLER

Arden Motorsport has completed its 2014 Formula Renault 3.5 line-up with the signing of Will Buller. The 21-year-old, who raced a part-season in the series last year alongside British and European Formula 3 campaigns, joins Formula Renault Eurocup champion and new Red Bull junior Pierre Gasly at the team.

RED BULL INTO DTM

Red Bull will become part of BMW's DTM programme following the manufacturer's deal with Antonio Felix da Costa for 2014. The 22-year-old was part of the Red Bull Junior team in 2012-13, and narrowly missed out on the second Toro Rosso Formula 1 seat this year.

LAINE STAYS ON

Matias Laine will remain at Strakka Racing for a second season in FR3.5. The 23-year-old, a race winner in GP3 in 2012, made his series debut with the team last year alongside Will Stevens, who has also been retained for 2014.

HUERTAS INDY TEST

Carlos Huertas will drive in IndyCar for the first time when he joins Panther Racing for Friday's Chevrolet manufacturer test at Sebring. Team principal John Barnes hinted it was a chance for the 22-year-old to stake his claim for the team's 2014 seat.

HUFF'S DAYTONA SWAP

Former World Touring Car champion Rob Huff has swapped teams for this weekend's Daytona 24 Hours. The Brit has switched from the Starworks Prototype Challenge entry to the 8Star Motorsports ORECA-Chevrolet in the same class.

DARIO GETS INDY GIFT

Four-time IndyCar champion and triple Indianapolis 500 winner Dario Franchitti was presented with an original brick from the Speedway during a dinner for drivers and officials. Franchitti was forced to retire on medical grounds last year.

Makowiecki contract row

New Porsche factory driver Frederic Makowiecki is embroiled in a contractual dispute with former employer Aston Martin Racing.

Aston is known to have taken up its option on the Frenchman's services for 2014 before he signed for Porsche. Makowiecki is understood to be alleging breach of contract. The row means that Makowiecki, who is scheduled to contest the World Endurance Championship with the Manthey team, has been unable to take up his drive with the Momo-sponsored NGT team in this weekend's Daytona 24 Hours.

"Eurosport Events proposed changes they wanted made, I didn't accept, and we couldn't find a common point to agree upon"



Marcello Lotti confirms he has stepped down as general manager of the WTCC

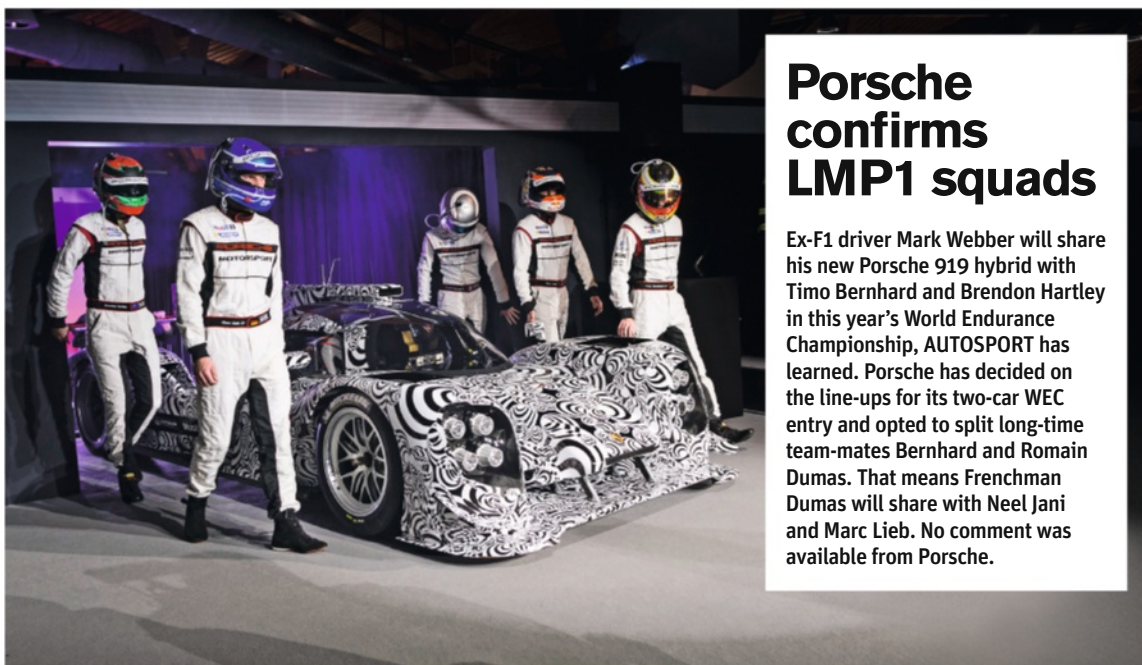


Ferrari places Marciello in GP2

Ferrari protege Raffaele Marciello has been promoted into GP2 by the Scuderia. AUTOSPORT understands the 19-year-old, last year's European Formula 3 champion, will compete with Racing Engineering, which won the 2013 GP2 driver's championship with Fabio Leimer.

Porsche confirms LMP1 squads

Ex-F1 driver Mark Webber will share his new Porsche 919 hybrid with Timo Bernhard and Brendon Hartley in this year's World Endurance Championship, AUTOSPORT has learned. Porsche has decided on the line-ups for its two-car WEC entry and opted to split long-time team-mates Bernhard and Romain Dumas. That means Frenchman Dumas will share with Neel Jani and Marc Lieb. No comment was available from Porsche.



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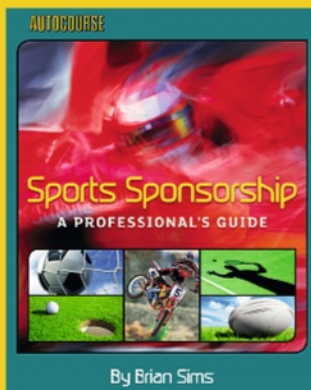
Sports Sponsorship

A PROFESSIONAL'S GUIDE by Brian Sims

**One of motorsport's most experienced and
successful sponsorship sales exponents**

"We all know that the world has changed dramatically. Not surprisingly, it's caused companies to change their views on motorsport sponsorship. Few are interested in using sponsorship just to raise their profile. Unless you understand what most companies now demand from sponsorship, you're wasting your time approaching them!

My book has helped many drivers secure funding by outlining the way that I go about the task. It explains the best way of targeting companies, of getting meetings, researching and all of the various steps needed to secure a deal. Most importantly, it's based on many of the deals that I've actually done, from Formula Ford through to F1"



"It's the best book I've read on sponsorship. Not only a good read with wonderful insights of how Brian secured so much sponsorship during his career, but it really tells you all you need to know about the task. When I'd read it, I was extremely motivated and eager to start my sponsorship quest. Without it, I can absolutely guarantee I wouldn't have been able to compete in GP3 in 2013"

DINO ZAMPARELLI, GP3 RACE DRIVER

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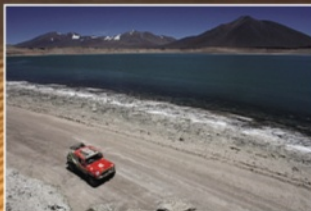
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Kris Meeke

The inside line

Repaid Citroen's faith by becoming only the second Briton to finish on the podium of a WRC-qualifying Monte in 40 years



Driving back out for the final loop of Monte Carlo Rally stages, our Citroen DS3 WRC started aquaplaning. I looked over at my co-driver Paul Nagle. This wasn't going to be easy... we were still on the road section.

Our first ever World Rally Championship podium was waiting in Monaco, just a couple of hours away, but driving up to the start of the penultimate stage in some of the worst conditions I've ever seen, it seemed a very long way to the finish. But we made it.

I'll come back to the second run over Turini in a minute – it was insane. But first, I have to say how incredible it is to finish the Monte Carlo Rally on the podium. I know it was third, but it feels like a small victory for me. Last week was my first event as a full-time driver for Citroen Total Abu Dhabi World Rally Team and I think we all know how much faith Yves [Matton, team principal], Sheikh Khalid Al Qassimi [chairman of Abu Dhabi Racing] and the rest of the team have shown in me. And last week I think I went some of the way to repaying some of that faith.

Honestly, when I was flying home after Rally Australia last year I really wondered what was coming next. I'd had two events in the best rally car in the world and crashed three times. I'd shown speed in the car, but I hadn't made the finish.

Thankfully, Citroen gave me another go. A few people



Meeke kept it on the road in heavy rain to finish third

The rally was a little bit drawn out, after the ceremonies in Monaco, we didn't actually drive a stage competitively until Thursday morning. And when we did, boy, was it a baptism of fire!

I know I don't have the best of records on this event, but the Monte is one that I really quite enjoy. It's such a challenge, especially when the weather is a little bit crazy. And I can't remember it ever being crazier than this year.

The rain was a bit of a running feature through the week, but before the first stage we were wondering at what sort of height it would turn to snow. Would we need winter tyres? In the end, the common sense choice was to go on the softest asphalt tyre and take a couple of winters with us. We could have done with the winters on the first stage, but didn't realise how much snow there was until we were on top of it. We got them on for SS3 and moved into second overall. Incredible.

“We didn't drive a stage competitively until Thursday and boy, was it a baptism of fire!”

were asking me in France how excited I was about the year ahead, but I had to be honest and say that the excitement for me came when I got the call to say I had the drive last year. Last week was all about getting back to work.

That's not to say there wasn't pressure, of course. There was a chance I was going to be at AUTOSPORT International the week before the rally, but then my test was on the same day and I swapped Birmingham for the French Alps. I was actually quite glad to be away from all the hullabaloo of the show. Paul and I did our test and then we stayed on in Gap for a couple of days before the recce started. We just relaxed completely – a really quiet time and that was the perfect way into the event.

The recce went really well and by the time we were in Casino Square for the start in the pouring rain on Monday night, I just couldn't wait to get started.

And, for the next three days, through some seriously tough conditions, we were never lower than fourth and we didn't have a single moment. This rally was about a sensible approach and a finish. We did one and got the other.

Sensible kind of went out of the window on that final night though. The snow had been falling on Turini for hours and when we got up there the second time around, it was unbelievable. We were driving through two feet of snow – it was coming up over the windscreen, blocking the radiator. Just crazy. And the final stage was just horribly, horribly wet.

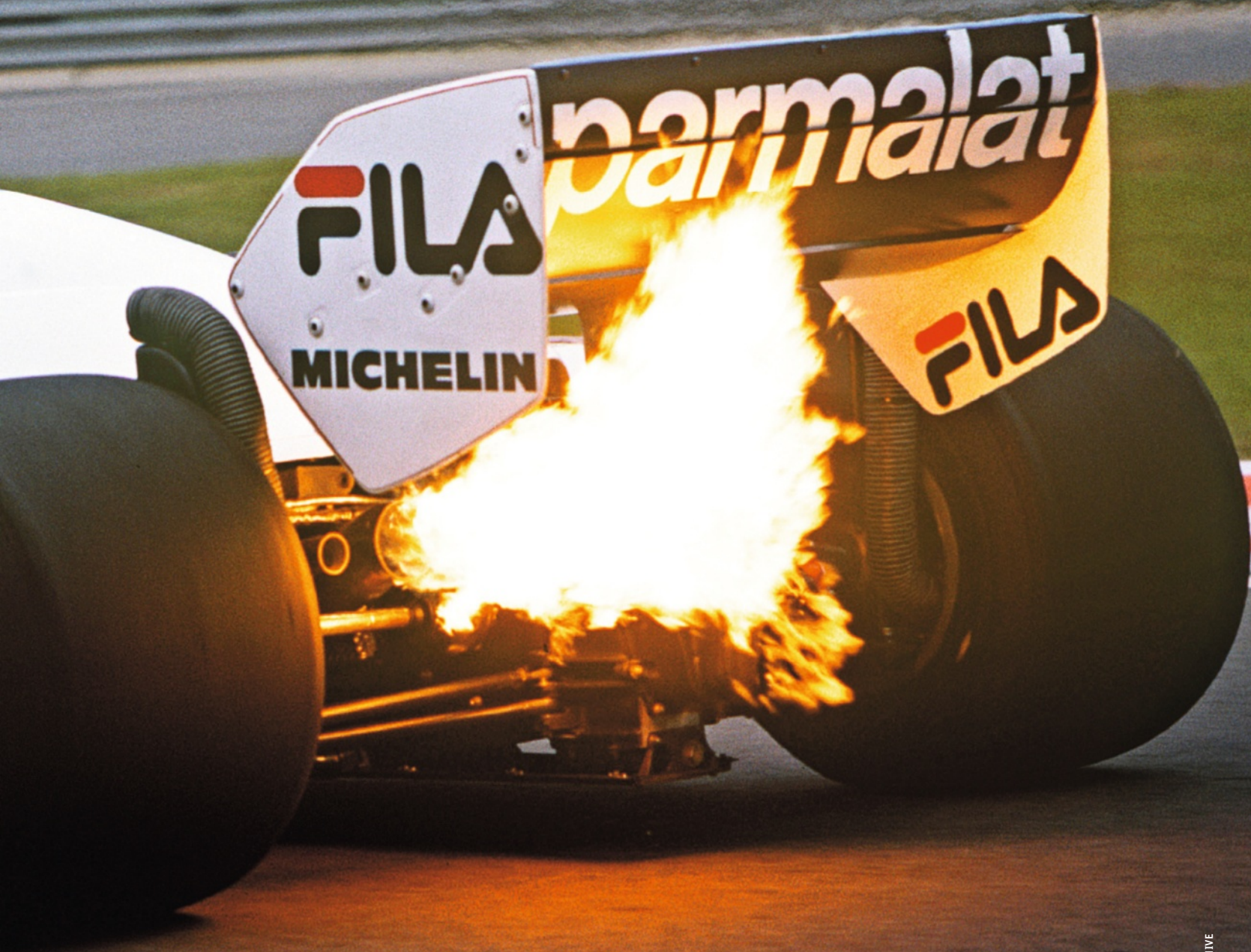
Getting to the end was a special, special moment. I have a lot of people to thank for where we are today, not least Colin McRae. Colin took me in and looked after me when I was starting out he had a huge input and he's still here with me. ☺

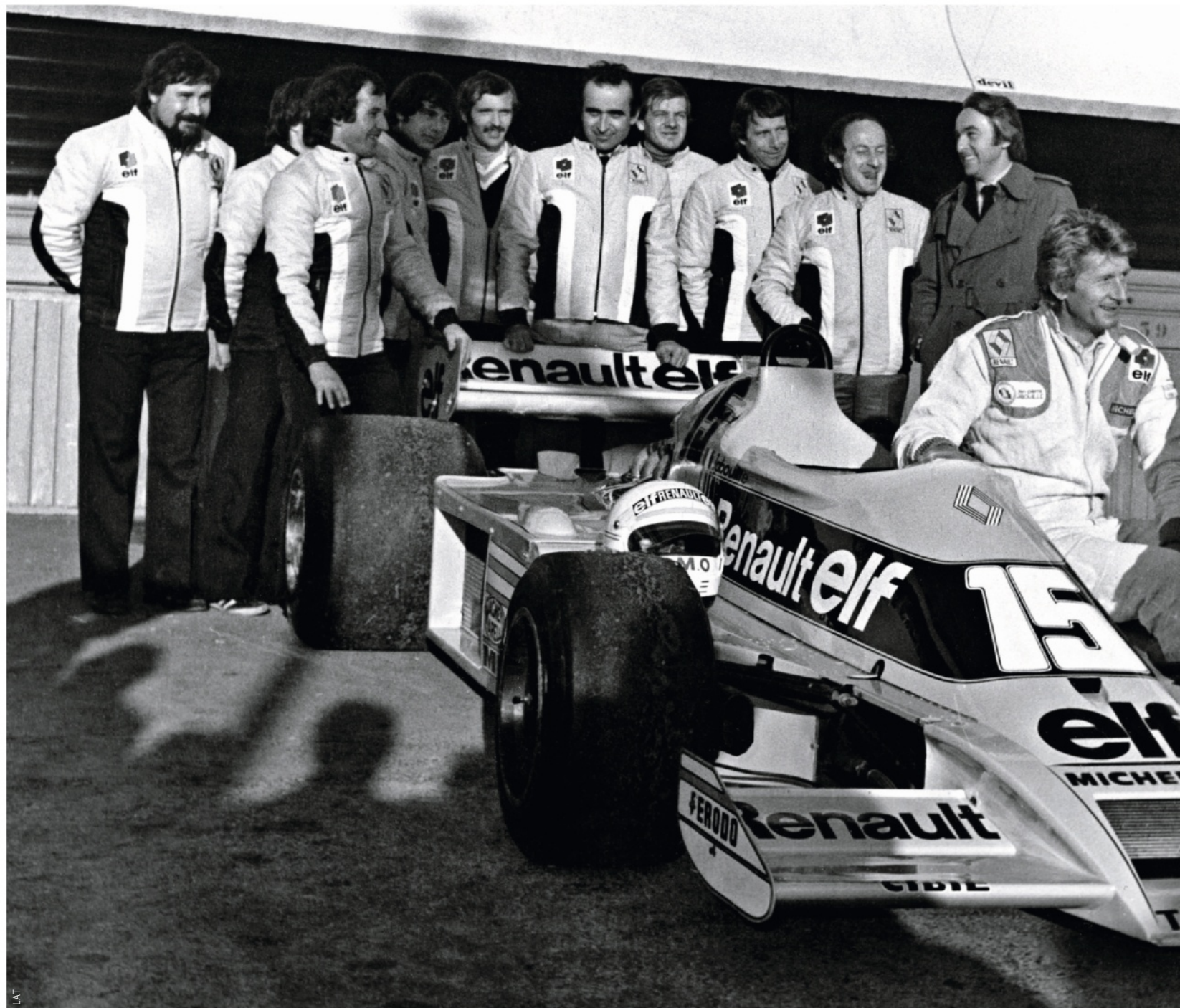
THE TURBO YEARS

Turbocharged engines return to Formula 1 this year for the first time since 1988. We look back at a fiery era that included Nelson Piquet's stunning Brabham-BMW



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- 20 Driving the F1 rocketships
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- 30 All the stats from a magic era





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Kicking off a flame-spitting

Early versions were unreliable, but turbos soon made normally-aspirated F1 engines obsolete.

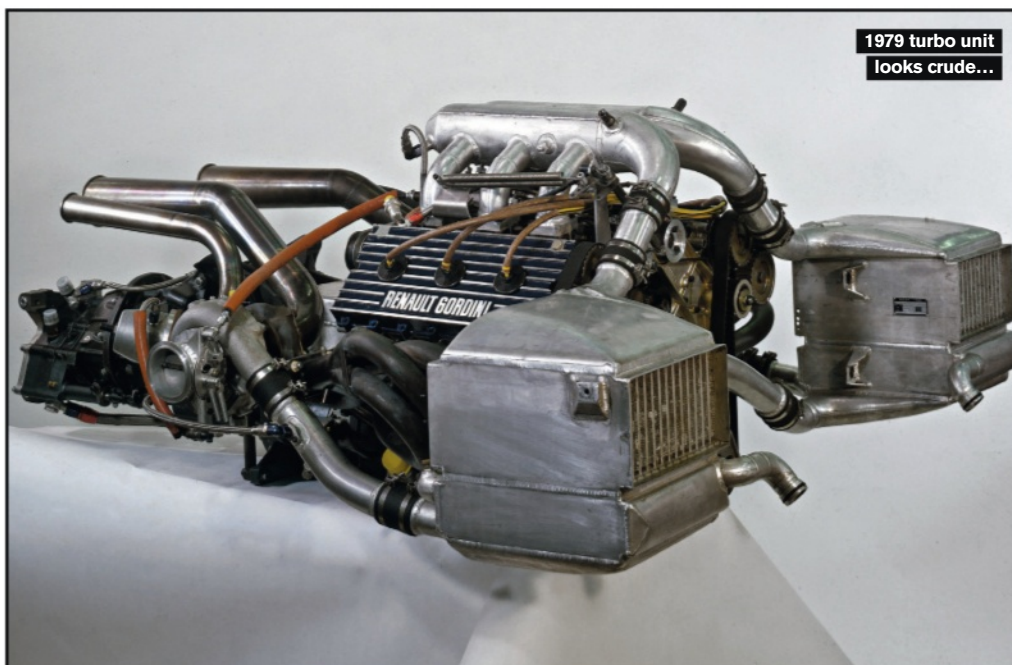
On March 16, a full grid of turbocharged Formula 1 cars will line up for the first time since the 1986 Australian Grand Prix. Prior to 2014, that was the only season in which F1's rules mandated the use of a turbo engine. Since the end of 1988, when turbos were outlawed, F1 has been an exclusively atmospheric affair, but memories of the fire-breathing, howling 1.5-litre V6 and straight-four powerplants,

capable in some cases of putting out upwards of 1500bhp, that dominated the sport during the turbo era have stuck. These new-generation turbos will be almost unrecognisable as being from the same family. They are refined pieces of kit with nowhere near the same peak power output, designed for maximum efficiency with green energy recovery and hugely complex management systems that make the previous generation of turbo engines seem like child's play.

But the old turbos weren't that straightforward, not by a long shot. Renault's audacious RS01,

powered by a 1.5-litre V6 engine with a single Garrett turbocharger, first ran at Paul Ricard on March 23 1977. It was not until 830 days later that its successor, the RS10, by then powered by a twin-turbo evolution of the same engine and driven by Jean-Pierre Jabouille, claimed the first victory of the turbo era. Considering a prototype test hack had started running in March '76, it was a long road.

Legend has it that the idea of a turbocharged grand prix car was derided at the time. It was in some quarters, but for all the mockery of



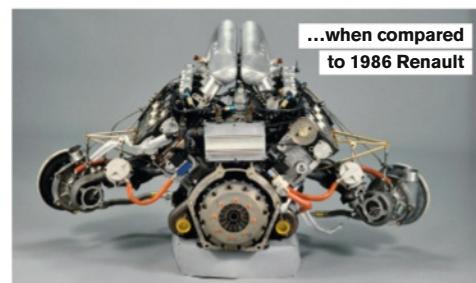
HOW A TURBO WORKS by Craig Scarborough

Like any engine, an F1 motor needs fuel and air to produce power – the more of each you can put into the engine the more power it can produce. In reality you can pump more than enough fuel into the engine, so the limitation is how much air you can get in.

A turbocharger helps produce more power as it forces more air under pressure into the engine. Essentially, the turbo is an exhaust-driven air pump.

In a turbo engine, the exhaust energy that is usually wasted as it exits from the tailpipe is fed into the turbo instead. This spins a turbine wheel inside the turbo and the exhaust flow then exits through a tail pipe having had most of its energy recovered by the turbo.

The exhaust turbine is in turn connected by a shaft to another turbine that sucks in and



compresses air. It's this compressed air that is fed back into the engine. The pressure that the compressed air is at is known as boost pressure. For F1 in 2014 there is no limit on boost pressure, unlike the latter years of the 1980s turbo era.

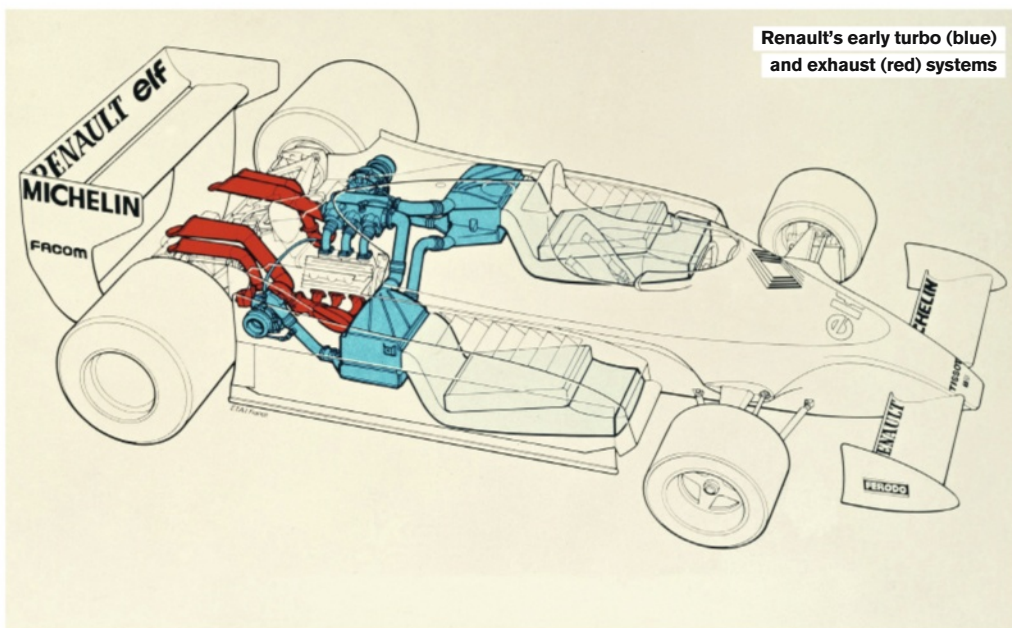
revolution

EDD STRAW looks at Renault's risk

what some saw as doomed French ambition over know-how, there were plenty who realised the potential.

And when Jabouille outpaced everyone except Jacques Laffite's Ligier in a test at Dijon in June, a few weeks before the car's debut in the 1977 British GP, there were genuine fears that it would turn up and not so much move the goalposts as blow them away. The car had a lot of problems, but Jabouille's lap of 1m12.89s created a huge stir.

"I think I could have gone easily around in a 1m12.5s," reckoned Jabouille. "But I always had ▶





Prost and Arnoux lead the way early in 1981 Dutch Grand Prix

“At first, we had 550bhp and we progressively increased to 1500bhp, with Senna’s Lotus”

► a misfiring problem and never managed more than two or three continuous laps.”

There was a belief that compressor engines would require the kinds of advanced fuels legal in the 1950s to be made to work, something the regulations demanding broadly commercial road car pump fuel prevented. But others realised that the 2:1 equivalency ratio, which allowed 1.5-litre forced induction engines to take on three-litre atmospheric engines, was potentially not so equitable.

As its starting point, Renault had to use the two-litre V6 engine it had been racing in sportscars and F2, and the two options on offer were either to convert it into a 1500cc turbo or an unorthodox three-litre W9 atmospheric engine. The choice of the blown engine was straightforward, especially as the cast-iron block gave it an architecture that could be expected to stand the rigours of turbocharging.

Once it became clear Renault intended to build a turbo engine, the lobbying began to ban such units among the existing teams – not the actions of a paddock that did not realise the potential of a well-executed turbo engine.

“The alternative to the hitherto universal three-litre atmospheric engine was previously thought to be hopelessly uncompetitive,” wrote AUTOSPORT’s legendary technical editor John Bolster on the eve of the car’s debut at Silverstone. “But suddenly it is assumed that it will look so fast that the old guard will look silly, and so expensive that the sponsors will turn and flee.”

The fears of instant dominance were allayed by a troubled debut at Silverstone, with Jabouille qualifying 21st, 1.62s off pole. Making the grid

was an achievement in itself given difficulties in practice. The car retired with a turbo failure after 16 laps, Jabouille having run no higher than 16th. It was the start of a long and painful process to make the car competitive and reliable.

Controlling temperature was a big problem and producing pistons and turbos that could withstand the rigours of high boost pressures required vast and costly effort.

It was a huge challenge for what was a small team. Bernard Dudot spearheaded the project along with Renault technical director Francois Castaing and F1 project leader Jean-Pierre Boudy. But they had only an eight-man team. Fortunately, Renault president Bernard Hanon, who had been sold on the idea of the turbo, supported the project to the hilt in a way that, according to Dudot, “would not happen today”.

Performance, or to be more precise, peak power, was relatively easy to achieve. Immediately, the

turbo engine eclipsed the peak power of its normally-aspirated rivals, but this was not enough to make it competitive. Reliability was a massive issue because the technology simply was not available and both Renault and their suppliers were struggling to deal with problems created by running high levels of boost on an engine that, according to the understanding of the rules at the time, had to run on roadgoing pump fuel.

But as time went on, the engine became not only increasingly powerful but increasingly reliable. Part of this process was based on Elf, at huge expense, developing its fuel with additives such as anti-detonation agents that kept temperatures under control.

“At first, we achieved 550bhp with 2.5 bar boost,” explains Dudot. “But due to the turbo lag compared to the other competitors it was not sufficient. A first step was 600bhp with around three bar and progressively the boost was raised to increase power 30-50bhp each year up until around 1500bhp with 5.5 bar with Lotus and Ayrton Senna.”

Four-figure power outputs were some way off in the early days, though significant progress was made in the first 12-18 months. Power continued to climb, allowing Jabouille to qualify sixth for the third round of ’78 at Kyalami, but it wasn’t until the United States GP in October that the car finally scored thanks to his fourth place.

The following year, Jabouille won the French GP with both a new car and an engine that featured two turbos, which played a big part in ameliorating the lag problem that was initially measured in seconds. It’s a race that has gone down in history for the astonishing battle



Dudot led small turbo engine team

Q&A



RENE ARNOUX ON RENAULT'S FAILED TITLE BIDS

You led the 1980 world championship after five races before losing a lot of ground. Was it too early in Renault's programme to win the championship?

At first, everybody said it is a stupid engine, it doesn't work, it's impossible. But [by '80] the car was very competitive for qualifying, for one lap. I won in Brazil and South Africa [early in 1980], but after these races we had a lot of problems breaking engines for different reasons. Some people in the team said, 'Oh, we are not lucky.' That was a very bad analysis. We were not lucky because we didn't work in a good way. Maybe if we had less power but more reliability we had the possibility to win the championship.

In 1982, both Prost and yourself seemed to start every race up at the front, but there was a catalogue of problems, not just reliability but accidents...

We had a very strong man who developed the engine. He'd call me and say, 'We have more torque, we have found more power, this development is bringing an extra 20 horse power, etc.' I admit, I too said, 'Oh, that's very good, thank you.' But maybe it was more important not to have 20bhp more, but the reliability to finish.

There seemed to be a lot of repeat failures in '82, as well as problems with the electric motor in the injection system. Even late in the season, it caused you to stop when you were going to inherit the lead in Dijon...

It was when Rosberg won the grand prix. It is a demonstration that if you finish and take points each time you have the possibility to win the championship. Years later, I spoke with Bernard Dudot at a presentation in front of 400 people. He explained to me that when he developed the 10-cylinder [atmospheric] engine with Renault, his preoccupation was not only to have a good engine, but also to finish the races. This also comes from experience. Renault was young at the time, and everybody involved was very young.

Rene Arnoux was talking to Peter Mills



Heading to victory at Kyalami in '80



Prost came close to the 1983 title with Renault...



...but thereafter TAG and Honda (third) moved to the front of the turbo pack

between Rene Arnoux and Gilles Villeneuve for second, but it was far more significant as a watershed for F1. The turbo engine was now capable of putting out vastly more bhp than the normally-aspirated powerplants and reliability was coming.

Ferrari was also pushing on with work on its turbo, which was not as well-advanced in '77 as Enzo had suggested. The Scuderia opted for a 120-degree V6, 30 degrees wider than the Renault powerplant, which made it easier to package the engine ancillaries, including the turbocharger. The engine briefly appeared in practice at the 1980 Italian Grand Prix in the hands of Villeneuve, but it wasn't until the start of the following season that Renault was joined by turbo rivals, with both the Ferrari 126CK and the straight-four-engined Toleman. The turbo era had truly begun.

Others soon joined the revolution. BMW was working on an engine that would debut in the back of the Brabham BT50 in 1982 and was soon setting the standard for turbo performance. Honda came in with its V6 turbo, initially with Spirit in the '83 Race of Champions and then with Williams. McLaren commissioned a TAG-bankrolled Porsche unit that first appeared late in '83 and went on to dominate the following season.

Technology was also advancing apace and Renault introduced electronic injection in '83. But other manufacturers had started to seize the initiative. As well as improving the driveability of the engines, more complex engine management systems made the cars more reliable and better able to harness their power. Combined with major innovations in fuel development,

exemplified by the 'rocket fuel' that powered the BMW powerplants in this period, the atmospheric engine didn't have a chance.

"The fuel injection engine was first managed with a mechanical Kugelfischer pump having only two parameters: boost and throttle position," says Dudot. "The mixture was very inaccurate. The first electronic development was made with Renix, a Renault subsidiary. It was not successful. Magneti Marelli was too much involved with Ferrari and Renault did not want to be involved with the same supplier as a direct competitor. It was an error. Two years later, much progress had been made with the Marelli device: turbo lag, temperature control and piston reliability."

When Michele Alboreto won the final race of 1983 at Las Vegas for Tyrrell, it was the last time that a normally-aspirated car would do so against one with forced induction. For the next five seasons, turbo engines ruled the roost despite measures designed to make it a fairer fight. In '84, a 220-litre fuel limit was introduced, reduced two years later to 195 litres. Regulations limiting boost pressure to four bar in '87 came in. For the final year of turbos in 1988, just 2.5 bar boost pressure and 155 litres of fuel were permitted but still swept the board, with McLaren-Honda annihilating the field that year.

Renault never managed to win the world championship it coveted, but without its pioneering spirit, it's possible the turbo era might never have happened at all. That it did is testament to the innovation and hard work of the company, as well as the faith the company's top brass had in the project during those early days of struggle and embarrassing retirements. ❧

“Once the **POWER** kicked in, all hell broke loose...”



ALL PICS: LAT ARCHIVE

Nobody raced turbo cars for more teams than Stefan Johansson, who competed with Honda, Ferrari, TAG Porsche and Hart engines in the 1980s. The Swede reminisces with **EDD STRAW**

Speak to any driver who had the chance to race topline turbocharged Formula 1 machinery from 1977-1988 and they invariably describe it as the most thrilling experience of their careers. Swede Stefan Johansson, who drove for Ferrari and McLaren from 1985-1987, and who also raced the early Honda powerplant with Spirit in 1983 and the Toleman-Hart in 1984, is no exception.

“I really think the turbo era was probably the

most awesome period of Formula 1,” he says.

“Those cars were just crazy. In 1985, before there were limits on the boost, in qualifying I remember having over 1500bhp in the Ferrari at Monza! We effectively had one-lap qualifying in those days and between fifth and sixth gear you could get wheelspin, even at Monza, where you had the longest gears of any track.”

While such spectacular power outputs were reserved for brief qualifying runs and dropped into three figures in race trim, they remained

formidable. The nature of the power delivery demanded something of a point and squirt technique, particularly in qualifying, where high-grip tyres and high boost-pressure levels would be briefly available, transforming the characteristics of the car. Drivers had to adapt very quickly.

“There was no such thing as mid-corner speed,” continues Johansson. “You literally had to hug the kerb as late as you could to give yourself as much room as you could on the exit because



Johansson wrestles
Ferrari turbo power at
the Österreichring in '85

once the power kicked in, all hell broke loose. It was just a matter of trying to change up as quickly as you could. We still had cross-gate gearboxes, so it was all manual, and you could not change up quickly enough. A mistake on a gearchange in qualifying could cost you five or six tenths.

"Because of the lag, you had to anticipate the exit of the corner. Normally you would have a specific line through the corner and let it drift out but you needed to keep it tight, put the power on a second earlier than you needed it and wait for it to kick in. Then, once the power was on, it was just a question of hitting the gears and using the space on the exit, especially in the slow-to-medium stuff.

"It was hard from a driver's point of view, but you couldn't think of anything more exciting to drive. It was just incredible the power we had. You needed a reasonable amount of bravery to go quickly, and that is part of the essence of a great racing driver."

But it wasn't just about the technique of dealing with the lag and crashing through the box. Even before fuel-capacity limits were introduced, initially with 220 litres in 1984 dropping to 195 litres in '86 and finally 155 litres in '88, resources were limited. There were numerous races in which leading drivers got into trouble late on and Johansson himself endured one of the most infamous instances of running out of fuel after taking the lead from Ayrton Senna at Imola in 1985. A lap later, he was denied a famous win for Ferrari when he ran dry.

"That 1985 race at Imola bums me out because we did everything exactly according to plan," he says. "But what happened was there was a tiny crack in the inlet manifold of the turbo so it was sucking in more air than it should have done and

the engine was compensating by pushing more fuel in for the mixture. We were exactly on target to finish, but unfortunately it didn't work out.

"During that period, fuel saving was quite a significant skill from the driver's point of view. It would often be very marginal to finish a race."

The characteristics of the turbo engines also evolved as the era advanced. Johansson's first taste of a turbocharged F1 powerplant came with the Honda-powered Spirit team in '83. Then, the Honda was relatively raw and typical of the early engines. By the time Johansson was in his final season with turbo machinery, with McLaren in 1987, things were much more refined.

"[To start with] it was either nothing or everything because everything was mechanically controlled and there were no electronics," he says. "Gradually, it got better and better. The general consensus was that the Renault was the most driveable engine even in its last couple of years.

"When I went to McLaren, the electronics were already pretty well developed and Ferrari was getting better, but they had other issues. The engines developed so fast from '83 to '87, in terms of reliability as well.

"The Hart engine was fantastic. What Brian [Hart] did with what he had was very impressive. It was a really good engine, but the car was also fantastic. The 1985 Toleman, which I never got to race, was probably the best F1 car I drove."

Johansson finished on the podium 11 times driving turbo machinery before seeing out his F1 career driving normally-aspirated machinery. But it's his time in the monstrous turbocars that he remembers most fondly.

"Every one of us who was part of that era was glad," he concludes. "I don't think there will ever be cars like that again. They were the ultimate racing cars." ❧



DEREK WARWICK

**STARTED 99 GRANDS PRIX IN
TURBO MACHINERY**

"My first experience was with quite poor turbo engines having spent the first three years in a Toleman-Hart. Brian's engines were under-financed but he did amazing things with the money he had. So a good example was trying to qualify at Zolder in 1981.

"There was a left-right uphill chicane at the back of the pits just before where Gilles Villeneuve had his big accident. As soon as I finished braking in the Toleman-Hart, I'd go full throttle before I turned into the left. I'd turn left, start to go up the hill when the power came in. We had lag of two or three seconds. It was all about anticipation driving the early turbo cars.

"Then I signed for Renault and everything changed. The V6 turbo was fantastic compared to the Hart although there was still lag. You had to keep blipping the throttle to keep the turbo spinning so the power didn't come in all at once.

"There was a big difference between qualifying and the race. With BMW you ran through practice with 700-800bhp, then into qualifying with 1350bhp-plus. They would put a blanking plate over the wastegate so the engine would just give maximum power. You'd have to go up 1500rpm in every gear and hope it was enough. Even then, at Monza I was on the limiter in seventh gear going past the end of the pitlane. They really were rocketships that bit you very hard if you got it wrong."

Derek Warwick was talking to Kevin Turner.



Why Prost could have been BMW's first champion



ALL PICS: LAT/ARCHIVE

Nelson Piquet won the 1983 title in a Brabham-BMW, but things could have been very different had a deal with Talbot come together and Alain Prost driven for the team. By GARY WATKINS

Alain Prost could have won the 1983 Formula 1 World Championship. Everyone knows that. Few know that had things worked out differently three years before he could have done it not with Renault, but aboard a car powered by a BMW-built turbo engine, designed by Gordon Murray and run out of Chessington.

It wouldn't have been a Brabham, rather a Talbot courtesy of ambitious plans put together by former BMW Motorsport boss Jochen Neerpasch in early 1980.

Neerpasch had left his long-time employer at the end of 1979, after what he insists was a chance meeting with the boss of Talbot, a name that had been revived after the Peugeot Citroen (PSA) group had purchased Chrysler's European operations in 1978. The relaunch of a marque with strong motorsport associations involved an F1 entry. The French company needed someone to mastermind the plan and Neerpasch made the bold decision to quit a role he'd held at BMW since 1972 to take on the challenge.

The problem for Neerpasch, who'd run into Talbot boss Francois Perrin-Pelletier at the FIA prize-giving in late 1979, was that the new company wanted to be on the grid in 1981 – and hopefully at the start of the season –

with its own team, car and engine. "When I arrived, there was a clean sheet of paper," recalls Neerpasch. "They had the Matra engine within the PSA group, but it was a V12 and not competitive any more."

Neerpasch found the solution at his former employer. He and BMW engine guru Paul Rosche had been working on an F1 version in the turbocharged version of its ultra-successful M12/7 Formula 2 powerplant, which had already seen service in two-litre form in North America in IMSA's GTX class and as a 1.4-litre in the German-based DRM.

"We were only working on it slowly alongside our sportscar engine, but we could get more than 500bhp from that and we had already built a new crank for a 1.5-litre version," explains Rosche.

The horsepower numbers might have been impressive, but the numbers quoted for a full-blown F1 programme – Neerpasch wanted BMW to run its own team – frightened the board. BMW Motorsport's ideas for F1 were rejected on grounds of cost in early 1979.

"There was a definite decision early in the year not to go to F1," Neerpasch continues. "But we were absolutely confident that the engine could be used in F1 and could be made to be competitive. So I convinced the Talbot board of the idea to use the BMW engine."

"My plan was to buy the rights to the engine

for Talbot, name it a Talbot and make a development and service contract with BMW. It would have been attractive to both companies in the same way as it was for TAG and Porsche a few years later. Talbot was not keen on a high-tech image and they only wanted publicity, so it could have worked."

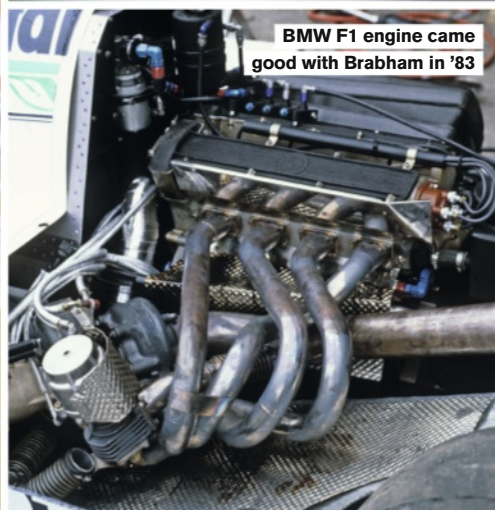
Neerpasch was able to reach a pre-agreement, a "contract to make a contract" is how he explains it, with BMW's bosses and then set about solving the next issue – creating a team. One of his first steps was hiring Hugues de Chaunac, co-owner of the successful ORECA single-seater team, as a kind of operations manager.

De Chaunac remembers there being a number of scenarios as to how Talbot would set up a team. Link-ups with British constructor March and Ron Dennis's aspirant Project Four squad, both well-known to Neerpasch, were rumoured, but there was another route – buying Brabham lock, stock and barrel from Bernie Ecclestone.

Neerpasch is insistent that it could have happened: "The plan was to buy Bernie's team. He was keen to sell and the contract was ready to sign." De Chaunac doesn't dispute Neerpasch's contention: "It was definitely one of the options," he says. Neerpasch is also adamant that Prost, who'd won the 1979 European Formula 3 Championship with ORECA, would have ended up as one of the drivers courtesy of de Chaunac.



Talbot name would enter F1 with Ligier in 1981-'82



BMW F1 engine came good with Brabham in '83



Powerplant was derived from IMSA GTX motor



Neerpasch got as far as a pre-agreement with BMW

"The plan was to buy Bernie's team... He was keen to sell"

That overlooks the fact that Prost was contracted to McLaren, but de Chaunac recalls there were talks with the future four-time world champion.

"There were discussions with Alain, I remember that, but at that stage drivers were not our priority," he says. "We still had to build a team."

So it could have happened: Alain Prost driving – and potentially winning – aboard a Murray-designed Talbot powered by a BMW turbo engine. Given that the engine finally came good in 1983, we can assume that Prost would have been in the mix for that year's world title had the French manufacturer's plans come to pass.

Of course, it didn't happen; in fact, it didn't even get close to happening. Neerpasch's masterplan was in tatters before he'd even officially taken up his role with Talbot on April 1, 1980. The plan was undermined by what the German calls "a revolution in Munich" led by his replacement, former journalist Dieter Stappert.

"Stappert and Rosche said that BMW could not give its engine to another company, so it ended up that the agreement was stopped," he explains. Rosche insists it was the Stappert who scuppered the deal: "He said, 'If we are to build an engine, we should race it as a BMW.'"

It was also Stappert who brokered the deal for Brabham to use the engine. "He was involved as a pressman in F1 and knew Bernie very well," explains Rosche. "It was from his side that the connection with Brabham came."

BMW ended talks with Talbot in March and by the end of April concluded a three-year deal with Brabham to use its engines. The Talbot programme lost momentum and succumbed to inter-company politics within the PSA group by the summer. "It was decided that they didn't want a third, independent manufacturer and to only use the name on Peugeot and Citroen cars," explains Neerpasch. "The F1 project was cancelled in June."

The Talbot name would return to F1 through a link-up with Ligier, which would use the ageing Matra V12 in 1981-'82. Prost, meanwhile, broke his McLaren contract to go to Renault for 1981, and Brabham and BMW set out on the long, arduous and sometimes acrimonious road to turning Rosche's turbocharged engine into a race and, ultimately, a championship winner.

It was the will of Nelson Piquet that kept the relationship between British team and German engine builder going. And his reward was beating Alain Prost to the 1983 world championship. ❧



Where it all started:
with the Spirit in '83

ALLPICTURES: LAT ARCHIVE

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Honda: F1's last turbo king

The Japanese firm became the turbo engine builder to beat, but its 1980s programme had humble beginnings with an insomniac and an F2 powerplant. **ADAM COOPER** looks back

Honda's turbo adventure had humble beginnings, which can be traced to just one man. Nobuhiko Kawamoto had been one of the key players in the original works Formula 1 programme, and after that was cancelled at the end of 1968 he had to be content with progressing on the production side of the company.

By 1979 he felt it was time that Honda should be back in racing. Turbos were just beginning to take charge in F1 and, seeing Formula 2 as a logical first step, he set about designing a suitable two-litre V6.

"I understand he was a bit of an insomniac," says Williams engineering supremo Patrick Head. "He designed that F2 engine on a drawing board at home when he was up at night. And the project very much carried on in that way."

With the tacit approval of his boss, Kawamoto subsequently had a colleague join him in a hotel room to finalise the drawings of this 'skunk-works' project. The engine was duly built, and Kawamoto concluded a deal with old pal and Ralt boss Ron Tauranac, the man responsible for the dominant F2 Brabham-Honda of 1966.

Nigel Mansell and Geoff Lees raced the first Ralt-Honda at the end of 1980, and the following year Lees won the European title.

A sleeping giant was starting to awaken...

In 1982 Honda expanded to a second team with Spirit, set up by former March man John Wickham and ex-McLaren designer Gordon Coppuck. Meanwhile, in Japan, Kawamoto quietly started work on a prototype F1 turbo, based on the F2 architecture. Tauranac could not to commit to a Ralt F1 project, so Spirit got the nod to convert an F2 chassis for use as a test hack in the winter of 1982-83.

Stefan Johansson gave it a shakedown at Silverstone, and later ran extensively at Willow Springs and Riverside, close to Honda's US base in Torrance, California.

"The engine wouldn't run very long before something went wrong," Johansson recalls. "And

then we'd have two days off waiting for stuff to get done. But Kawamoto was fantastic. He was a great guy, a real racer, and very enthusiastic about the whole thing."

Wickham expected to run a full Spirit F1 programme from 1984, but in early '83 he had a shock at a meeting in Tokyo. Kawamoto admitted that Honda was about to sign with Williams for 1984 and beyond, having realised that it had to find an established partner. At the time it was a gamble by Williams, given that Honda's potential was unknown.

"The alternative for us was to go as a customer team with BMW," says Head. "We thought that would keep us alive in the turbo era, but we didn't think it was a route to winning championships. We were quite positive about Honda as a direction going forward, albeit that there would be a year or two of pain."

Still believing that Honda would continue to supply both teams in 1984, Wickham convinced Kawamoto to allow Johansson to give the V6 its public debut at the Race of Champions in March. Later the Swede would contest six 1983 GPs, starting at Silverstone. He struggled throughout with the engine's all-or-nothing power delivery.

In September, Spirit attended a private test at Donington at the behest of Honda – and, to the team's surprise, Williams also showed up, having secretly built its own test car. Japan had sent over



Nakajima was
favoured son

Mansell won 13 GPs
with turbo Hondas



an engine, although it came with no associated data or paperwork, or indeed any clues about how Head and his men should install it.

Nevertheless, the hurriedly created FW09 immediately proved to be faster than the Spirit and, if Honda still harboured any thoughts about supplying two teams in 1984, they soon evaporated. Indeed, it was decided to allow Williams to run two FW09s in the final race of 1983 in South Africa. Spirit was politely told to stay at home, its role in the Honda story over.

The 1984 season proved to be a tough one for Williams as Keke Rosberg and Jacques Laffite struggled with an engine at the beginning of its development curve, and which still betrayed its F2 origins. Rosberg somehow fashioned an unlikely first win in the baking heat of the Dallas street race, but otherwise it was disappointing.

Kawamoto realised that far greater resources were needed, and at his instigation the board agreed to step up its commitment. At Monza a new face appeared in the garage as Yoshitoshi Sakurai was appointed to manage the programme.

"It started getting serious from then, and by the end of 1984 we could see it was going to go somewhere," says Head. "Sakurai was a very heavy handed Mr Fix-it, and was very powerful within Honda. If he said, 'This is what we are doing,' that's what happened. He wasn't everyone's cup of tea, but he was a very forceful character."

On Sakurai's watch things began to progress as the full might of Honda's R&D facilities in Waco was gradually unleashed. A brand new V6 was introduced in June 1985, and by the end of the year the Williams FW10 was the car to beat.

That was the springboard for two remarkable years as Honda, boosted by an intense test programme at Suzuka that helped to refine mapping and electronics, continued to raise its game. But there was increasing tension in the camp as Nelson Piquet and Mansell battled for supremacy on and off track, and Honda was drawn into the political battle. Both men missed out on the 1986 title at the Adelaide finale,



Brazilian title #1:
Piquet in 1987



Brazilian title #2:
Senna in 1988

"We were positive, albeit with a year or two of pain"

PATRICK HEAD

although Piquet would make amends the following year after a dramatic season.

Despite the success, the Williams/Honda relationship had already unravelled. For 1987 Honda had expanded to a second team when it joined forces with Lotus — and hooked up with Ayrton Senna for the first time. The combination won only twice, but Senna established a special rapport with Honda and, when he signed for McLaren for '88, the engine supplier went with him. Meanwhile Piquet, Honda's other favoured driver, replaced his countryman at Lotus. Williams was dropped.

"They had said that they would supply us in 1988," says Head. "They were quite happy to abandon Lotus. But we would have to get rid of Mansell and take Satoru Nakajima. Frank and I felt it would put us in a position where we would be permanently playing second fiddle to McLaren. Looking back it could have been

cutting off our nose to spite our face."

The 1988 season was the final year of turbos. As rivals began the transition to normally aspirated engines, Honda did a canny job of adapting to tighter restrictions on boost and fuel consumption. It also built a dramatically lower engine, something that Head had previously requested, but had been vetoed by Lotus. McLaren produced a stunning car in the MP4/4, and Senna and team-mate Alain Prost produced the most one-sided season of all time, with the Brazilian ultimately edging clear to earn his first title.

Honda ended the turbo era with three constructors' and two drivers' titles, and a tally of 40 race wins and 35 poles achieved by Mansell, Rosberg, Piquet, Senna and Prost. Meanwhile, in the background the company had been quietly developing the new V10 that McLaren would have sole use of in 1989. Another great chapter was about to begin. ■

Derek Warwick's Top 10 turbo F1 drivers

Many tried but only a few succeeded in taming the turbos of the 1980s.

DEREK WARWICK, one of Britain's top drivers of the era, picks his top 10



ALL PICS: LAT ARCHIVE

Derek Warwick started 99 GPs in turbo machinery, from Toleman-Hart to Arrows-Megatron via Renault and Brabham-BMW, and scored four podiums. He never quite had the luck to take a Formula 1 victory, but the current BRDC president is well-placed to assess the drivers of the era. So, here are his views on the best F1 drivers, judged by what they achieved – and how they performed – in turbocharged F1 cars, with their turbo moments selected by AUTOSPORT.

10th Keke Rosberg

DFV CHAMPION TURNS TO HONDA

Starts: 49

Wins: 3

Poles: 3

Fastest laps: 3

Perhaps he deserves to be higher – we all remember those 160mph record laps at Silverstone in 1985 – but I think Keke's best days were in the pre-turbo era.

He was a clever racing driver, very professional. It was Keke driving the Williams-Honda in 1984 with 10 retirements that made me decide not to sign with Williams and stay with Renault for the following season: I didn't think the car or the engine package was good enough!



TURBO MOMENT

Controlling an unwieldy Williams-Honda in baking hot conditions for two hours to win at Dallas in 1984.

9th Gerhard Berger

UNFULFILLED TURBO TALENT?

Starts: 68

Wins: 4

Poles: 4

Fastest laps: 8

One of the nicest guys

in F1. I think he is under-rated because he had unbelievable team-mates. He came into F1 really strong with BMW backing. He was good in the Ferrari, which didn't

have the best engine, and finished third in the championship [in 1988]. Was he too nice? Maybe he wasn't cut-throat enough, an untapped talent who never showed his true ability.



TURBO MOMENT

Perhaps his Ferrari wins were better but Berger's Mexico 1986 success – on Pirelli tyres that outlasted the Goodyears on the more fancied runners – stands out.



TURBO MOMENT

Up ahead of that famous Arnoux-Villeneuve battle at Dijon 1979, Jabouille serenely took the first turbo victory in a world championship GP.

8th Jean-Pierre Jabouille

TECHNOLOGICAL PIONEER

Starts: 45

Wins: 2

Poles: 6

Fastest laps: 0

I've put him in eighth because he was the first

to drive a turbo and the first to win a race in a turbocharged car. I also think he was better than everyone thought. He was smooth, a bit like Alain Prost, and had by far the worst of the early turbo

technology. He had the pain of the early days and they were a big pain. The stats bear this out, with over 30 retirements from 45 starts. And he was up against one of the fastest drivers in Rene Arnoux.

TURBO MOMENT

Despite Riccardo Paletti's fatal accident and early ignition problems, Pironi was on another level at Canada in 1982, lapping almost a second faster than anyone else on his way to a pointless ninth.

7th Didier Pironi

IN VILLENEUVE'S SHADOW

Starts: 25

Wins: 2

Poles: 2

Fastest laps: 3

Didier is a hero of mine. I loved the way he went

about his motor racing. He was flamboyant, for sure a great driver, and single-minded. There's that shadow over him because of the love for Gilles Villeneuve and that famous Imola incident.

Pironi was stunning in 1982 and I think he would have won the title without that horrific Hockenheim accident. Remember, he finished second in the championship in 1982 missing the last five races.



CANNON/ALLSPORT

TURBO MOMENT

Winning the 1983 Dutch Grand Prix for Ferrari despite starting from row five.

6th Rene Arnoux

FAST BUT FRAGILE

Starts: 120

Wins: 7

Poles: 18

Fastest laps: 12

The stats surprise me (in a good way), but he was

a great driver of the era. He flew under the radar because he was quiet. He had a driving style between Prost, Senna and Piquet. He was always up against great drivers and wasn't as strong-minded as some.

At times he was better than those who beat him, but I don't think he had the full package of a champion and there were perhaps outside influences that stopped him being higher up this list.

TURBO MOMENT

One of the greatest qualifying laps ever, 2.5s faster than Ferrari team-mate (and 1980 polesitter) Didier Pironi at Monaco in 1981.

5th Gilles Villeneuve

FERRARI MIRACLE WORKER

Starts: 19

Wins: 2

Poles: 1

Fastest laps: 1

When I think of the early turbo drivers I straight away think of Jabouille and Villeneuve. I would probably have put him higher had I not looked at all the facts and figures. We can get swept away

by all the journalists and fans who have idolised him. We got caught up in the Italians' and Ferrari's love of one man. Gilles was a daredevil. I always felt Gilles would have a big accident – he always drove at the maximum in an era when the cars were very dangerous; back then, there was lots of power, one-lap qualifying tyres, and your legs were in front of the axle line.

4th Nigel Mansell

WILLIAMS LIONHEART

Starts: 68

Wins: 13

Poles: 12

Fastest laps: 9

He was the all-British hero; we all loved to watch Nige and got excited when he went out for qualifying. A lot of people thought he played to the camera with some of his antics, but knowing the man and re-watching

a lot of those races, I have to say he was one of the few drivers who had the ability to extract that last ounce of effort to achieve greatness. I believe those moments of drama are what made him so great. It wasn't just physical strength, he was very brave and had amazing car-throttle control, which he then transferred to speed and race wins. ►

TURBO MOMENT

Has to be that sublime dummy to pass Williams team-mate Nelson Piquet (right) into Stowe to win the 1987 British Grand Prix at Silverstone.



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3rd Nelson Piquet

BMW AND HONDA CHAMPION

Starts: 106

Wins: 14

Poles: 18

Fastest laps: 20 (one shared)

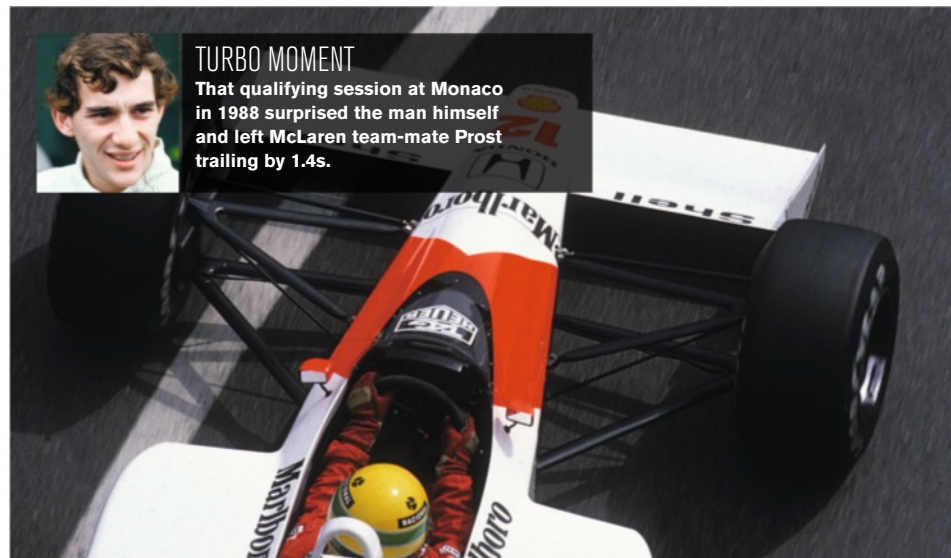
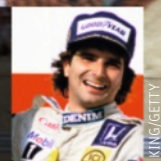
Nelson Piquet was extraordinary in those turbo Brabhams. Sure, the Gordon Murray cars were very good

in that era and the BMW engine had a lot of power, but in terms of driveability the power delivery was like a switch, it was either on or off. Nelson also had a year on Pirellis and they weren't the best tyres in the world. Nelson is in front of Nigel because the Brabham-BMW was not an easy car to drive.



TURBO MOMENT

His victory in the first Hungarian Grand Prix, featuring one of the greatest passing manoeuvres of all time – around the outside of Ayrton Senna's Lotus.



TURBO MOMENT

That qualifying session at Monaco in 1988 surprised the man himself and left McLaren team-mate Prost trailing by 1.4s.

2nd Ayrton Senna

KING TURBO TAMER

Starts: 78

Wins: 14

Poles: 29

Fastest laps: 10

Ayrton was just the master; he had a presence that you felt every time he came into the room. His ability to get the most out of cars that were not the best was extraordinary. Three years in a very average Lotus and the first year in the McLaren really showed everyone how brilliant he was. His use of the throttle where

he was constantly blipping it through slow-speed corners was exceptional. No matter what machinery you gave him he could come out on top. He had such pure speed, aggression, and self-confidence. And we all love that ultimate fast pole lap. There were plenty of reasons why people didn't win races – turbo problems and gearboxes. Qualifying is special, especially in the turbo era, and he had more turbo poles than anyone else.

1st Alain Prost

THE EFFICIENT WINNER

Starts: 126

Wins: 35

Poles: 18

Fastest laps: 27

He wasn't called the professor for nothing. If anybody could work out the best way to drive a difficult car and engine it was Prost. He was the maestro. We often talk about fitness and instantly think of Michael Schumacher but Alain was super fit. I believe it was one of his hidden tools that he never spoke about. He always had that extra capacity to drive at 100 per cent using 95 per cent of his capacity, leaving space to think about the car and what to change, as well as fuel, tyres etc. He was fast, consistent, could save his fuel and his tyres. That's why he is number one, that was part of the turbo game. He was more of a thinker than Ayrton. He spent a lot of his time during practice just inside the top 10 and would then qualify on the front row. Then win the race. He'd sacrifice the practice sessions for the grand prix. ❧



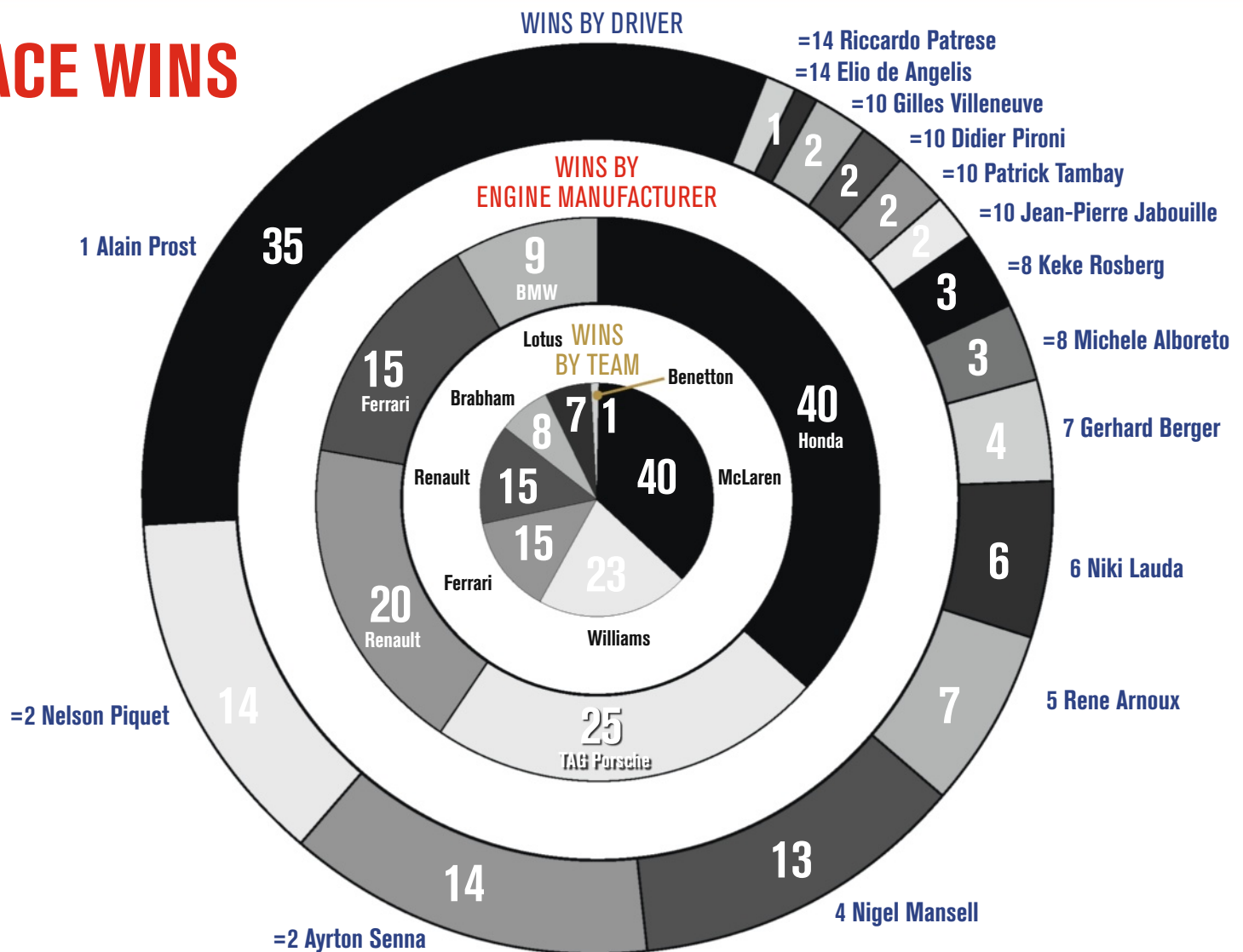
TURBO MOMENT

Often-forgotten charge to victory at Kyalami in 1982 after falling to eighth with a puncture, setting fastest lap by 1.5s.

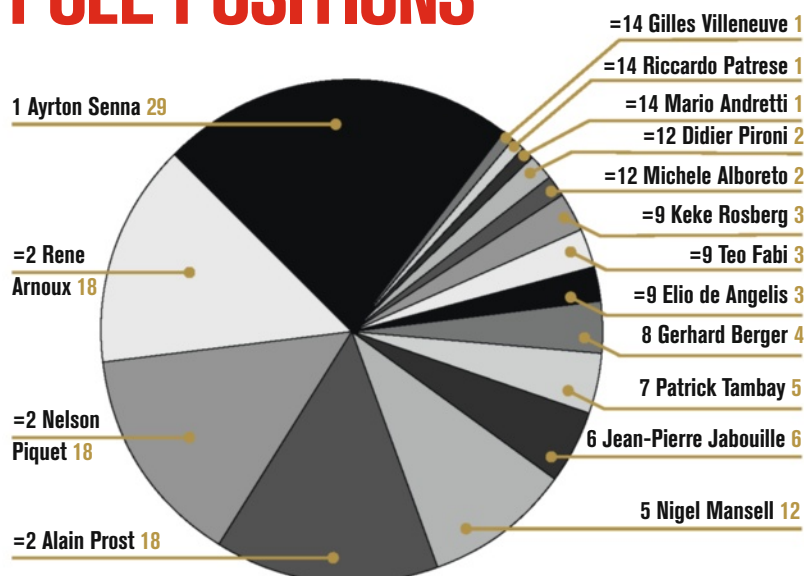


Formula 1 1977-'88 – the

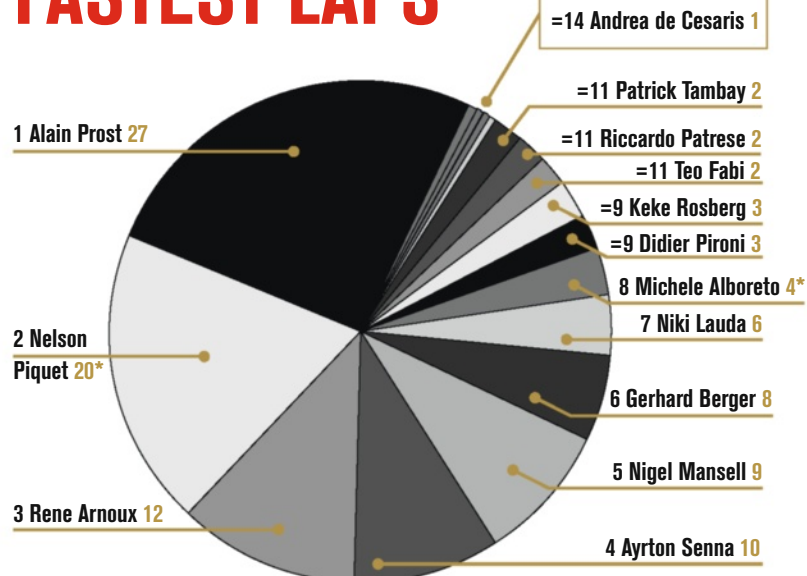
RACE WINS



POLE POSITIONS



FASTEST LAPS



*Includes one shared

first turbo era by numbers

2190 ENTRIES

25
FAILURES
TO START

3 PRACTICE-ONLY ENTRIES

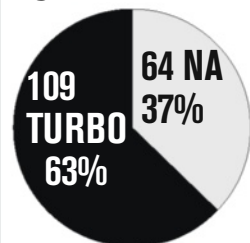
2478
TOTAL POINTS
SCORED BY
TURBO CARS

172 RACES IN WHICH A TURBO CAR STARTED

57
DRIVERS931
FINISHES

DNQs 88

16 DISQUALIFICATIONS

26 NON-CLASSIFIED
RUNNERS1095
retirements46
NUMBER OF CARS
STOPPING
IN RACES
HAVING RUN
OUT OF FUELWINS: TURBO
V NORMALLY-
ASPIRATED

1986

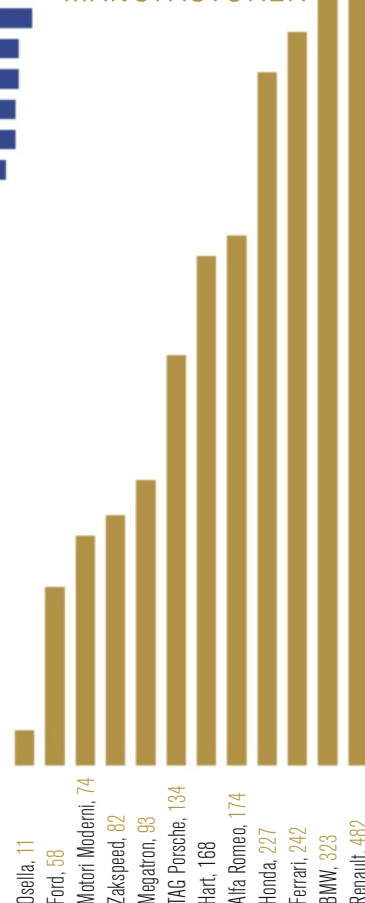
ONLY SEASON
DURING WHICH
EVERY TEAM HAD
TO RUN TURBO
ENGINES

6 WITHDRAWALS

STARTS

BY DRIVER

- 1 Alain Prost, 126
- 2 Rene Arnoux, 120
- 3 Nelson Piquet, 106
- 4 Derek Warwick, 99
- 5 Riccardo Patrese, 89
- 6 Michele Alboreto, 80
- 7 Eddie Cheever, 79
- 8 Ayrton Senna, 78
- 9 Andrea de Cesaris, 72
- 10 Gerhard Berger, 68
= Nigel Mansell, 68
- 12 Patrick Tambay, 65
= Piercarlo Ghinzani, 65
- 14 Teo Fabi, 64
- 15 Thierry Boutsen, 60
- 16 Stefan Johansson, 56
- 17 Elio de Angelis, 50
- 18 Keke Rosberg, 49
- 19 Jean-Pierre Jabouille, 45
- 20 Jacques Laffite, 41
- 21 Martin Brundle, 40
- 22 Jonathan Palmer, 37
- 23 Manfred Winkelhock, 35
- 24 Niki Lauda, 34
- 25 Philippe Alliot, 33
- 26 Christian Danner, 32
- 27 Alessandro Nannini, 30
= Satoru Nakajima, 30
- 29 Huub Rothengatter, 26
- 30 Marc Surer, 26
- 31 Didier Pironi, 25
= Mauro Baldi, 25
- 33 Philippe Streiff, 22
- 34 Alan Jones, 19
= Francois Hesnault, 19
= Gilles Villeneuve, 19
- 37 Alex Caffi, 15
= Johnny Dumfries, 15
- 39 Adrian Campos, 14
- 40 Bruno Giacomelli, 13
= Pierluigi Martini, 13
- 42 Nicola Larini, 11
- 43 Allen Berg, 9
= Johnny Cecotto, 9
- 45 Jo Gartner, 7
- 46 Bernd Schneider, 6
- 47 Ivan Capelli, 4
= John Watson, 4
- 49 Corrado Fabi, 3
= Stefan Bellof, 3
- 51 Franco Forini, 2
= Kenny Acheson, 2
= Mario Andretti, 2
- 54 Brian Henton, 1
= Gabriele Tarquini, 1
= Mike Thackwell, 1
= Stefano Modena, 1

BY ENGINE
MANUFACTURER

TURBO TITLES

1982

1983 Nelson
Piquet1984 Niki
Lauda1985 Alain
Prost1986 Alain
Prost1987 Nelson
Piquet1988 Ayrton
Senna

Former champ had
first test with Merc
in Portugal this week



DTM deal keeps F1 door open for di Resta

After three years away, Paul di Resta is back in the DTM for 2014, and he hopes to combine it with an F1 reserve role. By **GLENN FREEMAN**

Paul di Resta believes the DTM has evolved into the best series outside Formula 1 since he left at the end of 2010. The 27-year-old will return to the series with Mercedes this year after three seasons in F1 with Force India, and it is expected that he will combine his DTM programme with an F1 reserve role for the German marque.

Di Resta, who joined Mercedes for the start of its DTM pre-season test programme at the Algarve circuit this week, told AUTOSPORT that the addition of BMW as a third manufacturer in the series, and plans to expand the rules package to enable cars to race

in Japan and America, has made the DTM the best option away from F1.

"It's grown since I left," he said. "And if it keeps developing like that you could be here happily for another 15 years in what is becoming the second tier to F1."

"There's nothing else like DTM. Even in IndyCar they are using the same monocoques. Here you have different packages on each of the cars. I think that's important and I'm very happy to be back. I don't want to be in a spec series where everyone has the same kit."

F1 HOPES ALIVE

While di Resta lost his drive with Force India because Sergio Perez came with a strong financial package, he is not giving up on

returning to Formula 1. In 2010 he combined his DTM title-winning campaign with third-driver duties for Force India, and he is hopeful of being able to land a reserve driver role again this year.

"It's a difficult time for F1 in the midfield at the moment," he said of teams needing to take drivers with budget. "I'm sad to go, but I'm still young enough that I can get back in there. This lets me combine something with F1, and keep my foot in the door should something come up."

"I think Mercedes are well aware that that's ultimately where I want to be and I have their full support. I think the combination can work well and hopefully I can be of use in F1."

BACK TO WINNING

With no Formula 1 deal to focus on at the moment, di Resta plans to "get the DTM rolling and then explore opportunities" in the early part of this year. He returns as the last driver to win the championship for Mercedes, and he believes he can pick up where he left off.

"Maybe it will take time, I don't know, but I'm coming in with the goal of winning the first race," he said. "I don't really want to give myself time to get back into it. Certainly, when I signed the contract I signed it to go out and win the championship."

INDY OVERLOOKED

Once it appeared likely he was going to lose his F1 drive, di Resta



"I'm coming in to win the first race. I signed the contract to go out and win the championship"



Di Resta is back in Mercedes colours

was linked to replacing his retiring cousin Dario Franchitti in Chip Ganassi's IndyCar line-up for this year. However, it was his desire to stay in the frame in F1 that convinced di Resta to continue racing in Europe.

"I had a lot of chats with Dario, obviously," he said. "But I had to think about where I want to be over the next few years, and leaving Europe would make it very difficult to get back into Formula 1."

"Staying in Europe was vitally important for me and that's where my family life is. I've still got time to make that step if I want to crack America in the next few years, but Dario and I thought this was the best thing for now and I'm happy to be coming back to the DTM."

DI RESTA IN THE DTM

2007 5th

Stars as a rookie in a two-year-old car, taking four podiums and contending for race wins immediately.



2008 2nd

Fights for the title in his first year driving a top car for Mercedes, finishing second to Audi's Timo Scheider.



2009 3rd

Never quite in championship contention, is third in standings but takes his only win of the season on home soil at Brands Hatch.



2010 1st

Three consecutive wins mid-season catapult him towards championship success, which is sealed at the finale in China.



DI RESTA'S F1 CAREER IN NUMBERS

58
RACES

121
POINTS

12TH BEST CHAMPIONSHIP POSITION

8 FREE PRACTICE RUNS IN 2010

4TH
BEST
FINISH

4 LAPS
LED

HONEY/LAT

“There will be changes. We will win again”

Ron Dennis's return to day-to-day influence over McLaren as Group CEO is a watershed moment. **EDD STRAW** asks what it means for the legendary F1 team

When Ron Dennis took control of McLaren in late 1980, the team was at a low ebb. He developed it not only into a Formula 1 powerhouse that went on to win 10 drivers' and nine constructors' titles from 1981-2008, but also emerged as the multi-discipline McLaren Group.

It is tempting to draw comparisons and herald the former team principal's 'return' following his appointment as Group CEO last week as history repeating itself. But McLaren is not in a comparable position. It remains an F1 powerhouse, even though results were poor last year, and his task this time is not to build the team but to ensure it fulfils its potential.

Dennis has coveted more direct involvement in F1 for a while and this move has rightly been characterised as a coup, with the McLaren chairman mandated to make any necessary changes.

Given the board of directors had blocked such attempts from Dennis previously, it's clear that those at the top of the company now recognise the need for change, perhaps persuaded by last season's difficulties. Mansour Ojeh stepping down from his role as director to be replaced by brother Aziz might also have shifted the balance of power at board level.

WHITMARSH DOUBTS

Where this leaves team principal Martin Whitmarsh is unclear. He was not present when Dennis made a 20-minute address to personnel after being appointed CEO last Friday. During that speech, Dennis vowed that “there will be changes”

and that “we will win again”. So there are legitimate doubts over Whitmarsh's future even though it is unlikely Dennis will take over the role himself. Were Whitmarsh to be replaced, it could be with an outsider, with ex-Mercedes team principal Ross Brawn believed to have been sounded out for a potential role last November, but insisting he would not consider any offers for the next six months.

McLaren's struggles to pass all of the mandatory crash tests necessary to give the 2014 car its debut run at Jerez next Tuesday are just one area of concern. Whitmarsh's selection of Sergio Perez and subsequent reluctance to replace him for 2014 also raised question marks.

ROOT-AND-BRANCH REVIEW

Whitmarsh's role is just one area that will be evaluated by Dennis over the next month. In the official statement released by McLaren announcing the change of CEO, Dennis's quote made it emphatically clear that things will change.

“My fellow shareholders have mandated me to write an exciting new chapter in the story of McLaren, beginning by improving our on-track and off-track performance,” he said. “Over the coming weeks I intend to undertake a thorough and objective review of each of our businesses with the intention of optimising every aspect of our existing operations, whilst identifying new areas of growth that capitalise on our technologies, and where appropriate further investing in them.”

TECHNICAL FAILINGS

Key to reviving McLaren will be solving its technical shortcomings. The 2013 car worked only in an impossibly narrow window partly as a result of a lack of joined-up thinking between the various



Last constructors' crown came with Hakkinen/DC in '98

ETHERINGTON/LAT



McLaren failed to
make the podium
at all in 2013



DENNIS v WHITMARSH

How Martin Whitmarsh's 94 races as McLaren team principal to date compare to Ron Dennis's final 94, dating back to the 2003 Hungarian GP.

	Dennis	Whitmarsh
Wins	26	20
Poles	28	14
Podiums	72	52
Drivers' titles	1	0
Constructors' titles	0	0



Last title was with
Hamilton in '08

'Dennis retains his aura in McLaren thanks to his incredible achievements'

departments, none of which lack for qualities of facilities or personnel.

Whether Dennis is the man to fix this is another question. During his final years as team principal, McLaren also underachieved. The team has not won the constructors' championship since 1998, while in

Dennis's final eight years as team principal Lewis Hamilton's 2008 crown was the only high point.

During this period, McLaren also lost Adrian Newey to Red Bull, a move contributed to by the team's rigidity in not allowing the design genius to work in the way he wanted. Dennis's relationship with

Hamilton also deteriorated and did play a part in the 2008 world champion's defection to Mercedes for 2013. There are also question marks over the handling of the 2007 spy scandal.

But none of this means that Dennis is not capable of making changes for the better. Even at

66, he retains his aura within McLaren thanks to his incredible achievements in the past and he will certainly bring decisiveness to the management of the team.

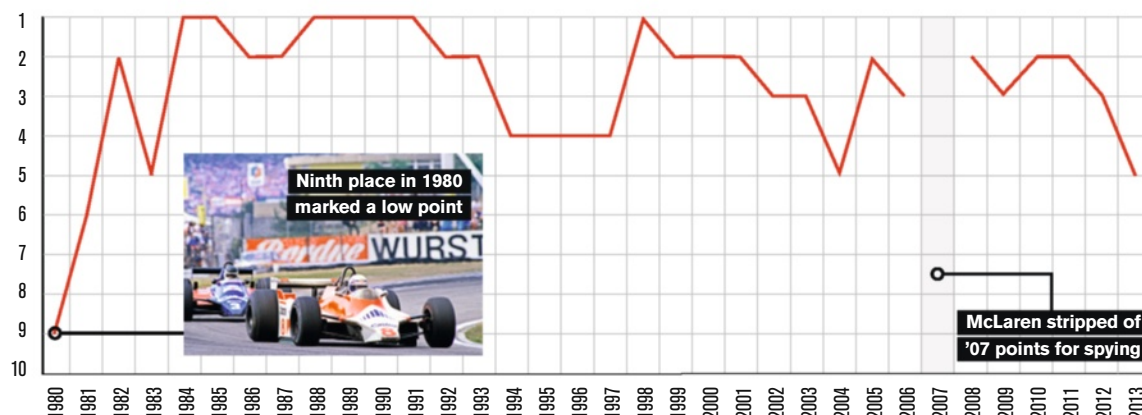
Whatever happens, decisions made over the next month will shape the success of McLaren in the years to come. ❧

McLAREN'S WORST SEASON? Where the team has finished in the constructors' championship since Dennis joined

Last year is often cited as McLaren's worst season since 1980. In terms of best result it is, for in both campaigns McLaren failed to claim a podium finish. But it's a misleading statistic that makes 2013 look even worse than it really was for McLaren.

McLaren finished fifth in the constructors' championship last year. Twice under Ron Dennis it finished there, in 1981 and 2004, while in 1980 it finished a dismal ninth in the final season under Teddy Mayer's leadership.

There is no question that 2013 was a bad season for McLaren, but it is nothing compared to the depths the team plumbed in 1980.



Donington lands Formula E HQ deal

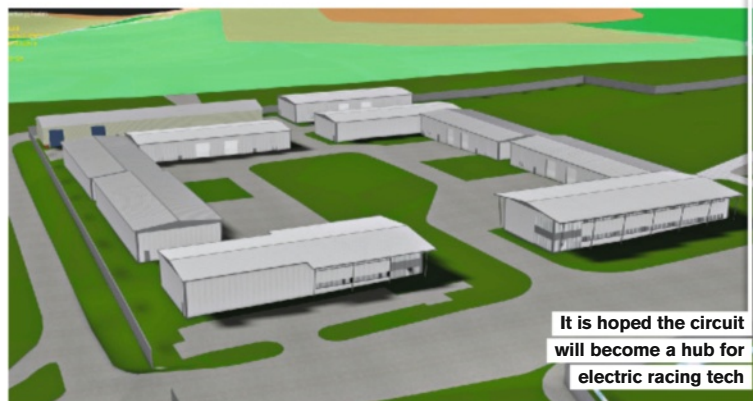
The FIA's new global electric single-seater series selects former grand prix venue to be its international base. By **CHARLES BRADLEY**



Construction work has already begun on the Formula E facilities

Britain's motorsport industry received a huge multi-million pound boost this week when the new-for-2014 FIA Formula E electric single-seater series chose Donington Park to base its operations. The deal helps guarantee the future of Donington, in what circuit chief Christopher Tate described as a "gamechanger" for the venue, which came perilously close to falling into disuse after its failed grand prix bid five years ago.

Construction work has already begun on a 44,000 sq-ft facility at the Leicestershire circuit, which will house each of the 10 Formula E teams, together with offices, stores and workshops for Formula E's own operational staff – totalling over 150 people. The new facility will be located in Donington's Western Paddock near the Melbourne Hairpin, and built to strict environmental standards with development funding provided



It is hoped the circuit will become a hub for electric racing tech

by the Leicester & Leicestershire Enterprise Partnership, by way of a multi-million pound loan facility. Its National Circuit will be used for all pre-season track testing of the revolutionary all-electric racecars.

"This is a major landmark moment for Donington Park," said Tate, the circuit's managing director who took the helm at the end of 2011. "Formula E and all its teams committing to this location here is a critical forward leap for our

company, for this wonderful race track, and all fits in with the bigger plan of where we want to get to. Already there are dozens of civil engineers and technicians at work on the construction project."

Tate confirmed that the deal ensures Donington will "maintain the character and nature of the parkland circuit" and that there are "no ambitions" for future grand prix bids. Landscaping of the infield section of the circuit is also being

FORMULA E CALENDAR 2014/15

DATE	LOCATION
September 13	Beijing (PRC)
October 18	Putrajaya (MAL)
November 15	Rio de Janeiro (BR)
December 13	Punta Del Este (ROU)
January 10	Buenos Aires (RA)
February 14	Los Angeles (USA)
March 14	Miami (USA)
May 9	Monaco (MC)
May 30	Berlin (D)
June 27	London (GB)

completed. "We are full of ideas, but my job is to absolutely secure the future of motorsport, on two and four wheels, at Donington Park," said Tate. "From May, around 150 racing engineers will be preparing and testing their all-new Formula E electric cars here. With Formula E, we have no doubt this new centre will come to act as a technical hub for the future development of these exciting new technologies not just for the motorsport industry, but for

FORMULA E TEAMS

Andretti Autosport
Audi Sport Abt
China Racing
Dragon Racing
Drayson Racing
e.DAMS
Mahindra Racing
Super Aguri
Venturi Grand Prix
Virgin Racing

The new centre will serve as a base for all Formula E teams

MILLER/LAT



"This new centre will act as a technical hub for the future development of these exciting new technologies" Christopher Tate, Donington MD

GRIFFITHS/LAT

the wider automotive sector."

By the middle of this year, Formula E's teams will begin track testing and development work of their Spark-Renault SRT_01E machines, which feature advanced technology from F1 squads McLaren and Williams. All teams have signed a three-year agreement to be based at Donington.

"We looked at a number of locations around Europe, but the British motorsport industry is regarded as the best in the world so it was an easy decision for us to be based in the UK," said Formula E's

CEO Alejandro Agag. "Our new facilities at Donington Park provide the perfect central location for operating the FIA Formula E Championship.

"Being in the 'Motorsport Valley' also means we can take advantage of the technology and skills all around us, as we have already done through McLaren and Williams. All 10 teams will soon have top facilities at their disposal in a modern, sustainable building, as well as direct access to the circuit to develop their cars."

Agag also revealed that Donington's proximity to East

Midlands Airport, where logistics partner DHL has its European hub, was key to its decision. He added: "It's also great for such an innovative and global racing series to be based at a historic racetrack like Donington Park."

All works will be complete by the end of April, with the first teams moving in on May 1. Formula E's commercial activities will continue to operate from its London offices.

The new 10-round series is scheduled to begin in September with the first of its street-circuit events at Beijing in China.

DONINGTON PARK TIMELINE

1931 First motorbike race meeting takes place on loose-surface track around Donington Hall estate.

1933 Prime mover Fred Craner builds permanent circuit, and first car races are held.

1935 First 'Donington Grand Prix' is held. In 1937 and '38 this is won by Auto Union's Silver Arrows stars Bernd Rosemeyer (pictured) and Tazio Nuvolari.



1939 Circuit is closed because of WWII, and converted into a military vehicle depot.

1971 Venue is bought by local businessman Tom Wheatcroft, who opens a museum on the site in 1973.

1977 Circuit is reopened as a racetrack.

1985 The Melbourne Loop is added to allow world championship motorbike events from 1987.

1993 Venue hosts the European Grand Prix, which is won by Ayrton Senna's McLaren.

2008 Donington's leaseholder DVLL wins 17-year British GP rights for 2010 onwards. Work begins on new track extension.

2009 DVLL goes into administration, and control eventually returns to Wheatcroft family. Circuit is left in a state of disrepair and racing ceases. Tom Wheatcroft passes away.

2010 Racing returns to circuit after £600,000 investment and with a new operating company.

2014 Formula E begins construction of global HQ at circuit.

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What next for Sam Bird?

He took a new team – Russian Time – to within touching distance of the GP2 title. But where, **GLENN FREEMAN** asks him, does he go now?

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STALEY/LAT



There was a time not so long ago when winning the most races in GP2 and narrowly missing out on the title would have you preparing for your Formula 1 debut the following year, not entering the Daytona 24 Hours. But, with even the past two GP2 champions missing the F1 boat, it's clear those days are gone.

Drivers have two main options when faced with this kind of situation: sit around and moan about not being able to buy your way into F1, or accept the fact that you can't afford it and make something else happen. As Sam Bird's three-race deal with Starworks Motorsport in the United SportsCar Championship shows, he's taking the second choice.

"Maybe if I was born 10 years earlier I'd have had a chance in F1 by now," he says. "But that's the way Formula 1 is and I have to live with that – everyone in the sport has to live with it. I'd still love a chance, but I don't have €20 million, more like €20!"

"When you see guys you've beaten buy their way onto the grid, you have to ignore it. It's frustrating, I'm not going to lie. I don't sit around saying I'm fine with it, but I understand. It's massively disheartening for any of the drivers in that situation, and I sympathise with all of them. I'm in that boat and it's hard to cope with."

The Starworks deal, which includes Daytona this weekend, is unlikely to be the only seat time Bird gets this year. So, cutting to the chase, we put the headline of this 'What next?' feature to him.

"That's such a hard question to answer," he says with a touch of exasperation. "This time of year is horrible. Exciting, but horrible. I was hoping things would be easier this year after coming so close to winning the GP2 title and winning the most races last year, but if anything it has been the opposite. There are some interesting chances out there, but it's tough."

Long-term, the Starworks deal could prove a useful way of earning some recognition Stateside. But a star turn at Daytona is unlikely to yield a sudden offer of an IndyCar drive for 2014 so,



STALEY/LAT

"I couldn't have done any more with what I had at my disposal. I wouldn't change last year for the world" SAM BIRD



Bird has been a winner in GP2...



...and has had role with Merc F1 team

given Bird's stated aim of continuing to race in single-seaters this year, surely that means GP2. There are offers on the table, and if a team with a quick car is prepared to pay him to race (which is not as unlikely as it first sounds), then there's a very high chance he will return to the championship that he starred in last year.

But, when you've had a season like Bird's 2013 and narrowly missed out on the title, even winning the '14 championship might not be enough. It's a point he is well aware of.

"I'd need to win the championship comfortably in order to get any recognition after coming so close last year," he admits. "I think I'd have to dominate in order to impress at all."

For all his success on the junior ladder — he's won in all five junior series he's competed in since starting his car racing career in Formula BMW UK in 2004 — Bird has never taken home a championship trophy. Last year's heartbreak came courtesy of an overheating clutch while sat on pole for the penultimate race, while his other close call came in 2005, when he lost the FBMW title to Dean Smith at the season finale, having let a mammoth points lead slip with some unnecessary errors.

"I should have brought that one home quite comfortably," he says of the '05 heartbreak, which is mainly remembered for him slumping in tears in the Surtees gravel trap next to his car after crashing out of the penultimate race, at Brands Hatch. "That was down to my own downfalls as a driver back then, but I'm far more complete now. I'm not making mistakes and I'm putting the car where it needs to be."

But there is no such self-analysis when it comes to 2013: "I don't think I could have done any more with what I had at my disposal. I wouldn't change last year for the world; unfortunately sometimes it's just not meant to be. I don't think the fact that I didn't win the championship takes anything away from last year. It didn't affect me that I didn't win it, and I won't look back at it as a failure.

"There's nothing I would change about my career so far, but I would love a title."

Bird has been racing at the top level of the ladder to F1 for four seasons now, spending three of those in GP2 and 2012 in Formula Renault 3.5. During that time, with the exception of a 2011 campaign that flattered to deceive at times, it would be fair to say that he has remained on an upward trajectory as a driver where others would have hit a plateau by now. He counters the suggestion that 2013 — with five wins and a GP2 championship near-miss — was much better than his FR3.5 campaign the year before.

"People can say I've come on as a driver in 2013, but I look back at 2012 and that was still a good year," he says. "That year I didn't really have the machinery to be up the front, and I was competing with a guy who has shone as a rookie in Formula 1 [Jules Bianchi] and a guy who should be in F1 [Robin Frijns]. Unless you have the machinery underneath you sometimes it's difficult to always be at the front. 2013 was the first year I could really show what I could do on many, many occasions. I've proven that I can lead from the front, win races, get pole positions and take fastest laps. I don't know what else I would need to show to get a chance." ❧



Bird makes US racing debut this weekend in the Daytona 24 Hours

MY BEST DRIVES

The standout performances of Bird's career



Celebrating his Monaco FR3.5 win

BARCELONA GP2 FEATURE RACE, 2010

"I had a front-wing change on lap one and still recovered to ninth. I was so far behind, I had to overtake so many cars, and was so much faster than everybody on that day. It was one of those days where you're totally in the zone. Even though I didn't score points, I arrived in GP2 with a bang that day."

MONACO FR3.5, 2012

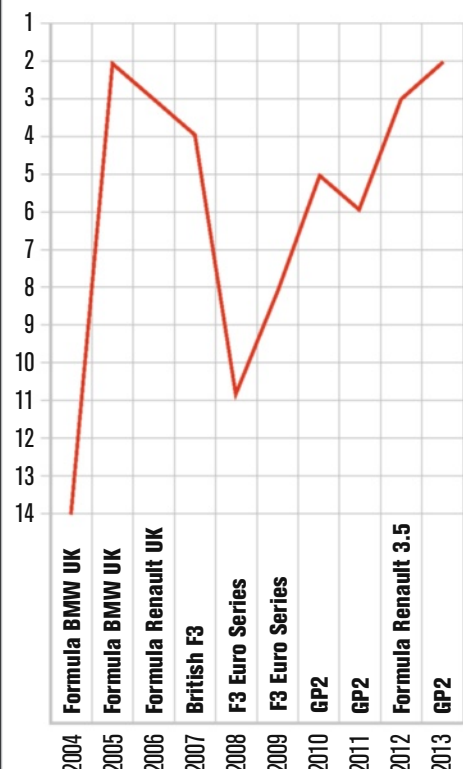
"My pole lap that year was one of the best laps I have ever driven. I crashed in qualifying and my steering wasn't quite right the next day, which is not fun around Monaco with Jules Bianchi behind you. But we still finished over 30 seconds clear of everyone else. That win meant a lot to me."

SPA GP2 FEATURE RACE, 2013

"It's hard to pick one from last year because there were so many good ones. The way I dominated at Spa was pretty cool. The first stint of the race was very strong; to be able to pull out such a gap on everyone was nice. We were on cruise mode for the last 10 laps."

CHAMPIONSHIP POSITIONS

How Sam Bird has fared through his single seater career





Kristensen: life after McNish

The nine-time Le Mans 24 Hours winner has lost his loyal Audi sportscar wingman.

CHARLES BRADLEY asked what it'll be like without him

The word Tom Kristensen uses to describe how he felt when Allan McNish told him he was retiring from top-line sportscar competition is “gobsmacked”. Since 2006 they have led the Audi line, first in the American Le Mans Series and last year to the World Endurance Championship crown. They also shared two Le Mans 24 Hours victories together, as well as a lesser-heralded stint in the DTM.

But McNish’s bombshell, delivered just before Christmas, means an end to this well-honed professional partnership. Told of the news just a day before it broke to the world, Kristensen says it was a shock to him just as it was everyone else.

“I knew he had a lot of other things, you can see that he has a lot of other opportunities in the media and things like that,” he says. “I thought Allan would maybe scale down, maybe he would do long distance races – the 24 Hours at Le Mans and Daytona. That is what I had as an idea, but I hadn’t been thinking about it too deeply. Then he said, ‘I’m going to retire, full stop.’”

It’s not just as team-mates that their relationship goes back. Kristensen first became aware of “this tiny Scottish guy” at a kart meeting at Gothenburg in Sweden almost 30 years ago.

“Our whole careers have been quite parallel in

many ways,” says Kristensen. “The first time I saw him, we were in different classes in karting, but I do remember him. He was so small that his shoulders were just sticking out of the seat of his Fullerton kart. It was the European Championship in 1985 or ’86 – he is pretty convinced it is ’86.

“That was the first time I saw him. I remember him fighting from the time the kart was started. The guys pushing it had to release it fast because he was already on it. That was typical Allan!”

THE LONG AND WINDING ROAD

Their careers then separated, and the next time they’d happen across each other again was in an Indycar test for Tony Bettenhausen, who sought a replacement for Stefan Johansson for 1997 (along with Jorg Muller and Patrick Carpentier, who got the drive).

They would also then make their Le Mans debuts in 1997, but with very different cars and polarised outcomes: Kristensen winning in the Joest-run TWR Porsche WSC-95; McNish’s Roock-run Porsche 911 GT1 posting an early retirement. But it was at Audi where they would truly come together, first as opponents in the same team, and then ultimately as team-mates, a couple of years after McNish’s Formula 1 forays racing with Toyota, and as Renault test driver. Their mighty intra-Audi battle at Sebring in 2005 was the clincher in pairing them up.

“I was already there with [Frank] Biela and [Emanuele] Pirro, and then I joined [Rinaldo] Capello. It also made sense that when Allan came back with Audi, officially with the diesel in 2006, that we three were together. But don’t forget we were DTM team-mates too; that’s a period that he does not talk about fondly! [TK mischievously points to McNish, sat a few yards away, who returns a quizzical glance as we chuckle at the recollection of his tough season in German tin-tops] That was a good time to see him struggle a little bit.”

But enough of their glorious past together, what of the future without him?

“We just had breakfast together and talked about which race we would do in 10 or 15 years,” says Kristensen. “But in all seriousness, it will be strange, but it has happened with Dindo [Capello, who retired in the middle of 2012] and it’s gonna happen to myself one day.

“It is the nature of it, it is a fast sport, and you need to have 100 per cent desire and determination, and you need to have the time to create that. Allan has other opportunities, and I understand that and I respect that fully. But it is going to be strange that it won’t be him jumping into or out of the car at pitstops.”

It leaves Audi and Joest with a conundrum: who gets the privilege of driving the number-one car in the WEC and at Le Mans next year? ►



"I am going to end my career one day – I am not racing in five years' time, that is for sure"

◀ "They are very big feet the little Scotsman has!" quips Kristensen, who knows who McNish's replacement will be but is sworn to secrecy.

"You need to be fast, you need to be committed, you need to be technical. But it is the same as when Loic [Duval] came in after Dindo. It is going to be a different personality. There's no other Dindo and no other McNish."

HOW LONG WILL TK CONTINUE TO RACE?

McNish's decision of course also raises questions about the future of Kristensen's own career – after all, TK is two years older than the Scot (although, in his defence, his single-seater career was something of a late-bloomer).

"I am going to end my career one day – I am not racing in another five years, that is for sure," he predicts. "I take each year as it comes. There is quite a lot of responsibility on my shoulders this year. I know the technical people at Audi, and [bosses] Dr Wolfgang Ullrich and Dieter Gass know that I will give them 100 per cent honest feedback. The others will do that as well, but there is something about being the elder statesman now that Allan has left."

"I look very much forward. I have great motivation and desire for 2014, and curiosity for the new regulations. You have to be competitive and consistent, but an experienced older guy in a team with younger team-mates is a good fit."

"You need someone to be calm in the car. If you put three eager guys in, it can have positives and it can have negatives. I think I am the calm water – hopefully! – in the car. We have had a great dynamic, particularly last year."

McNish's exit means Duval will take a more

senior role, and TK is clearly a huge fan of the smooth-driving Frenchman.

"Loic has had an incredible career in Japan [very much like Kristensen himself in the '90s]," he says. "Since joining Audi he was particularly good in the fast corners, and he has a really nice approach to racing over the six hours."

And if you don't believe the adage about old dogs and new tricks, Kristensen made a big switch in his driving technique last year to adapt to the different demands of the car: "Momentum in the corners has become more important. In DTM, I left foot-braked, but in sportscars I had been right-foot braking until last year, just because I want to pick up more momentum."

Kristensen appears as motivated as ever, and his amazing record of nine Le Mans victories has reached a potential landmark point: this year he gets the chance that no driver has ever had before, to break into double figures for Le Mans victories. You get the feeling he's already tired of the subject, and we're only in January!

"For the stats, many people now say: 'you won this many,' but it's not really about me – it's the team. That is Audi, and it shows the success of teamwork. There is no 'I' in team. Over the years we have worked really well as a team. That part I enjoy. There is only so much that I can do, it is part of team success. Just to speak about it hurts, as it's not fair in that sense."

"I am proud to drive for what I call the best team in the world: Audi Sport Joest. I don't know any better. You could think the grass is greener on the other side, but I honestly don't believe it. Here we go, another year. It's a year at a time, but I've had that for a little while with Dr Ullrich." ❧

Life after racing



Duval, McNish and TK
reflect on title glory

So what next for Allan McNish? Is he going to be tucked up with his Tunnock's tea cakes and tartan rug across his knees at his luxury pad in Monte Carlo? Apparently not.

"I'll still be involved with Audi and Audi Sport, and I'm looking forward to Silverstone and watching the number-one car with Tom, Loic and the new part of the trio," he says (expect it to be Lucas di Grassi). "I'll be around and about the paddocks, but I'm not old enough for Goodwood Revival or anything yet!"

He says he's not regretted his retirement decision, and is happy to reflect on how he came to his decision to hang up his helmet.

"After Le Mans, it started a little bit, and after Austin when we executed the weekend perfectly and it looked like the championship would come," he recalls. "Things were building up in my mind, and when it does build up, that's the time you've got to make the decision. If you don't commit, just like to an overtaking move, you're not being instinctive about what you're doing. I was sure that Bahrain was going to be the last one."

"There was no way we were going to lose that world championship last year, there was no way me or Tom or Loic were going to lose it. It was never in my mind that we wouldn't win it."



TK (left) with Capello and
Smith after '03 Bentley win

TOM KRISTENSEN'S LE MANS-WINNING PARTNERS

2013	Allan McNish/Loic Duval (Audi R18 e-tron quattro)
2008	Allan McNish/Rinaldo Capello (Audi R10 TDI)
2005	JJ Lehto/Marco Werner (Audi R8)
2004	Seiji Ara/Rinaldo Capello (Audi R8)
2003	Guy Smith/Rinaldo Capello (Bentley Speed 8)
2002	Frank Biela/Emanuele Pirro (Audi R8)
2001	Frank Biela/Emanuele Pirro (Audi R8)
2000	Frank Biela/Emanuele Pirro (Audi R8)
1997	Michele Alboreto/Stefan Johansson (TWR Porsche WSC-95)

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Fifteen questions for **Kenny Brack**

Q What is your most treasured possession?

A My helmet from the crash that almost killed me

Who was your biggest rival?

[Pauses for 40 seconds!] I can't say one particular driver. There were quite a lot of drivers in Indy racing who were good and who had good equipment so it's more that group than one rival.

Who was your childhood hero?

Bjorn Waldegaard. What caught my attention for motorsport was when my Dad and I drove across the frozen lakes to watch the Swedish Rally in the 1970s. Waldegaard was on top driving a Lancia Stratos, and the pure excitement, hearing the car for about six miles, then it flashes by you spitting flames, it was amazing.

When were you happiest?

When you have the knowledge to jump into a car and take it to its limits, and you are winning races with a good team it is hard to beat that. But also, when your first child is born it is a great moment. Unfortunately for me I was in the same hospital when my daughter was born because I had just had my massive accident at Texas, but it was still a happy time. She was born two floors down from me on New Year's Eve.

Which living person do you most admire?

I admire all types of people, so to say 'this is the one I admire the most' is hard. I don't think like that. I admire somebody who can build a big company that becomes

important in this world as much as I admire a truly great racing driver, car designer or engineer. People who excel at what they do.

What has been your most embarrassing moment?

I crashed on the warm-up lap at the Indy 500 in my first year [1997], not something to be proud of.

What is your most treasured possession?

I have loads, but there are a few that are pretty special. I have my Indy 500-winning helmet and I have the suit. I never washed them. But I also have my helmet and my balaclava and the steering wheel from the crash that nearly killed me, with all the blood still on them. That's sitting in a box to not be touched, it's like a time capsule. Plus, I have the Indy 500 trophy, which is of course very valuable to me.

Who would play you in a movie of your life?

I don't know, I'm sure anyone could do it. More importantly, who would play my wife?!

What is your favourite smell?

Springtime in Sweden. I always remember when I lived in the States and flew back to Sweden, you take the first breath as you walk out of the airplane and it's so fresh. There's something about it that you are born with and it sticks with you.

What is your guiltiest pleasure?

I eat way too many M&M's.

Who would you like to say sorry to and why?

If there is a conflict I try to clear it up at the time and move on, so I think I've said sorry to all the people that deserve an apology.

What does success feel like?

It's the purpose. That's the reason I do things. Of course I do things for pleasure, it doesn't have to be about money, but even if you do



LABERGE/ALLSPORT



MCKLEIN/DE

something for pleasure, the result is important. That's just the way it is. Without success, there is no point doing something.

What has been your biggest disappointment?

I've never really looked at my life that way. It was a shame we didn't win the second IRL title in '99, but we won the Indy 500 that year. It was a shame we didn't win the CART series in 2001. There are a number of things that you can call a disappointment, but at the end of the day when you measure everything up, I had a fair crack at it and I had my fair share of success, so it's been great.

Is there anything from your past that you would like to change?

This is something I've often thought about. If I'd had a better

understanding about motorsport at an earlier age, I might have got to the top a lot sooner. But that's who I am. I did it all myself, I got to the top. So I wouldn't like to change it.

How do you relax?

When I was racing professionally I used to do a lot of meditation. I still do it now but not nearly enough. Now, I have a music interest, so for relaxation we have a little band that plays together and we have a couple of beers.

When was the last time you cried?

I wish I could do it more often actually. Maybe in racing you get hardened emotionally. I don't remember when it was, but it might have been in the hospital when my daughter was born – I was on a lot of drugs then which helps loosen you up a little bit. ☹

Another new WTCC

On the eve of a season of massive regulation change, the WTCC will also have to cope with losing its founder and long-time general manager Marcello Lotti, as **SAM TREMAYNE** explains



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The revelation that Marcello Lotti will no longer run the World Touring Car Championship is a significant shock, particularly as it comes on the eve of a season of such massive change. Alongside the arrivals of Citroen and nine-time World Rally champion Sebastien Loeb, the series switches to all-new technical regulations for 2014, meaning

greater design freedom and radically enhanced performance.

In many ways, the series is in rude health. Citroen will enter three works cars in 2014, as will Lada, while Honda will run four. Chevrolet will be represented after the series agreed a deal for RML to upgrade and supply the cars, while Onyx recently announced its intention to compete with an independent operation. SEAT and BMW machinery will still run in the second tier, TC2.

Lotti was a pioneer of the switch to new regulations, and

instrumental again in the arrival not only of Honda and Citroen, but also in team and driver deals throughout the pitlane.

He has presided over the series since its rebirth in 2005, but his involvement runs far deeper. A former rally co-driver and team manager, his 11th-hour intervention saved Italy's Superturismo Championship from the brink of collapse in 1999.

He subsequently won FIA support to turn it into the European Super Touring Car Cup and, in 2002, the European Touring Car



Championship – the WTCC's direct forerunner.

He was as active as ever through 2013 and the first weeks of this season, only for it to emerge that he and WTCC promoters Eurosport Events had agreed to part by mutual

TIMELINE: LOTTI'S TOURING CAR HIGHLIGHTS, 2000-2013



2000 – Italian championship collapses, but at the 11th hour Lotti engineers a new series.



2001 – Nicola Larini wins opener of new European Touring Car Championship.



2005 – Series earns World status. Six manufacturers contest the inaugural year.



2006 – A record 35 cars enter at Monza. Andy Priaulx wins the second of his three titles.



2013 – Muller wins his fourth crown, Huff wins Macau finale, Lotti's last race in charge.

dawn



EXPERT VIEW



Rob Huff
2012 WTCC CHAMPION

I had a very close relationship with Marcello. He was always very good to me, especially in the last 18 months or so following Chevrolet's withdrawal. He was very influential in finding me the Munnich drive in 2013.

That typified Marcello's approach – he was a real grafter, someone who wasn't afraid to get his hands dirty, to get involved if and when it was needed. He did it for the good of the championship, but also in a way that made it feel very personal. Nothing was ever a problem.

He clearly had huge passion for the sport too; he went out of his way to keep people happy, and to keep the championship strong. He built it from

nothing really and in my view he did a fantastic job, working tirelessly to attract manufacturers, get us onto decent tracks, put the deal together with Eurosport and establish the WTCC as a professional destination for drivers. There's no doubt he made it what it is today, and it will be a shock not to have him around next year.

Francois Ribeiro and Eric Neve have big shoes to fill, but if there was ever someone to step in and help replace Marcello, Eric is the man. I've known him for a long time and he's a top man, very loyal and honest, and someone who gets the job done – just as Marcello did for so many years.



Huff with his former boss Eric Neve (right)

"This isn't like a Manchester United in football, where everything comes down to the manager. I'm no Alex Ferguson"

consent. On the eve of a bold new era, the series will have to do without Lotti for the very first time.

NATURAL PARTING

Lotti says the parting was amicable, and that it was logical for his role as championship overseer to come under review.

"You never know in life, especially when it is not your company you are dealing with," he says. "The series was mine a long time ago, and then I could decide everything."

"I've been in discussions with Eurosport Events for the last three months – they proposed changes they wanted made, I didn't accept, and we couldn't find a common point to agree upon."

"I have my idea of how to run the

championship, and they have theirs. I think that's healthy: they need to have a clear idea of what they want to do. They decided they could manage without a clear number one, and it's their right to decide, just as it was my decision not to stay. It's a natural process, even if leaving is a little bit of a shock."

RIGHT REPLACEMENTS

What does Lotti make of the men tasked with presiding over the new era? Francois Ribeiro, formerly the director of motorsport business at Eurosport Events, will step up after working closely with Lotti, while Eric Neve – former Chevrolet Europe motorsport director – will return to the series as a consultant.

"I think this is the right balance,"

Lotti explains. "With Eric coming in, this is a decision that can work. I think it is the only other way to go with the championship."

Lotti believes his position was complicated by ongoing talks between Eurosport and Discovery Communications Inc, which bought a 20 per cent stake in the former company in late 2012 and has been evaluating upping that shareholding.

"With the Discovery interest, I think they decided to change the structure," he adds. "It was a strategy point, and we had differing views."

NO GRUDGES

Despite the abrupt end to his long tenure at the head of the WTCC, Lotti says he leaves with no grudges and no regrets.

"This I know: I decided with Eurosport to stop," he says. "It's a quiet moment, but I cannot say I am disappointed or anything. I wish the championship and all the drivers the best."

"I love motorsport – I've spent my life in it so I hope to stay – but I've found the last few years harder

to enjoy. Today I am on holiday, and I can tell you I'm enjoying that."

"NO ALEX FERGUSON"

One of the reasons for such tranquility, Lotti says, is his conviction that he leaves the WTCC in good shape – in part because the championship has developed to a point where a supremo is no longer vital.

"One of the main things Francois and Eric are going to have to learn is how to organise things with journalists," he jokes. "Seriously, this isn't like a Manchester United in football, where everything comes down to the manager, or to one person. I'm no Alex Ferguson."

"It is not an easy job, sure, this is clear. But I don't think my leaving undermines the championship. It's not automatic to say that it will affect things."

"Today it has all the ingredients for a nice championship, a nice future – you have new teams, new drivers, and all approaching the 10th year of the championship. It doesn't look bad, does it?"

King holds the

He won British F3 last season and now he wants the big one: the European Championship. Jordan King talks to **MARCUS SIMMONS** about his 2014 plans



50

EBREY/LAT

Thanks to a quirk of office planning, the guys and girls at AUTOSPORT these days find themselves wedged between our fellow petrolheads at *Motorsport News* and, oddly, the leading business publication *Management Today*.

So when Jordan King popped into the building for a chat about a season that crowned him as British Formula 3 champion, it must have been some kind of serendipity that the *MT* crew's current issue had his dad named on the cover as 'Most Admired Leader' of 2013. Usually, a visiting racer will go home with copies of AUTOSPORT, *MN* and our other racing stablemates *F1 Racing*. In Jordan's case, it was that issue of *Management Today*.

This point about King's family is worth making, if only to dispel any misconceptions of how serious he is as a driver. It's pretty widely known that his dad, Justin King, is the hugely successful CEO of Sainsbury's (and, cue applause

here, an increasingly vocal critic of tax-dodging corporations). King Sr has even been labelled as a potential replacement for Bernie Ecclestone should he move on from the supermarket game.

To his son, such goings-on are incidental. He's a long way from being the noisiest driver in the F3 paddock, but he's friendly, articulate and – according to the Carlin team with which he won that British F3 title – seemingly unflappable and exceptionally calm.

The team was extremely impressed with his transition from Formula Renault NEC runner-up in 2012 to contender for race wins in the F3 European Championship in 2013, and if the new-for-2014 rookie classification had been in place last year it would have been won hands down by King.

Such progress was typical of a smart and quick newcomer. "Off the top of my head we'd done six days' testing at the end of 2012," says King, "so my first time in the car in 2013 I maybe did feel a little bit underprepared.

"The speed was there but because of my

inexperience I made a few mistakes. I didn't really understand everything about the car, why we were quick or why we were slow. It was a case of learning to put every bit of the jigsaw together.

"The mistakes were just little ones, like getting off the line in 3.2 seconds [0-100km/h] when it should be 2.9, or missing a gearshift when you're racing and they get that extra metre on you."

"I didn't understand why we were quick or slow. It was a case of learning to put the jigsaw together"

JORDAN KING

reins



King impressed with Carlin during 2013



Celebrating a maiden British F3 victory at Silverstone in May

KEEPING UP WITH F1's DANIIL KVIAT

Jordan King reckons Daniil Kvyat's joining of the Carlin squad for seven European F3 rounds in 2013 was a massive boost for the team.

"Listening to his feedback in the truck, everything he was saying I agreed with and vice versa," says King. "We worked well together, and without him we might have got ourselves a bit lost. He gave us another direction.

"For us to be evenly matched was quite reassuring because in our Formula Renault days he was winning and I was struggling a little bit

at some circuits."

And Kvyat's leap straight to Formula 1 with Toro Rosso?

"In some ways it's annoying because the rest of us will

probably have to hang around at this level for another couple of years!" says King. "But then you think, 'he's got there, so why can't I?'"



XPB/LAT

Such slips were also in evidence in the first round of the four-event British F3, at Silverstone.

"I stalled at the start and crashed into Jann [Mardenborough, his team-mate] in the first race, which put me at the back of the grid for the second. I won the third race but I was 24 points down on Will Buller.

"I clawed a little bit back at Spa, not massive [indeed, it was three points], and then there was a bit of a mess-up with our information at Brands Hatch, as to who was scoring and who wasn't, and that ended up costing us a lot of points."

This was the event where Jazeman Jaafar returned to the Carlin F3 fold in order to qualify himself for the Macau GP. The (false) assumption was that the Malaysian wasn't scoring, and it wasn't until after the first race – where King trailed Jaafar home – that he realised he was.

"I'm not saying I would have beaten him," he says, "but I would have tried harder to get past him. In the last race I was trying – I pushed him down the straight at one point! But we ended up only three points in the lead and my head was

down, because it should have been more like 20 going into the last round."

That finale, at the Nurburgring, showed King's sportsmanship. He was genuinely disappointed that Buller's fire on the grid pretty much put the title in his pocket, saying that he would far preferred to have fought it out on the track. But, with the crown decided, the duo put on a fantastic exhibition of driving in the finale.

"I wanted to have fun and drive as quickly as I could," he smiles. "Will was pushing hard all the way, and I only snatched a wheel once in the whole race – the rest was flawless."

By this time, King was putting in some good results in the European series, to the extent that he is regarded as one of the likely lads for honours in 2014 if, as expected, he returns with Carlin.

It was the learning process in action again. "Earlier in the season at Hockenheim I led a race, but because of my inexperience I ended up losing not just one place, but four over two corners," he grimaces. "It was like, 'how did that happen?' But when we went back to Hockenheim I didn't make

the same mistakes again.

"Zandvoort was really encouraging too, because I'd already raced there in the Masters of F3. I was able to join in right in the top five, whereas at the tracks I hadn't been to before I was only able to nip at the top five."

King actually got into the top five at Macau, and was the top rookie. Even more impressively, he set the fastest lap of the whole week on the final lap of the race. All this after crashing in the opening free practice session.

"One thing the team said was, 'don't worry about anything – just make sure you don't crash,' so eight laps in I went into the wall in the damp. That wasn't very good! It does put you on the back foot, but come the racing it was really good. With a few more laps I'd have been challenging for the podium."

For that, he will have to wait another year. But all the signs are in place that, in the meantime, he has what it takes to emulate his dad and become a 'most admired leader' in his own sphere of European F3 in 2014. **X**

Monte Carlo Rally



Monaco (MC), January 16-18
World Rally Championship
Round 1/13

RESULTS

15 STAGES, 238.543 MILES

1	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #1	3h55m14.4s
2	BRYAN BOUFFIER (F)/XAVIER PANSERI (F)	
	M-Sport Ford Fiesta RS WRC #11	+1m18.9s
3	KRIS MEEKE (GB)/PAUL NAGLE (IRL)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #3	+1m54.3s
4	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #4	+3m53.9s
5	JARI-MATTI LATVALA (FIN)/MIKKO ANTILA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #2	+6m08.3s
6	ELFYN EVANS (GB)/DANIEL BARRITT (GB)	
	M-Sport WRT Ford Fiesta RS WRC #6	+8m37.4s
7	ANDREAS MIKKELSEN (N)/MIKKO MARKKULA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #9	+11m42.3s
8	JAROSLAV MELICHAREK (SK)/ERIK MELICHAREK (SK)	
	Slovakia World Rally Team Ford Fiesta RS WRC #22	+21m56.2s
9	MATTEO GAMBA (I)/NICOLA ARENA (I)	
	Peugeot 207 S2000 #48	+23m50.7s
10	YURIY PROTASOV (UA)/PAVEL CHEREPIN (UA)	
	Ford Fiesta RS #31	+25m43.1s

OTHERS

R	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)	
	M-Sport Ford Fiesta RS WRC #5	SS14-alternator
R	ROBERT KUBICA (PL)/MACIEJ SZCZEPANIAK (PL)	
	RK M-Sport WRT Ford Fiesta RS WRC #10	SS9-accident
R	DANI SORDO (E)/MARC MARTI (E)	
	Hyundai Motorsport Hyundai i20 WRC #8	BEFORE SS5-electrics
R	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Hyundai Motorsport Hyundai i20 WRC #7	SS1-accident
R	FRANCOIS DELECOUR (F)/DUME SAVIGNONI (F)	
	Ford Fiesta RS WRC #12	SS1-throttle pedal

DRIVERS' CHAMPIONSHIP

1	OGIER	27	6	EVANS	8
2	BOUFFIER	18	7	MIKKELSEN	6
3	MEEKE	16	8	MELICHAREK	4
4	LATVALA	13	9	GAMBA	2
5	OSTBERG	12	10	PROTASOV	1

MANUFACTURERS' CHAMPIONSHIP

1	VW MOTORSPORT	37	3	M-SPORT	10
2	CITROEN TOTAL	33	4	VW MOTORSPORT 2	8

STAGE TIMES

SS1 ORPIERRE-ST ANDRE DE ROSSANS 1 (15.83 miles)

FASTEST: Kubica 18m39.2s LEADER: Kubica

SS2 ROSANS-LA CHARCE 1 (11.17 miles)

FASTEST: Kubica 12m19.1s LEADER: Kubica

SS3 MONTAUBAN SUR L'OUVEZE - LABOREL 1 (12.01 miles)

FASTEST: Bouffier 14m04.1s LEADER: Bouffier

SS4 ORPIERRE-ST ANDRE DE ROSSANS 2 (15.83 miles)

FASTEST: Latvala 15m52.5s LEADER: Bouffier

SS5 ROSANS-LA CHARCE 2 (11.17 miles)

FASTEST: Ogier 11m54.1s LEADER: Bouffier

SS6 MONTAUBAN SUR L'OUVEZE - LABOREL 2 (12.01 miles)

FASTEST: Ogier 11m11.9s LEADER: Bouffier

SS7 VITROLLES-FAYE 1 (30.46 miles)

FASTEST: Ogier 29m00.1s LEADER: Bouffier

SS8 SELONNET-BREZIERIS (14.09 miles)

FASTEST: Bouffier 14m10.0s LEADER: Bouffier

SS9 VITROLLES-FAYE 2 (30.46 miles)

FASTEST: Ogier 29m14.1s LEADER: Ogier

SS10 SISTERON-THOARD (22.89 miles)

FASTEST: Ogier 22m03.3s LEADER: Ogier

SS11 CLUMANC-LAMBRUISSE (12.90 miles)

FASTEST: Latvala 13m55.8s LEADER: Ogier

SS12 LA BOLLENE VESUBIE-MOULINET 1 (14.54 miles)

FASTEST: Ogier 19m28.9s LEADER: Ogier

SS13 SOSPEL-BREIL SUR ROYA 1 (10.28 miles)

FASTEST: Ogier 10m12.5s LEADER: Ogier

SS14 LA BOLLENE VESUBIE-MOULINET 2 (14.54 miles)

Cancelled - weather conditions

SS15 SOSPEL-BREIL SUR ROYA 2 (10.28 miles)

FASTEST: Latvala 10m41.5s LEADER: Ogier

RALLY ROUTE

The rally moved out of the Ardeche and returned to the Drome region, where it was based in Gap for two days before heading south to Monaco for a final loop including Turini. Interestingly, the liaison route included six miles in Italy.

FOR IN-DEPTH RESULTS
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FORIX

Ogier is the Monte's comeback king

VW's world champion recovered from a 'mad' opening day to win as Britain's Kris Meeke and Elfyn Evans starred. By DAVID EVANS

SEBASTIEN OGIER FLICKED HIS POLO R WRC OUT OF 'stage mode', loosened his belts, sat still and stared. For a moment, he said nothing, looked at nobody. With a shake of his head, the smile broke out. He'd won his rally. This was the one he wanted.

In fairness, his own backyard had been anything but kind to him, but as the Monte moved south through the mountains, Gap's greatest got quicker and quicker. Bryan Bouffier made it a French one-two with a superb second, while Kris Meeke returned Britain to the WRC podium with third.

LEG ONE (78.06 miles)

Rain and snow - ambient temperature range on stages 0-7C

First corner, first stage, Ogier hits a bridge.

Two miles in, Francois Delecour stops, throttle pedal snapped clean off his Fiesta. Another two

miles and Hyundai's return is ruined when Thierry Neuville hits a telegraph pole. He's out.

And then the world went mad.

Snow, it's fair to say, wasn't expected on the road between Orpierre and St Andre de Rossans last Thursday morning. Rain, yes, snow, no. The upshot of a lower-than-expected snowline was an SS1 top 10 that revealed Sebastien Chardonnet fourth in his Citroen DS3 R3T, and the usual suspects demoted by the likes of Jaroslav Melicharek, Christophe Arnaud, Renaud Dolce and Olivier Burri. Mikko Hirvonen? Eleventh. His fellow Finn Jari-Matti Latvala? Nineteenth!

Talk of the worst conditions ever was everywhere. Except at the top of the leaderboard. When you've only started nine rounds of the world championship, there's not much point talking



Meeke was mega for maiden WRC podium



Ogier came from behind for first WRC Monte win

about the worst conditions ever. So Robert Kubica just got on with leading the rally.

Did I forget to mention that? Mid-madness, the ex-Formula 1 megastar mastered the first-morning Monte mental-ness and placed his Fiesta at the front. Then, on stage two, he went fastest again to open a 36.8-second lead over Ogier.

Ogier admitted he'd taken a phone call from his father, revealing the extent of the snow. Frustratingly for him, it came after he'd left for the stages. "He told me I was crazy going on slicks..."

Undoubtedly, running first on the road and sweeping the wet snow from the surface was seriously hindering the champ, but Kubica's pace and precision was just unreasonable. In unimaginably tough conditions, he was making the best of the rest look average.

"It is very, very difficult," said the leader. "The conditions are so tough and there is just no grip."

Hmm, no grip? In fairness, he'd soon find out what no grip was *really* all about. Descending Col de Perty on asphalt tyres — no matter how soft — in full snow is what 'no grip' is all about. Ashen-faced at the finish, Kubica's half-minute-plus lead had become fourth, 42.5s down on Bouffier. When the Monte's on form, there's nothing to touch it for madness.

Bouffier, Meeke, Dani Sordo and Welsh rising star Elfyn Evans all took a couple of heavily treaded winter tyres in their respective boots and shot up the leaderboard on completion of the run from Montauban to Laborel.

Ogier sat down to lunch 10s down on Burri in ninth place and 1m19.4s off leader Bouffier — having survived a whopping Armco-rattling

moment in SS3. Only in the mountains north of Monte can such unbelievable scripts be dreamed up and driven.

The leader was completely calm, and quick to point to the benefit of the right tyres at the right time. Meeke talked the same talk in second, but was baffled by the tyre choices elsewhere.

"We knew the super-soft tyre would last the loop no problem," said Meeke, "so putting two winters in the boot was just sensible. But it was still a massive challenge, especially when I'd never driven in these conditions before. But what a morning, eh?"

Sordo's third place returned a smile to the collective face of Hyundai, while Evans gave the 600 or so who live in his hometown of Dinas Mawddwy plenty to cheer in their finest hour.

As the drivers sat down to a plate of lunchtime pasta, their co-drivers found quiet corners, pushed their lunch aside and got on the phone to their ice-note crews. Brows furrowed deeper as more changes were made to the notes; they knew they were in for an interesting afternoon.

More snow was falling, making winter tyres the sensible choice. Ogier gambled on two supersofts. He was wrong. Again. His team-mate Jari-Matti Latvala was right. He went fastest and finally broke into the top 10.

Ogier couldn't get his asphalt tyres off the car quick enough. He replaced them with studded winters (his spares) for the last two stages of the afternoon, where he went fastest to return some sort of order to the day.

"Everything is still possible," he said, having narrowed the gap to the leader to 47.3s. "There is a



Hyundai didn't make the end of day one

very long way to go in this event and tomorrow I'm sure will be more of the same."

That news sent a shudder down the spine of pretty much every other driver out there. But where most saw risk, Ogier saw possible return.

Bouffier added 25s to his lead through the afternoon, but while there was a degree of breathing space between him and Meeke, the spectre of a fast-closing Ogier focused former winner Bouffier's mind.

"It won't be easy to keep this position," he admitted, "but it's fantastic to be here. And I have to thank the Fiesta. I hit the bridge on the first corner and I thought the rally was over — but she's strong."

Kubica passed Northern Irishman Meeke for second briefly, before KM was back to second in the last stage of the day. Meeke was, however, full of praise for his rival.

"His pace has been incredible," Meeke enthused. "He's shown some real spirit out there on one of the most difficult days I've ever had in a rally car. For me, this rally is still all about survival. I'm not going to take any risks; everything is middle of the road. It's still a very, very long way to Monte Carlo."

Kubica remained modest about his own efforts, but conceded: "My target for this year was a fastest time... maybe I will have to set a new target now?"

Mads Ostberg was an overnight fifth after a day that included five spins in the sister Citroën to Meeke. Evans settled his nerves with an overnight sixth. Finns Latvala and Hirvonen were seventh and eighth, both having suffered confidence issues through the day. "In the second stage I saw a split and I was less than a second down on Ogier," said Hirvonen. "I thought: 'Fucking hell, this is going well!' Then I went off the road... And on stage three, I was in a ditch."

How long were you in the ditch, Mikko?

"Eight kilometres."

It was that kind of day.

POSITIONS AFTER DAY ONE

1 Bouffier/Panzeri	1h25m36.6s
2 Meeke/Nagle	+38.8s
3 Kubica/Szczepaniak	+39.5s
4 Ogier/Ingrassia	+47.3s
5 Ostberg/Andersson	+1m20.7s
6 Evans/Barritt	+1m38.6s

LEG TWO (110.83 miles)

Rain — ambient temperature range on stages 1-9C

After a day of practising on Thursday, it really started raining on Friday. The good news for the drivers was that the first stage was snow-free. For the first time on the event the tyre choice was uniform: four super-softs with a couple of winters in the boot. Playing field levelled, Ogier got on it, went quickest and relieved Meeke of P2. ▶

Sixth was strong start to
Evans's full-time role



► Bouffier was second quickest in his efforts to keep the #1 Polo at bay, but still dropped 11.7s in 30 miles. In the absence of the white stuff, it was the black top causing major concern. In fact, it was all anybody was talking about. The shiny asphalt was astonishingly slippery – but it wasn't uniformly slippery. And therein lay the problem. Progressing through the stage, the surface would resist a little in one corner before turning Teflon for the next. "It was just crazy how slippery that was," said Ogier.

On the subject of being the most hunted man in the French Alps, Bouffier said: "It's nice to be here and leading, but I have to be realistic. Ogier is coming... but I won't give up."

Meeke pulled 4.3s clear of Kubica, but admitted there had been the odd moment.

"In our notes we had a sixth-gear corner and we went through it on part throttle in fourth," said Meek. "If we'd given it a tiny bit more, we'd have been off. It was dangerous."

Kubica confirmed that in the next stage, rattling his Fiesta along a wall in Breziers. "The suspension locked-out after a crest and we hit the mountain," he said. "Luckily, they built me a strong car."

And amazingly, despite meeting of Fiesta and rockface, Kubica returned his deficit to Meeke to less than one second at lunchtime. Good as his word, Bouffier hit back in SS8 and took two tenths out of Ogier, who went off the road after the flying finish under braking for the stop-line.

After Gap's final service on the event, the rally returned to Vitrolles for another frantic half-hour. And that was the undoing of Bouffier. Pushing hard, he spun the lead Fiesta and went into a field.

"I had to wait for spectators to help me," he said. Forty-seven seconds and the lead were lost, but the affable Frenchman was relatively sanguine. "It was my fault. I was trying," he concluded.

Bouffier led but
fell to second



Ogier hadn't emerged trouble-free either, after a big drift in a hairpin-right ended with the VW's left-rear smacking a mercifully soft bank.

That stage also settled the Meeke fight, with Kubica going off the road on a deceptive right-hander. His glorious M-Sport debut ended in a ditch with a wounded Fiesta going nowhere.

"I didn't see the car," said Meeke of Kubica, "just some steam coming up out of the ditch."

Leading the rally for the first time, Ogier pressed home his advantage, setting a new stage record through Sisteron. He was now in a thoroughly improved mood. Arriving in Monaco after a leg-ending dash through SS11, Ogier stretched and smiled. The rally wasn't won yet, but he'd reached Monte in the right place.

Bouffier and Meeke were looking increasingly comfortable in second and third, as was the quick-learning Ostberg and even quicker-learning Evans, who were respectively fourth and fifth ahead of the penultimate test. Evans lost fifth to Latvala, though, who was recovering from a puncture in SS9. The M-Sport junior did, however, take time out of Hirvonen to stay inside the top six.

POSITIONS AFTER DAY TWO

1 Ogier/Ingrassia	3h14m51.3s
2 Bouffier/Panzeri	+51.1s
3 Meeke/Nagle	+1m38.6s
4 Ostberg/Andersson	+2m48.9s
5 Latvala/Anttila	+6m04.4s
6 Evans/Barritt	+6m14.5s

LEG THREE (49.64 miles)

Rain – ambient temperature range on stages 1-7C

More rain. Except on the top of Turini, where the perfect picture had been painted all-white. Studs all around. So harsh was the weather, there was simply nothing to be gained from a gamble. The gaps were too big, the risks way too big.

The only positional change at the front came when Hirvonen passed Evans for sixth in Sospel. That was reversed when the Finnish Fiesta stopped with alternator trouble in the penultimate stage. The second run over the mountain to Moulinet was ultimately cancelled. Stuck in third gear, Melicharek couldn't get through the snow and bunched the cars up behind him. Once the Slovakian was out of the way, organisers weren't keen on a road race over the col. Probably wise.

Having thrown snow, slush, ice and river-like rain at the crews, fog was saved for the finale. Ogier pooh-poohed the pea-souper and won brilliantly. Early leader Bouffier escaped a broken rim in SS13 to claim second, as Meeke led a Citroen three-four for him and Ostberg. Latvala wanted fifth and got it while Evans was an exceptional sixth.

After the stuff of nightmares on Thursday, dreams were made in Monaco on Saturday night. ❧

IN THE SERVICE PARK

David Evans



NOT MUCH MADE SENSE IN THE FRENCH ALPS last week. The weather turned a good Monte great and kept the watching world guessing. In the middle of that consistent craziness, Robert Kubica went faster. And faster. And fastest.

He went into the lead on the first stage. And didn't just stay there on SS2, but built himself a 36.8s advantage. Over the World Rally champion and dominant force that is Sébastien Ogier and a Volkswagen Polo R WRC. Kubica wasn't just good or great. He was immense.

The man himself rates his second place at the Japanese Grand Prix in 2008 as his best performance, but adds that a similar result at a wet Monaco earlier that year made for a close second. Victory in a wet Monte Carlo last week would likely have topped them both.

And, mad as it sounds for a driver competing on only his ninth WRC round, it might have happened. Kubica lost his lead when he found himself on the wrong tyres on the third stage. And he lost his grip on the event when he slipped off the road on a tricky third-gear corner in Vitrolles on day two.

Kubica was furious with himself. Understandably. But, once the disappointment dies down, he will come to realise what he achieved on his first run through the Monte stages. For two days, he made the sun shine through the rain.



Kubica: all smiles
until bridge shunt

"This isn't a bad result for a car which didn't win an AUTOSPORT Award!"

Volkswagen boss Jost Capito reflects on the Polo R WRC's first victory on the world's most famous rally





Kubica may have to
reset his 2014 targets

Wilson hails Kubica's star turn

M-SPORT TEAM PRINCIPAL MALCOLM WILSON

says Robert Kubica's Monte Carlo Rally-leading pace marks him out as a potential WRC winner this season.

Kubica starred in the season-opener in the French Alps last week and was only ruled out of the fight for the podium when he slid off the road on the second run through the Vitrolles stage mid-way through Friday.

Kubica said: "There was a sudden change of grip. We knew to be cautious because we had it marked in our pacenotes from the ice-note crew, but unfortunately I misjudged how big the change would be.

"We went into the corner, the front went straight, we hit a bridge and unfortunately that was the end of our rally.

"At the start, it was good – one of my targets for this year was to make a fastest time. I did that and now have to make another target."

The Monte was Kubica's second rally with the British-based M-Sport squad (he warmed up by winning the ERC season-opener – the Janner Rally – earlier this month)

and despite only completing two days' testing ahead of the event, he led the Monte from the start. He opened a 36.8s advantage over reigning world champion Sebastien Ogier on SS2. Kubica only dropped back when he lost time on the wrong tyres in SS3.

Wilson said: "I definitely think he has the potential to be up there challenging for the win on the asphalt rallies in the second half of the season. What he has done here on this event is just incredible.

"He's really upset about the crash; he's beating himself up because he was so keen to get to Monaco, but what he did was amazing – especially in these conditions; this has been one of the most difficult Montes I can remember.

"It's not just the fact that he was leading, but the margin he opened up after the second stage. All of the guys were on the same tyres, but he led by more than half a minute.

"Yes he made a mistake, but he was unlucky. Coming here and leading has to be the most impressive [WRC] debut I've ever seen from anybody coming into the team."



Evans once again
impressed M-Sport

EVANS IMPRESSES M-SPORT

Malcolm Wilson was delighted with Elfyn Evans's debut as a full-time WRC driver on the Monte Carlo Rally. The Welshman briefly ran fifth on the opening day before completing the event sixth overall. Evans's team-mate Mikko Hirvonen didn't enjoy the joyous return to the Cumbrian squad he'd craved – he retired with alternator trouble before the final stage after a lacklustre rally.

OSTBERG FACES MOUNTAIN TASK

Citroen factory driver Mads Ostberg will contest this week's Mountain Rally in Norway as the first part of his pre-Rally Sweden test in a factory DS3 WRC.

BOUFFIER SHORT OF OPTIONS

Monte Carlo Rally runner-up Bryan Bouffier will contest next week's Rally Liepaja in Latvia, driving a PH Sport-run Citroen DS3 RRC. The Frenchman admitted that despite his strong run on the WRC opener he does not have any further plans for a world round this season.

SARRAZIN TARGETS WRC RETURN

Factory Toyota sportscar ace Stephane Sarrazin was an interested onlooker on last week's Monte Carlo Rally. The former F1 racer is hoping to return to the stages again this year following his third place in Corsica last season.

POPE BLESSES WRC 2 WINNER

Italian driver Max Rendina won the WRC2 Production Cup category in Monte Carlo last week, which came as no surprise to the more religious-minded in the service park: his overalls were blessed by Pope Francis ahead of the Monaco-based event. Rendina said: "It was an incredible privilege. He asked me if I would be driving in Argentina this year and said that he would look for news of me."

STAR NAMES IN COURSE CARS

As if there weren't enough star drivers on the entry list for the Monte, the course cars and ice-note crews were packed with class as well. Gilles Panizzi and Jean Ragnotti were first through all the stages in Renault Meganas, while BRC stars Mark Higgins, Toni Gardemeister and Gwyndaf Evans were among the ice-noting heroes.

DUEZ 911 IS RGT GUINEA PIG

Marc Duez became the first driver to run in the RGT class on a WRC round in Monte Carlo last week. While the Belgian veteran thrilled fans with his Porsche 911, he was sidelined by an engine problem on the first run over Turini while lying 40th overall.



Duez hung it out
in RGT-class 911

Frustrating return for Hyundai

HYUNDAI'S RETURN TO THE WRC ENDED

in disappointment, with both i20 WRCs sidelined by the first afternoon of last week's Monte Carlo Rally.

Star signing Thierry Neuville's car was the first to go out when the Belgian crashed out less than four miles into the event. Dani Sordo followed him onto the retirement list when his car was silenced with an electrical fault ahead of SS5.

Team principal Michel Nandan was unimpressed with Neuville's fourth straight retirement on the Monte.

Nandan said: "I have to say, when I saw the first split [Neuville was fastest] I was thinking of this problem.

For me it was really too fast. But once the car starts [the stage] it starts, and you can't call him to say take it easy.

"I don't say anything dramatic, but it would have been better if he had done more stages."

Neuville added: "I did exactly what I was told not to do. I am sorry for the team. It was an achievement to construct the cars and make it to the start of the rally, so this is not a good result for us. But now I have to look forward and think about Sweden."

Juho Hanninen will drive the second Hyundai in Sweden, while Sordo is unlikely to be back in the car before Germany in August.



Neuville crashed early
on his Hyundai debut

DAYTONA DUEL: DP **V** LMP2

The United SportsCar championship heralds a new era for American endurance racing and kicks off this weekend. **GARY WATKINS** looks at whether the old Grand-Am cars or LMP2 machines will come out on top



QUICKER IN A STRAIGHT LINE

The more powerful DP's should still have the edge on the banking despite a late restrictor change

'RACEABILITY'

High top speed and robustness is just what you want for the Daytona 24 Hours

The wait is over. US sportscar racing has been unified after 16 years of schism and a further 16 months of anticipation after Grand-Am's buyout of the American Le Mans Series was revealed.

The new order of the United SportsCar Championship begins this weekend with the Daytona 24 Hours. That much is fact, but the uncertainty that has plagued this merger since its announcement in September 2012 will continue into the inaugural race. Which is a mixture of good and bad.

Bad is the confusion that surrounds the rules in the Prototype class made up of upgraded Daytona Prototypes from Grand-Am, and the LMP2 machinery and solo DeltaWing carried over from the ALMS. The final rules for this weekend's USC

were only set in stone last Friday, following months of acrimony and bickering that isn't likely to stop with the Rolex-sponsored 24 Hours.

Good is the fact that it is almost impossible to predict what is going to happen this weekend.

That was the case after the official Daytona test, the 'Roar before the Rolex', early this month. The P2 teams, whose entries lagged behind on outright pace, reckoned the DP's would be in control, while the DP boys were suggesting it wasn't clear-cut. Now USC sanctioning body IMSA has thrown the cat among the pigeons by making some final tweaks under what it calls Adjustment of Performance rules (that's Balance of Performance in European parlance).

The first page or two of any attempt at a USC formbook had to be ripped up immediately. The unknowns going into the brave new world of US sportscar racing were multiplied.

WHICH IS THE FASTER CAR?

The revised DP's, now with more power, more aero courtesy of underfloor tunnels, six-speed gearboxes, carbon brakes and traction control, proved quicker than the P2s around the Daytona International Speedway by around a second a lap. That has resulted in their performance being pegged back thanks to a reduction in the diameter of their engine air-restrictors, resulting in less power to the tune of five per cent.

That's going to reduce their advantage over the P2s in pure lap time, but a reduction in top speed by somewhere between three and five miles per hour is highly significant. One of the key advantages for the DP's was an ability to blast through the traffic high on the banking that accounts for much of the 3.56-mile circuit.

The top speed of the P2s, on the other hand, is more or less on par with the cars in the other

DAYTONA 24 HOURS PREVIEW

THE BIG UNKNOWN

The DPs are going faster than in the past and LMP2s are new to the high forces of the Daytona banking, so there are question marks about the reliability of both types of car.



TYRE WEAR

The ability of the P2s to double- or triple-stint their tyres could prove crucial

FUEL ECONOMY

The P2s should go longer on a tank of gas even with another late rule change

three classes that make up the USC field. The final rules bulletin has also confirmed the restrictor sizes for the P2s. They are running five per cent larger diameters than under pure Automobile Club de l'Ouest/FIA rules, with the exception of the HPD ARX-03b's twin-turbo V6, which is at a figure nearer six per cent. What shouldn't be overlooked is that the HPD-equipped Extreme Speed Motorsports team that headed the P2 times at the 'Roar' ran a series of restrictors up to 11 per cent bigger than pure ACO specs to help IMSA gather data. That raises the prospect of P2 times this weekend that are slower than at the test.

THE TYRE FACTOR

The DP teams argue that they need to be faster over one lap, because the lighter and less powerful P2s have more downforce and are kinder on their

tyres. A switch to harder-compound spec rubber with stiffer sidewalls, a reaction by tyre supplier Continental and Hoosier (which manufactures the tyres for Continental) to the aerial accidents that befell two DPs in testing in November, has undoubtedly blunted the performance of the P2s, but the knock-on is better tyre wear.

Richard Westbrook, who is starting his second full season with the Spirit of Daytona squad, points out that the gap between the two types of car will diminish and potentially flip around over the course of a stint. "At the end of a stint, we are finished on our tyres," he says. "They don't have the tyre degradation that we have and it looks like they can double- or even triple-stint."

Double- or triple-stinting wouldn't appear to be an advantage under USC rules because, unlike in European sportscar racing, tyres can be changed at the same time as the fuel goes in.

But the DP boys argue that there are major gains to be made by doubling the ultra-hard tyre in an arena in which tyre heaters are not allowed.

"They should gain massively on their outlap if they keep the same tyres on," argues Westbrook. "Because the tyres are so hard, we could lose maybe something like 15 to 20 seconds on an out lap in the night. If they are tripling, that's 60s that we have to claw back."

STINT LENGTH

The P2s, not surprisingly for a less powerful car, went further on a tank of gas than the DPs at the test. There was a three-lap difference, which IMSA has tried to address by knocking three litres from the capacity of the P2s. At the same time it has slowed down the refuelling rate for the cars, so they take their 72 litres in the same time as the DPs get a 76-litre load. ▶



High-speed banking should favour DPs

TROTMAN/GETTY

▶ 'RACEABILITY'

Speed on the banking might not turn out to be the only reason why a DP is the better race machine at Daytona, even if its performance is on a par with a P2. The heavier, more robust DP also looks the better weapon for the rough and tumble of US-style sportscar racing.

"With 67 cars out on the track, there is going to be a lot of rubbing, and we all know the DP can take a lot more abuse," says Bill Riley, whose Riley Technologies squad is bidding for a 10th straight victory in the Daytona 24 Hours. "It's the car you want to be in when a Porsche jumps out at you at 3am and you take to the grass at the Bus Stop."

RELIABILITY STAKES

There have to be question marks about the reliability of each type of car, even though both have routinely completed 24-hour races in the past. The DPs are running with more power and more downforce than before, while the P2s are experiencing the forces of the high Daytona banking for the first time.

That said, there is an air of confidence on both sides. "So far we haven't seen any issues, even though the cars are subject to massive loads on the banking," says Westbrook. "It was a concern, but we haven't seen anything to worry us."

HAS ANYONE BEEN SANDBAGGING?

Woe betide them if they have! Sandbagging at the Daytona test has almost become a tradition and this year there would be more to gain in the race than ever, but IMSA put its foot down ahead of the 'Roar' by issuing a rules bulletin with punitive implications for anyone who didn't show their full potential at the test.

Anyone caught sandbagging or trying to pull the wool over IMSA's eyes faces a five-minute stop-go penalty. What's more, it would have to be taken in the final 30 minutes of the race to maximise its effect.

WHAT HAPPENS AFTER DAYTONA?

That's a big question that has yet to be answered. The process undertaken in the lead-up to the 24



DeltaWing coupe could be in the mix

DOLE/LAT

Hours will be repeated, with two tests scheduled for Sebring, scene of the second USC round in March, and more windtunnel testing.

The DPs will get back the rear diffusers that were taken off the cars to reduce loads and the P2s will be able to run in high-downforce configuration (with the exception of Indianapolis and Road America).

IMSA technical boss Scot Elkins is also suggesting that the full 60kg of ballast originally planned for the P2s will return.

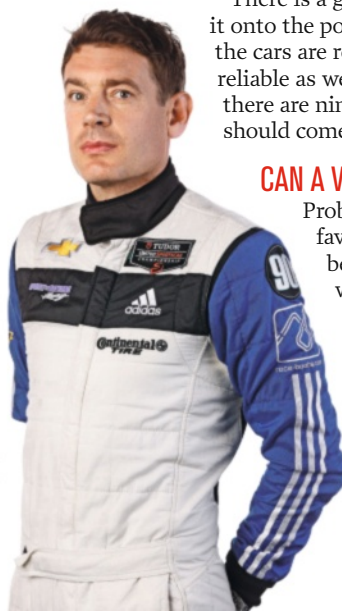
DELTAWING PROSPECTS

If you listen to DeltaWing Racing Cars team manager Dave Price, the coupe version of the lightweight experimental racer should be in the mix.

"You've got to remember that the DeltaWing was originally designed to be an IndyCar, so if it is going to be good anywhere it will be at Daytona," he says.

"We are not far off the others and we've come a long way in terms of reliability. If we can stay out on track, we should be relatively competitive."

Westbrook begins his second full season with Spirit of Daytona squad



COULD THERE BE A SHOCK?

Daytona has had its fair share of them over the years, never more so than GT victories in the Grand-Am era for Chrysler, Chevrolet and Porsche in 2000, '01 and '03. It is unlikely to happen again, because it will be Prototype Challenge contenders who are waiting in the wings if the event turns into a race of attrition.

ORECA boss Hugues de Chaunac is positive about a strong result from at least one of the nine-strong contingent of PC class ORECA-Nissan FLM09s.

"There is a good probability of a PC making it onto the podium," he explains. "We know the cars are reliable. Our P2 car should be reliable as well, but the difference is that there are nine PCs, so one of the cars should come through without problems."

CAN A VERDICT BE REACHED?

Probably not, but the percentages favour the DPs. There appear to be nine frontrunning entries, whereas there are only six P2s in total and Mazda's new diesel-powered P2s are unlikely to be anything approaching a force on the basis of the Roar. A betting man would probably place his money on the cars that share their name with the track. ☒

LEVITT/LAT

LEADING CONTENDERS

DP

ACTION EXPRESS RACING COYOTE-CHEVROLET CORVETTE DP

#5 Joao Barbosa/Christian Fittipaldi/
Sebastien Bourdais/Burt Frisselle

#9 Burt Frisselle/Brian Frisselle/John Martin/
Fabien Giroix

Action Express, winner at Daytona in 2010, topped the times at the test and has done most miles with the revised Coyote chassis. Two strong line-ups must make it pre-race favourite.



WAYNE TAYLOR RACING DALLARA-CHEVROLET CORVETTE DP

#10 Ricky Taylor/Jordan Taylor/Max Angelelli/
Wayne Taylor

Last year's Grand-Am champion team appeared to lag behind its Chevy stablemates at the 'Roar', but there should be little to choose between all the 'Vette-lookalikes.

MICHAEL SHANK RACING RILEY-FORD DP

#60 Oswaldo Negri Jr/John Pew/
AJ Allmendinger/Justin Wilson

MSR's hopes of repeating its long-awaited 2012 triumph at Daytona hang on whether Roush Yates has fixed the exhaust manifold problems on the new Ford EcoBoost V6.

STARWORKS MOTORSPORTS RILEY-BMW DP

#78 Brendon Hartley/Scott Mayer/Alex Popow
Starworks is a dark horse after moving up from the reserves with a Riley powered by a Dinan-tuned BMW V8. The team has form and this is a stronger-than-it-looks line-up.

SPIRIT OF DAYTONA COYOTE-CHEVROLET CORVETTE DP

#90 Richard Westbrook/Michael Valiante/
Mike Rockenfeller

The local team bounced back from Westbrook's massive shunt in testing at Daytona last November to run on the pace at the test. Must be well-placed for a first victory.



GAINSCO/BOB STALLINGS RACING

RILEY-CHEVROLET CORVETTE DP

#99 Alex Gurney/Jon Fogarty/Memo Gidley/
Darren Law

GAINSCO, Grand-Am champions in 2007 and '09, steps down from a full-series campaign to an enduro-only programme, despite a strong 2013 season. Could this be the year it breaks its Daytona duck?

CHIP GANASSI RACING RILEY-FORD DP

#01 Scott Pruett/Memo Rojas/Jamie McMurray/
Sage Karam

#02 Scott Dixon/Tony Kanaan/Marino Franchitti/
Kyle Larson

Question marks about the Ford's reliability mean that Ganassi, five times a winner at Daytona in nine attempts, for once cannot be regarded as the pre-event favourite.



LMP2

EXTREME SPEED MOTORSPORTS

HPD ARX-03B

#1 Scott Sharp/Ryan Dalziel/David Brabham

#2 Johannes van Overbeek/Ed Brown/
Simon Pagenaud/Anthony Lazzaro

ESM's lead entry with Sharp, Dalziel and Brabham must start as the LMP2 car with the best chance courtesy of its pace at the 'Roar' and HPD's renowned reliability.

MUSCLE MILK/PICKETT RACING

HPD ARX-03B

#6 Klaus Graf/Lucas Luhr/Alex Brundle

Two-time ALMS champion Muscle Milk should be up there with a proven driver line-up and chassis-engine combo. The team's unfamiliarity with the package could count against it.

OAK RACING

MORGAN-NISSAN LMP2

#42 Olivier Pla/Roman Rusinov/
Gustavo Yacaman/Oliver Webb

OAK's one-two in P2 at Le Mans in 2013 prove that its Morgan-Nissan is both fast and reliable. The French team's lack of knowledge about Daytona and US racing raises question marks.



DAYTONA 24 HOURS PREVIEW

Five marques go head
to head in top GT class



60

GT: Where the closest Daytona battles could be fought

The most competitive racing in the this weekend's Daytona 24 Hours may well come from the GT Le Mans class, featuring some very familiar names. **GARY WATKINS** explains why

The best GT racing in the world moves over lock, stock and barrel from the American Le Mans Series to the United SportsCar Championship. What's more, Porsche returns after a year's sabbatical with its most overt factory programme in North America since the days when Al Holbert was wiping up in IMSA with the 962 in the 1980s, while Aston Martin has joined the party, definitely for the Daytona 24 Hours and most likely for the other enduros as well.

The USC offers the same cars, bar the Aston on a regular basis, that will duke it out in the GTE Pro class at the Le Mans 24 Hours no fewer than 11 times during the year and throws BMW into the mix as well. That means it's Chevrolet versus SRT Chrysler versus BMW versus Porsche versus Ferrari each weekend of the season. That should make the GT Le Mans class (formerly GT in the ALMS) the most closely fought in the USC.

Porsche topped the pre-season testing times, but the consensus is that it's going to be very close and, perhaps, that we didn't see the true

potential of some or maybe even all of the cars over the course of the three-day 'Roar before the 24'. That could have massive repercussions during the race given IMSA's anti-sandbagging stance.

"I think that some of the other manufacturers were keeping their powder dry at the test," suggests Corvette Racing stalwart Oliver Gavin.

Nick Tandy, who ended up fastest in the best of the CORE Autosport-run factory Porsches, was less controversial, saying: "I don't think we know where everyone is on the basis of the test."

"I think some of the other manufacturers were keeping their powder dry at the test"

CHEVROLET DRIVER OLIVER GAVIN

Chrysler's SRT Viper GTS-R, back for its second full year of competition, was slow on the straights at the Le Mans 24 Hours, but was among the fastest cars up on the banking at the test. That "was kinda confusing" in the words of Bill Riley, whose Riley Technologies squad builds and runs the cars.

IMSA believes it has seen enough based on the results of the test to tweak the rules. The new Porsche 911 RSR has been given a 15kg weight increase after its testing pace, but gets a larger



WEBB/LAT

LEVITT/LAT

LATE DEVELOPER

The euphoria of the long-awaited end to the divisive split in US sportscar racing didn't take long to evaporate. By the summer of last year, teams were already asking when they could expect the rules for the United SportsCar Championship. If they'd been told that the final regulations for the series opener would only come out a week before the race, a lot of them would probably have shut up shop there and then.

The late arrival of the regulations has been the biggest bone of contention so far in the short history of the USC. Don't forget that it was stated at the merger press conference that LMP1, the premier class in the American Le Mans Series, would disappear and the inference was that Daytona Prototypes and LMP2s would race together. Plans for a Prototype class to be made up of DPs, P2s and the DeltaWing were confirmed in March, yet firm regulations were not given to the teams until the end of October.

If that wasn't bad enough, the two aerial accidents caused by tyre blowouts at the second test of the uprated DPs at Daytona in November caused further delays and derailed USC sanctioning body IMSA's plan to have everything set in stone ahead of the January 'Roar before the Rolex 24' test. The ongoing delays have undoubtedly had an effect on



IMSA boss Ed Bennett reveals series' plans

both the quantity and quality of the Prototype field.

That is something that IMSA technical boss Scot Elkins readily admits. "We had hoped to have more prototypes, and I do believe that if we had got [the rules] out earlier we would have had more," he says. "I know for a fact that there are people waiting in the wings to see how things play out."

There is a 'but', of course. Elkins points out that the task of balancing two divergent types of racing car that achieve lap times in very different ways was always going to be difficult. And, it's not as if it was his team's only job. They also had to combine a series of rulebooks (Grand-Am had three!).

"If all the tests had gone perfectly, I don't think people would be so upset," he continues. "Having to change direction is the thing that has thrown people off."

Elkins is promising that after a new Adjustment of Performance ahead of the Sebring 12 Hours in March, there will just be minor tweaks during the season. He'll have to stick to his word to get teams back on side.

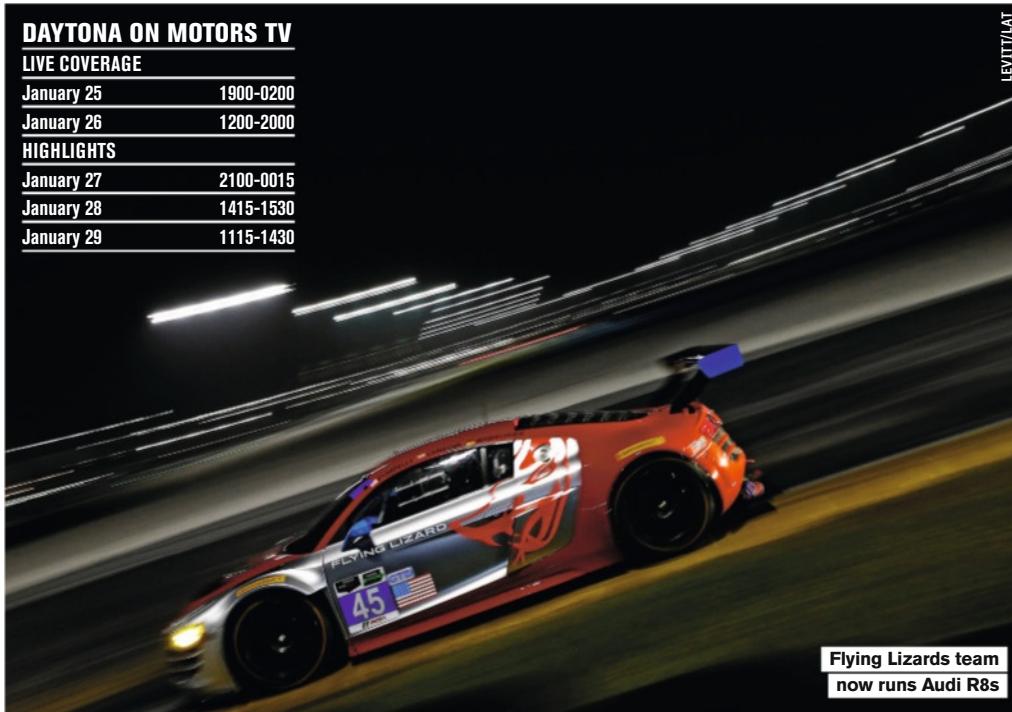
DAYTONA ON MOTORS TV

LIVE COVERAGE

January 25	1900-0200
January 26	1200-2000

HIGHLIGHTS

January 27	2100-0015
January 28	1415-1530
January 29	1115-1430



Flying Lizards team now runs Audi R8s



Tandy topped testing times for Porsche

TIMETABLE

JANUARY 23

Free practice	0930-1030
Free practice	1415-1345
Qualifying GTD	1545-1600
Qualifying GTLM	1605-1620
Qualifying PC	1630-1645
Qualifying P	1650-1705
Free practice	1830-2000

JANUARY 24

Free practice	1130-1230
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JANUARY 25

Race start	1410
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diameter air-restrictor to partly compensate. The Viper, meanwhile, has been given a weight break of 30kg and an increase in fuel capacity.

There has been no help for the Rahal-run factory BMW Z4s despite a poor showing at the test courtesy of a lack of straightline speed that has always been the cars' bugbear.

PROTOTYPE CHALLENGE

The one-make PC class – known as LMPC in Europe – may be the secondary prototype class,

but it is packed full of talent. IndyCar refugees Bruno Junqueira and Alex Tagliani are both to be found on the entry list along with the likes of single-seater racers Sam Bird and Conor Daly, winners in GP2 and GP3 respectively in 2013, as well as established sportscar names such as Tom Kimber-Smith, Pierre Kaffer and Colin Braun. The Starworks squad, with Briton Bird topping the times in testing, 8Star Motorsports and Paul Gentilozzi's RSR squad appear to be the teams most likely to do the business.

GT DAYTONA

The old Grand-Am GT class, now known as GT Daytona, has become the domain of GT3-derived machinery. So Porsche, Audi, Aston Martin, Ferrari, BMW and SRT will all be represented in the numerically-strongest class in the new championship. And in their cockpits can be found a raft of factory drivers, ranging from LMP1 drivers Marc Lieb (Porsche), Oliver Jarvis and Felipe Albuquerque (Audi) to the odd star of the DTM such as Augusto Farfus. The Flying Lizards Audi team topped the times at the test ahead of a flotilla of cars from Porsche, the marque the Lizards used to represent. ❧



8Star is among top runners in PC class



Roma claimed victory
after Mini told team-mate
Peterhansel to slow

DAKAR RALLY SALTA (RA) - VALPARAISO (RCH), JANUARY 13-19 STAGES 8-13

Roma wins the Dakar 'under orders'

TEAM MANAGER SVEN QUANDT'S

team orders were adhered to and the Monster Energy X-raid Team confirmed a dominant 1-2-3 finish with a trio of Mini All4 Racing cars in the 35th Dakar Rally, which finished in Chile last weekend.

Victory fell to Spaniard Nani Roma and his French co-driver Michel Perin, despite Roma sustaining a flat tyre on the penultimate stage after team orders had been imposed and defending champions Stephane Peterhansel and Jean-Paul Cottret had started the final stage with a 26-second advantage.

Peterhansel, who was quite rightly frustrated by the management's decision, stopped just short of the finishing line on the final stage and he, Roma and third-placed Nasser Al-Attiyah cruised to the end to confirm Roma's win and Quandt's goal of Dakar domination.

"I don't know if this was the most

stressful thing I've ever done, but it was very tough," said Roma, who devoted the victory to his former co-driver Henri Magne and his wife Lucette (Magne died while racing with Roma in Morocco in 2006).

"The second week, with difficult and long stages, wasn't easy. We are so happy with the work Michel and I did. I'm going to revel in this – 10 years to the day after winning on a motorcycle, I've won in a car. This victory is for Henri."

Peterhansel fell short in his quest for a 12th Dakar title. "Let's look on the bright side," said the winner of three of the 13 stages. "The car didn't miss a beat, it took everything we threw at it, and we had lots of fun."

"I'm frustrated, but Nani is my friend and I'm pleased to see him happy, because it's been his dream for 10 years since he shifted to cars."

Barring mechanical disaster, the final outcome had been settled in

Roma's favour in Antofagasta.

After seeing Roma, Peterhansel and Al-Attiyah battling hard for several days in a bid to beat each other, Quandt didn't want to risk jeopardising an all-Mini podium.

"The risk that something goes wrong at the enormous speed they were racing at just got too big," said Quandt. "We wanted cars to safely make it to the finish and we wanted to see three Minis on the podium."

Etienne Lavigne, Dakar director, could not hide his disappointment with Quandt's decision. "We were not informed of this until after the 11th stage," he said. "We were clearly disappointed, because it is not in the spirit of the event; not correct at all. It was disappointing for Peterhansel. The team had been fighting."

Peugeot was the last team to use such orders on the Dakar, in 1989. Then-team manager Jean Todt famously tossed a 10-franc coin in Gao and determined that Ari Vatanen would take the win over Jacky Ickx.

Peterhansel had battled valiantly to reduce Roma's halfway lead of around 30 minutes to just over two minutes when the instruction was given.

"We had great fun for a few days, pushing hard to close the gap and apply the pressure, but these things happen when you work for a large team when there is such a lot at stake," Peterhansel rued.

Giniel de Villiers won the final stage and followed up third overall in 2012, and second in 2013, with a fourth-placed finish for the Toyota

Imperial South Africa team.

There were seven Minis in the top 10, but Toyota's Marek Dabrowski and Haval H8 driver Christian Lavieille broke the Mini monotony with seventh and eighth overall.

The stage between Antofagasta and El Salvador spelt the end of the road for Carlos Sainz. After setting two fastest times and taking the fight to the Minis for nine days, the Spaniard rolled on a non-competitive section in freak circumstances. The SMG Buggy was badly damaged and Sainz was taken to the medical centre in Antofagasta for a check-up with mild concussion.

"It shows that the Dakar is always capable of surprises," said the 2010 winner. "We were short of fuel after the first section and left the track to find a petrol station. We were rushing back, but 500 metres after the station came a bend that was hidden by a crest and we ended up going straight on."

● Neil Perkins

FINAL POSITIONS AFTER STAGE 13

1 Nani Roma/Michel Perin (Mini All4 Racing), 50h44m58s; 2 Stephane Peterhansel/Jean-Paul Cottret (Mini) +5m38s; 3 Nasser Al-Attiyah/Lucas Cruz (Mini); 4 Giniel de Villiers/Dirk von Zitzewitz (Toyota Imperial Hilux); 5 Orlando Terranova/Paulo Fiuza (Mini); 6 Krzysztof Holowczyc/Konstantin Zhiltsov (Mini); 7 Marek Dabrowski/Jacek Czachor (Overdrive Toyota Hilux); 8 Christian Lavieille/Jean-Pierre Garcin (Haval H8); 9 Martin Kaczmarski/Filipe Palmeiro (Mini); 10 Vladimir Vasilyev/Vitaliy Yevtyekhov (Mini).



Sainz suffered a
concussion after
rolling his buggy

TOYOTA RACING SERIES TIMARU (NZ), JANUARY 18-19 RD 2/5

Mardenborough is a maiden winner

NISSAN PROTEGE JANN MARDENBOROUGH scored his first single-seater race victory on his way to winning the second round of New Zealand's Toyota Racing Series at Timaru.

The young British driver, who entered the sport with Nissan backing after winning its PlayStation-based GT Academy competition, started race two from pole and led all the way. He then came second in the final race.

"I'm really happy," he said. "This is my second time here and it definitely helps to know the circuits and what to expect from the cars."

"I'm learning how to be composed over a race weekend, and how to build a weekend from practice through qualifying and racing."

"I just need to learn from my mistakes and keep improving. Single-seaters are the best place to learn and I want to see how far I can go, though I also love the GT class."

And he still likes his PlayStation. "I spent a lot of time on it for a couple of weeks over the Christmas break," he added.

Race one produced a major upset

as 16-year-old Kiwi James Munro, the 2013 New Zealand Formula Ford champion, qualified on pole and kept increasing his lead to score a decisive victory over Dutch driver Steijn Schothorst and Russian racer Egor Orudzhev.

"I never would have imagined I could win a race at the second round, or even get on the podium," Munro said. "There's certainly a lot of internationals here and I knew the level was going to be very high."

He also came third in the final, to claim third overall for the round behind Mardenborough and Estonian Martin Rump.

Rump has been consistently fast through the first two events; quick enough to qualify on pole for the feature race and lead it all the way – only to drop to fourth with a 10-second penalty for jumping the start when a new starting technique backfired on him.

"The best thing about the situation is that the pace is really good," said Rump, who nevertheless held on to his series lead.

"I'm trying to keep the car



Mardenborough flanked by Rump (right) and race one winner Munro

CAMERONPHOTO

together and not lose any parts."

His penalty gave victory to Singaporean Andrew Tang, his second win of the series.

Mardenborough is now second in the championship, just eight points behind Rump, while Orudzhev dropped to third in the points after a long pitstop with engine troubles in the feature race. He was third in the first two races, taking his tally to four in the first six races.

● Bernard Carpinter

RESULTS

Race 1 1 James Munro, 15 laps in 19m23.992s; 2 Steijn Schothorst, +3.675s; 3 Egor Orudzhev; 4 Damon Leitch; 5 Neil Alberico; 6 Brendon Leitch. **Race 2** 1 Jann Mardenborough, 15 laps in 19m14.744s; 2 Martin Rump, +1.201s; 3 Orudzhev; 4 D Leitch; 5 Levin Amweg; 6 Jordan Oon. **Race 3** 1 Andrew Tang, 20 laps in 19m27.839s; 2 Mardenborough, +5.567s; 3 Munro; 4 Rump; 5 Ryan Tveter; 6 Schothorst. **Points** 1 Rump, 329; 2 Mardenborough, 321; 3 Orudzhev, 282; 4 Schothorst, 272; 5 D Leitch, 239; 6 Tang, 228.

BRAZIL F3 OPEN INTERLAGOS (BR), JANUARY 17-19

Guimaraes defends Open title

FELIPE GUIMARAES AND HITECH RACING conquered the Brazil F3 Open for the second time in a row and in dominant fashion.

Guimaraes, who finished fourth in British F3 in 2013, set pole position, won both heats, and recovered from two penalties in the pre-final to successfully defend his crown.

Brazilian Victor Franzoni, also

driving for Hitech, celebrated his return to Interlagos after two European Formula Renault campaigns by winning a hard battle for second with Dzohn "John" Simosnyan for second.

The Armenian racer contested his maiden motor racing season last year in FRenault ALPS, and is preparing for European F3 Open in 2014.

The Cesario Formula driver recovered from a spin in the first heat, and a DNF in the pre-final (when he collided with local driver Raphael Raucci), to charge back onto the podium.

The Class B Dallara F301 cars showed well, reaching a 4mph superior final speed on the straights. They proved competitive against the higher-downforce class A Dallara F309s and allowed returning driver Leandro Florenzo to win the pre-final after Guimaraes pitted twice (once for a mistaken manoeuvre at a re-start and another for overtaking a backmarker under yellow flag) and fell to fourth.

Florenzo started the final from pole, but slipped back to fourth in the race. He held the class lead until the penultimate lap, when a blown engine denied him. A committee of journalists nonetheless elected Florenzo the most competitive driver of the weekend.

● Lito Cavalcanti

RESULTS

Final 1 Felipe Guimaraes (Dallara-Berta F309), 20 laps in 30m54.450s; 2 Victor Franzoni (Dallara-Berta F309), +12.272s; 3 John Simosnyan (Dallara-Berta F309); 4 Raphael



CAMERONPHOTO

NZ V8 TOURING CARS

Australian veteran Jason Bargwanna won all three New Zealand V8 Touring Car races in the third round of the season at Timaru. Each race featured a struggle with Kiwi Nick Ross, Bargwanna driving a Toyota Camry and Ross a Holden Commodore. In race two they went through the same sequence of three corners side by side three times before the Toyota prevailed. Teenager AJ Lauder was third each time in the sister Camry.

Raucci (Dallara-Berta F309); 5 Arthur Fortunato (Dallara-Berta F301); 6 Lukas Moraes (Dallara-Berta F301). **Pre-final** 1 Leandro Florenzo (Dallara-Berta F301), 18 laps in 30m59.985s; 2 Moraes, +0.697s; 3 Fortunato; 4 Guimaraes; 5 Nicolas Silva (Dallara-Berta F301); 6 Fernando Galera (Dallara-Berta F309). **Heat 2** 1 Guimaraes, 20 laps in 30m37.724s; 2 Simosnyan, +26.820s; 3 Raucci; 4 Fortunato; 5 Florenzo; 6 Victor Miranda (Dallara-Berta F301). **Heat 1** 1 Guimaraes, 16 laps in 30m00.091s; 2 Franzoni, +1.555s; 3 Raucci; 4 Galera; 5 Florenzo; 6 Fortunato.



Guimaraes was the class of the F3 field

CARSTEN HORST



Hynes found being back on track strange at first...

HAWKINS



...but is now enjoying driving the MG6

“It feels like a new career”

Over a decade ago, Marc Hynes beat Jenson Button to the British Formula 3 crown. Now he's chasing a different kind of dream in the BTCC. **KEVIN TURNER** finds out why

Jenson Button, Sebastien Bourdais and Luciano Burti. The calibre of driver Marc Hynes defeated in his 'first' career is impressive. The ex-Formula Vauxhall Junior, Formula Renault and British F3 champion might have run out of momentum – or should that read money? – before getting to F1 as a driver, but now he's back. In a totally new racing environment.

After five years out of the cockpit, the Marussia F1 team's head of driver development will take on the likes of Jason Plato, Matt Neal and Andrew Jordan in the British Touring Car Championship, behind the wheel of a Triple Eight-prepared MG6.

It might seem strange timing, and a strange choice, but for Hynes it makes perfect sense.

"If I didn't apply for a licence this year I'd go back to being a novice," he says. "The chances of anyone letting me drive their car with a cross on the back is slim! I'm not ready to give it up yet."

"I've been watching the BTCC since I was a kid. I came up through the junior formulae on the support programme in 1995 and 1997 and saw touring cars at its manufacturer height. It's got massive heritage and is so accessible and easy to watch, people understand it."

The more he looked into the BTCC the more he felt it was a viable option. "It's got fantastic coverage, brilliant racing, great crowds," adds the 35-year-old. "It's good-value racing that adds up to a commercially viable formula and there are very few of those in the world. It's exactly what you want from motorsport."

Hynes has some well-connected supporters in Darryl Eales and Cheryl Cooper, so he decided to approach them to put together a programme: "I did a quick presentation and they knew more about touring cars than I did!"

The deal means the third factory MG – the other two will be occupied once again by Plato and Sam Tordoff – will run under the Quantel Bifold Racing banner.

For Hynes, Ian Harrison's team, which he knew after V8 Supercar outings in 2008, was the only choice. "Triple Eight is one of the most successful teams ever," he says. "The world's best touring car



"At the first test, it was as if I'd never driven a car before!"

drivers pass through their doors and my first phone call was to Ian to see what it's all about. They're racing people I can understand. It was an easy decision; I didn't talk to anyone else."

Funding, team and car in place, Hynes' really hard work began at the end of last year as he tried to get his head around front-wheel-drive. The first test at Brands was a shock.

"It was as if I had never driven a car before!" he smiles. "It's a lot harder than it looks on the telly. It felt like there was a lot of work to do."

"We went to Snetterton after that. They'd put a few more corners in since the last time I was there, but I felt a bit more into it. Then we went to Brands Indy again just before Christmas and

ran around in the damp all day. I started to remember what it was supposed to be like, and it gave me a lot of confidence."

From a driving point of view, the NGTC-era tin-tops are something of an acquired taste, but Hynes is positive about the two-litre turbocars: "My first reaction is that it's pretty good. It's got good mechanical grip, is pretty stable on the brakes. The only thing this lacks compared to a GT or an Aussie V8 is a bit of downforce on turn-in."

"The FWD thing was my main question going into it and it's not really a big drama. We have to work out what engineering a FWD car is all about. I haven't got a clue so I'm going to listen!"

"My first target is to get on the pace and there's no better gauge than Jason. He's one of the best in the world and is a brilliant racing driver, Sam's under his wing and has won races already. It's yet for me to prove, but I think we'll make a strong team together and hopefully I can gain respect."

Harrison feels it is too early to make any firm predictions, but has no doubts about Hynes' motivation. "His approach has been very much as expected from a former British F3 champion," he says. "It's a steep learning curve for someone who hasn't driven a FWD touring car, but he understands what's in front of him."

"Everyone who comes into the BTCC has to learn how to race the cars and you can only get that by competing."

Wheel-to-wheel battling is perhaps the biggest question mark over any single-seater racer coming into tin-tops. Things can get rough, but Hynes is under no illusions.

"From the outside, it does seem like a bit of a soap opera and I'm very familiar with the characters," he says. "Door bashing is something I've never done – in single-seaters you race against four or five people all year. Your mission is to qualify at the front and disappear into the ▶





Hynes is ready for the rough and tumble of British Touring Cars

EBREV/LAT

► distance. In touring cars it looks like everyone is a competitor.

"I'm sure it'll be a shock to the system, but you learn from experience. A few whacks in and I'm sure I'll be giving back as good as I get. You have to gauge the level, learn what is acceptable and what isn't. I believe the contact is reasonable most of the time. What I don't want to do is go barrelling into the first corner with this idea you have to smash everyone off to be a touring car racer, it's not the way I go racing."

Triple champion Neal believes Hynes will be able to adapt. "I think Mark will be a challenger," he says. "We went to Bathurst and he seemed to get the measure of the V8 Supercars quicker than [former BTCC champion] Fabrizio Giovanardi."

"He may have to roll with the punches, but

Marc's a class act — look at what he did early in his career. It's just bad luck and lack of money that stopped him."

Funnily enough, the one thing — speed — that most feel Hynes will have, seems to be his main concern. "The first thing I'm worried about is being fast," he confirms. "If you're fast that gives you good ammo. You need to take your chances when you get them and use your experience. If you're not fast enough, push harder."

Nevertheless, Hynes isn't feeling too much pressure to perform at the moment. He sees the BTCC as a serious project, not one to rush.

"Going into any competitive environment you want to do well," he adds. "Winning in Vauxhall Junior, FRenault and F3 gives me good experience. It sets me up well in a challenging situation:

being out for five and a half years is a lot.

"I feel no pressure, only excitement, at the moment. I think the pressure comes if you are four or five races in and you're nowhere. I'm realistic enough to know I'm not going to arrive and be bang on it. Some of the best touring car drivers in the world have been doing this for decades. This isn't just a hobby for a year, it's something I want to succeed at."

There are six date-clashes with F1 this season, but Hynes feels his Marussia commitments won't stop his BTCC plans. "They understand my desire to go racing and it doesn't detract from my motivation for the F1 team," he says.

"What I have to be looking at is a BTCC championship challenge for 2015, to be a contender at the end of the season." ■

HIS FIRST CAREER HYNES'S FIVE KEY RACES

Unsurprisingly for someone who won three major UK single-seater titles (and a winter crown) before he was 22, Hynes has a number of career highlights. Here are the races from his first career that mean the most to him.



LAT

1995 Formula Vauxhall Junior, Thruxton

Fights a duel with Ben Collins, swapping the lead several times before Collins makes a mistake at Church. Hynes wins to set up a successful title charge.

Hynes says: "That was my first win in a single-seater. I had a shocker at a previous round and been overtaken left, right and centre. I thought 'you've got to pull yourself together and harden up'. I won and it convinced me I was cut out for this sort of thing."



LAT

1997 Formula Renault UK, Silverstone International

After qualifying on pole, Hynes is beaten away by Etienne van der Linde. Hynes tries to pass him twice down the inside at Abbey, but runs wide and is retaken. On the last lap he swings wide as van der Linde defends and makes it by on the exit to snatch victory.

Hynes says: "I followed him the whole way and passed him on the last lap. Winning the championship there on the last round was a good day too."



LAT

1999 British F3, Silverstone GP

Hynes, Jenson Button and Luciano Burti qualify within 0.055s of each other and Button's Promatecme car beats the Manor Dallara of Hynes away from the start. Hynes responds with an opportunistic move on lap one and holds Button off to win by 0.383s.

Hynes says: "I was on pole and Jenson got me at the start. I did a massive do-or-die lunge into Club and got away with it. That was a really good one."



LAT

1999 F3 Masters, Zandvoort

Qualifies third and makes a great start to jump Etienne van der Linde and poleman Thomas Mutsch to lead. Controls his pace and tyre wear early on to win against a field that includes the likes of Button and Sebastian Bourdais.

Hynes says: "I'd been competitive the year before with Promatecme but had a tangle. It's a race that you really want to win. It's a great event with a big crowd."



EBREV/LAT

2005 Spa 1000Km, LMES GT2

Is part of the Team LNT squad that runs two TVR T400Rs in GT2 of the Le Mans Endurance Series. Lead car of Warren Hughes/Jonny Kane takes win, while Hynes (sharing with Patrick Pearce and Jason Templeman) holds off Luigi Moccia's Porsche for second.

Hynes says: "You wouldn't have predicted a TVR one-two before the weekend. It was a good bunch of people and a great result."

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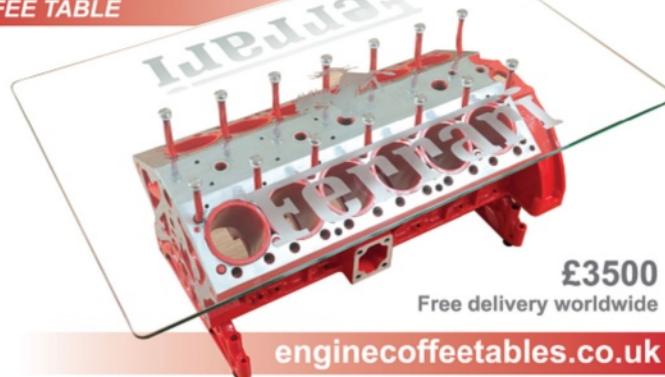
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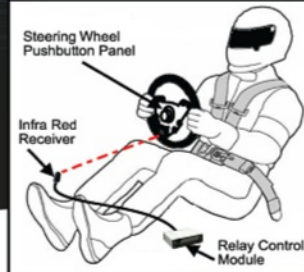
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SCOTT MITCHELL
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IT WAS EASY TO THINK BRITISH GT hit its peak last season. The series reached new heights in almost every area, with crack teams, top drivers and superb grids, but the signs are that this season will set a higher benchmark.

While the confirmation of two existing teams might not seem like a bombshell, the expanded Aston Martin Racing presence generates further optimism that 2014 could be another stellar season. That it also means Mark Poole and Richard Abra will commit to a proper campaign only adds to that. Their distracted 2013 effort showed much promise and with Abra, now officially an Aston Martin Racing driver, sticking around they could be a dark horse for the title.

The bottom line is Aston is not just showing great loyalty to its home series, which should attract full grids yet again, but is growing its involvement. That's true for many of the championship's big teams, and the argument that it is the UK's top series is gathering serious pace. Fans of the British Touring Car Championship might disagree, with it being at its strongest since Super Touring died at the end of 2000, but while the modern BTCC format is short and spectacular, the expansion and professionalism of current-era British GT is tough to ignore.

One thing that is certainly less appealing is the controversy the new track-limits rule has already stoked, despite it not being applied in a racing situation yet. The MSA has revealed the new penalty system (see page 79) and the debate is unlikely to end here.

AUTOSPORT has put together an extended analysis piece on our website, with videos, to help put the new rule into perspective. You can see that now on autosport.com.

Aston expands British GT effort

MP Motorsport gets factory backing as AMR looks to support six cars

ASTON MARTIN RACING IS linking up with the MP Motorsport squad founded by driver Mark Poole as part of an expanded factory-run attack on the British GT Championship this season that could cover as many as six cars.

The Aston Martin works team will field a V12 Vantage GT3 for Poole and Richard Abra under the MP-AMR banner, alongside entries from Beechdean and PGF-Kinfaun.

Beechdean, which took Andrew Howard to the 2013 title, is expanding its own programme to include a GT4 V8 Vantage alongside its GT3 car in 2014, and AMR boss John Gaw has revealed he is talking to other teams about linking up with the factory.

Abra, who contested six of the 10 British GT races last year together with Poole in a Barwell Motorsport-run Aston, said: "We learned a lot with Barwell last year, but the opportunity to work with AMR was too good to turn down."

"This year, we are looking at having a proper go at the championship."

MP-AMR will also contest the Blancpain Endurance Series with an alternative V12. BGT rival Joe Osborne will join Abra and Poole in the car for the five-round European series.

Gaw, who will again take part in British GT as a driver in the PGF-Kinfaun car with Phil Dryburgh, explained that a further expansion of AMR's squad is likely to encompass both the GT3 and GT4 classes in 2014.

"I am sure the Beechdean car [billed as a junior entry for Ross Wylie and Jake Giddings] will not be the only GT4 entry we will be running," he told AUTOSPORT. "We are also talking to other people about both classes."

"We will have an increased presence in British GT as a team and as a marque. It's only right for a home manufacturer."

Gaw also revealed that he was talking to one of Aston's other teams in British GT about the loan of a factory driver for selected rounds of the championship.

He would not specify whether the request had come from new Aston customer Motorbase Performance or Horsepower Racing, the two other squads that have confirmed plans to run V12 Vantages in the series.

"It is an option for any of our customer teams to request a factory driver," he said. "We are happy to do it, because all we want to do is win."

"The message we want to send is that it doesn't matter if you are running with the factory, running as a customer with a factory driver, or just running on your own — you will get the same specification of car as everyone else."



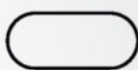
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Porsche Carrera Cup GB

BTCC outfit Welch to Carrera Cup

BRITISH TOURING CAR SQUAD

Welch Motorsport will expand into the Porsche Carrera Cup in 2014.

Dan Welch finished 18th in the BTCC last year in a Welch Proton Gen-2. He will be joined this season by Ollie Jackson, but the team will also expand into the BTCC-supporting Carrera Cup.

No driver has yet been confirmed but team principal John Welch confirmed a new 911-model Cup

car will be run in conjunction with established Porsche outfit Team Parker Racing.

"We want to come in to the Carrera Cup and find our feet," said Welch, who has run SEAT Leons on the TOCA package in the past. "We want to broaden the team's base and we know we've got an awful lot to learn."

"Initially the car will run from the Parker awning at race weekends: we've known Stuart Parker for years and

he's a very good guy to work with."

Welch also confirmed the 2014 entry will run in a similar livery to that of the BTCC Protons, and said the team could become a long-term fixture in the support series.

"This is the start of what we plan to be a long association with Porsche," he added. "It fits very well for us and Porsche is a prestige brand."

Will Goff is the first driver to be confirmed for the 2014 series. The

28-year-old is sticking with IN2 Racing as part of the team's planned three-car campaign. He cited the series' support race at the Le Mans 24 Hours as its main attraction.

No other teams have officially announced their involvement in the 2014 season, though AUTOSPORT understands seven more firm orders have been made. Organisers expect to sell the full quota of 22 cars by the start of the season in March.

Formula Renault

MABA finalists Aitken, Morris confirm European campaigns

McLAREN AUTOSPORT BRDC

Award finalists Jack Aitken and Seb Morris have confirmed their European Formula Renault programmes for 2014.

Aitken, runner-up in FR NEC last season, will stick with Fortec Motorsport to contest a Eurocup campaign, as predicted by AUTOSPORT last August.

The 18-year-old said sticking with Richard Dutton's outfit was important in order to be competitive in arguably Europe's toughest sub-F3 series.

"I am very excited about 2014," he said. "I am very happy to have signed with Fortec again as I believe they are one of the best teams in motorsport. Continuity is important in such a competitive series."

Meanwhile Morris, who finished



second in BRDC Formula 4 last year, will make his debut in Europe by filling Aitken's vacant Fortec NEC seat.

The Welshman hopes to emulate his compatriot Matt Parry's title success, after the Caterham-backed youngster secured both NEC and MABA glory during a stellar 2013 campaign.

Ginetta GT4 Supercup

Huyton and Burns to Ginetta Supercup with Academy

REIGNING GINETTA G50 CUP

champion Sean Huyton will contest a full season of the GT4 Supercup in a G55, after rejoining Academy Motorsport.

Huyton, 24, will partner 2013 GT5 Challenge runner-up Will Burns in the squad, which is headed up by former British GT4 champion Matt Nicoll-Jones.

Huyton won the G40 Challenge with Academy in 2012, before stepping up to the G50 section of the Supercup with the prize of a leased car from the factory.

The class was under-populated in 2013 (no drivers contested the full season) and Huyton graduated to G55s having wrapped up the G50 title with several rounds to spare.

He scored a podium on his G55 debut at Rockingham and hopes to challenge at the front consistently.

"I am delighted to be racing with Academy," said Huyton. "This will be the sixth year we've worked together. They have helped me grow as a driver since I made the step from karts to cars."



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BRDC Formula 4

Formula Renault BARC champion Middlehurst in BRDC F4 switch

FORMULA RENAULT BARC

champion Chris Middlehurst will switch to BRDC Formula 4 with Mark Godwin Racing for this season.

The McLaren AUTOSPORT BRDC Award finalist had originally targeted an F3 Cup campaign but swayed towards BRDC F4 after a meeting with MABA judges earlier this month.

He will run under the MGR banner on race weekends, but prepare the car with

his father in a similar set-up to his FR BARC title-winning campaign.

"It's backed by the BRDC which is a big thing," said Middlehurst. "I want to make a career out of this and I think it's the highest level single-seater championship in the UK. My aim is to go out there and win the championship."

"It would be a massive thing for my CV. Having done three years in single-seaters, I think [my experience] will count for a lot. I'll have a level head and I'm going to be looking at it from a strategic point of view and think about how to win the title."

Meanwhile, Lanar Racing, the team that ran Jake Hughes to the inaugural F4 title last season, will run series race winner Struan Moore alongside karting ace George Russell.

A new team, fronted by ex-British Touring Car racer Eugene O'Brien, will join the series for 2014 with bit-part FF1600 racer Jordan Albert as its sole driver.



Middlehurst will race with MGR

British GT

Jones plotting British GT return in first full-time BMW GT4 entry

BRITISH GT4 RUNNER-UP DECLAN

Jones plans to return to the series this season, driving a BMW M3 GT4 for ABG Motorsport.

The Jones car will be the first full-time BMW entry in the GT4 section of the championship since it was launched in 2008. It will also mark ABG's return to the series for the first time since it carried Peter Belshaw and Marcus Clutton to the class title in 2011, using the controversial KTM X-Bow.

Jones, 18, scored three class wins on his way to second in the standings last year, sharing a Century Motorsport Ginetta G50 with Zoe Wenham and Century boss Nathan Freke.

A co-driver for his BMW programme

has yet to be announced, but Jones is excited about his prospects for 2014.

"I really enjoyed last season; I learned so much and I cannot wait to make the most of that experience this year," he said. "I'm really looking forward to trying out the BMW."

The teenager also hopes to contest selected European GT4 events.



BMW's have appeared sporadically

Florida Winter Series

Verstappen set for car-racing debut in Ferrari winter series

MAX VERSTAPPEN WILL MAKE HIS single-seater racing debut in Ferrari's new Florida Winter Series.

Verstappen, the son of ex-Formula 1 driver Jos, has not yet confirmed his main programme for this season, but will begin his first year of car racing with the four-round training series run

by Ferrari's Driver Academy.

The 16-year-old karting prodigy had a seat fitting in one of the ex-Formula Abarth cars last week and was due to take part in the collective test at Homestead yesterday (Wednesday, January 20) as AUTOSPORT closed for press.

Fellow karting graduates Vasily Romanov and Takashi Kasai, plus F3 racer Tatiana Calderon have also confirmed their participation in the series.

Ferrari protege and Marussia F1 driver Jules Bianchi will contest one event, while FIA F3 champion Raffaele Marciello and Formula Renault ALPS winner Antonio Fuoco will also be entered by the FDA.

IndyCar ace Simona de Silvestro is also expected to be part of an 11-strong entry.



Verstappen starred in kart racing

HUMBLE PYE

The voice of club racing



Greenway is back in an updated GM3

Sensational RGBs are all set for another stellar season

To my mind, the 750MC's Road-Going Bike-engined [RGB] championship has evolved to become the most exciting on the British club racing calendar. Since the rationalisation to 1000cc motorcycle engines in 2012, this fertile hotbed of design and development has provided stirring competition in both front and rear-engined classes. And it's about to get hotter!

Prospects were buzzing at AUTOSPORT International, where 'F' champion Austen Greenway's short-wheelbase, transverse front-engined, chain-driven GM3, built with Marc Norden's MNR concern, broke cover. Two other derivatives – longitudinal front engine/live axle GM2 (the shell can repack existing VortX running gear) and rear-engined GM4, which ex-BTCC privateer Norden will race – are available.

Also new among the 'fronties' will be a pair of hybrids mating STM Phoenix-based chassis and Pulsar-esque shells being created by unbeaten 2012 'R' champion Tim Gray, now king of the full-race slick-shod Bike Sports category.

Gray has developed Paul Nightingale's Spire into the current class of the rear-engined field, indeed Matt Higginson succeeded him as champ last year. GT3 pilots scooped four of the table's top five places, and Higginson, Al Boulton, John Cutmore and David Wale will

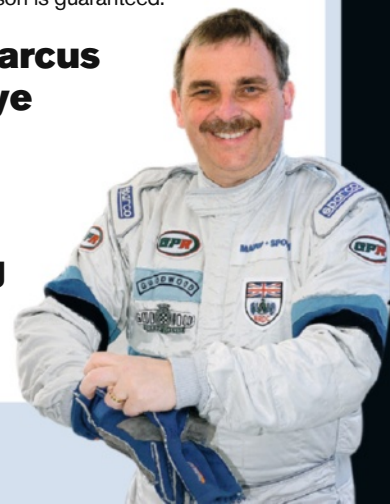
all be back. Duncan Horlor is upgrading from GTR to GT3, two more of which are set for trackday drivers who may switch to racing.

Double Locost champion Scott Mittell, who split the Spires, bagging P4 in the eponymous MC-52 he built with father Ian, has sold it to Frenchman Nic Maduz to make way for a new B-spec version [p80-81], which carries the family's hopes of maiden RGB win.

Matt Keenan's MK Sportscars – which fabricated early Spire chassis – has acquired the body moulds for David Dawson's successful Contour design, and is making bespoke frames to mount them on. In addition, nephew Danny Keenan, marque stalwart Ian Kempson, and Danny Bird will all race 'MK Contours'.

The cream of the high-revving RGB cars offer stunning performance for the money, with excellent engine reliability. Add another of series sponsor Andy Bates' AB Performance Sabres – for which RGB nut and Sylva J15 graduate Tim Hoverd is mastering his own carbon/epoxy 'HoverdCraft' body – modified BDN, Wolfe and Chronos machines, plus some Genesis cars, and a sensational season is guaranteed.

Marcus Pye



"Value-for-money RGBs provide stirring competition, stunning performance and excellent reliability"

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Running wide will be under extra scrutiny in 2014

Track limits

Tougher penalties for breach of new track-limits rules

THE MOTOR SPORTS ASSOCIATION

has revealed the penalty system that will accompany the contentious introduction of its new track-limits rule this season.

Drivers must keep all four wheels from crossing the outer edge of kerbs or white lines this season, instead of just one wheel as per existing FIA regulations.

Those judged to have exceeded track limits will get a reprieve for the first offence and will be shown a black-and-white

warning flag for a second. Three will result in a five-second penalty, while a fourth will incur a drive-through. Drivers will be black flagged on the fifth offence.

The MSA has also attempted to clarify what drivers will be allowed to do under the new rule (see the panel on the right).

● A full analysis of track limits and an AUTOSPORT video of what would or would not breach the new regulations, is available on autosport.com.

NEW REGULATION

Q14.4.2 Drivers must use the track at all times and may not leave the track without a justifiable reason.

(a) The white lines defining the track edges are considered to be part of the track.

(b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb, or goes beyond the white line where there is no kerb.

CLARIFICATION

Q14.4.2 All cars must remain on the asphalt at all times and must not use the grass verges.

(a) Competitors can drive onto the white lines.

(b) Competitors can drive on any kerb.



Spectrum will enter USF2000

US F2000

Spectrum launches new chassis

AUSTRALIAN FORMULA FORD

market leader Borland Racing Developments will enter the United States F2000 slicks-and-wings league with its new Spectrum 014K chassis.

BRD, celebrating its 25th anniversary in 2014, has claimed four F1600 Formula F titles in four years with its Spectrum chassis, and is now graduating to the next rung of the Stateside single-seater ladder.

"We see it as a logical step on from the enormous success our F1600 cars have achieved in the USA and Canada," said BRD founder Michael Borland.

BRD products dominated in both the

USA and Canada last season, with Thomas McGregor, Tristan DeGrand, Guy Gillain and Jack Mitchell Jr winning prestigious F1600 titles in Exclusive Autosport-run Spectrums.

Michael Duncafe, CEO of parent company Exclusive Management Inc, based in Saskatoon, Canada, has duly taken over as North American importer and distributor of the Victoria-built cars.

Ford Kent-engined Spectrum 012 FF1600 chassis have long been winners in the UK. Most recently, Scott Malvern blitzed last November's Walter Hayes Trophy event at Silverstone in one of Kevin Mills Racing's examples.

Clio Cup UK

Cook back to 20Ten for Clios

RENAULT CLIO CUP UK RACE

winner Josh Cook will return to the series in one of the new-for-2014 turbocharged cars run by 20Ten Racing.

The 22-year-old, who won twice last season and ended the year fifth overall, raced with the team in his first full Clio season in 2012. He will be joined by Clio rookie Craig Milner.

Meanwhile, UK and European Clio champion team Pyro has confirmed it will run Ollie Pidgley, David Dickenson and Andy Wilkins in the Clio Cup Race Series. Sam Randon will also contest the racecar class with SV Racing, while SWB plans to run two cars in the Road class.



Cook won twice in 2013



Event will honour Brands F1 heritage

Historics

Brands to host F1 celebration

BRANDS HATCH WILL HOST A

50th anniversary celebration of its first Formula 1 world championship Grand Prix at this year's Masters Historic Festival.

Headlining the May 24-25 event that will honour the half-centenary of the 1964 British Grand Prix will be the FIA Masters Historic F1 championship, which caters for cars ranging from 1966 to 1985.

The Historic Grand Prix Cars

Association will be putting on a race for cars from the 1930s through the 1960s, while Masters Historic Racing will be organising a display of several Brands Hatch Grand Prix-winning machines.

There will also be demonstration runs from a host of classic F1 machinery at the event, which will use the GP layout.

In brief



Juniors for Chadwick

Jamie Chadwick will return to the Ginetta Junior championship with JHR Developments this season. The 15-year-old (pictured) will be joined in the team by rookie Dan Zelos. Ginetta scholarship finalist Jamie Caroline graduates from karts, while Brazilian karting ace Pedro Cardoso, 14, will race with Hillspeed.

New format for Brit GT

British GT's qualifying format has been tweaked ahead of the 2014 season to move it closer to the World Endurance Championship's method. An aggregate time will be taken from the best efforts of both drivers in each car for all races longer than one-hour. The grid was previously based on the sole best lap from either driver for the 'enduros'.

SWB's three-car plan

SWB Motorsport is planning to run three cars in Formula Renault BARC this season after confirming 17-year-old Jack Butel as its first driver. Team boss Simon Baldry hopes to confirm the team's other drivers in the next few weeks. Organisers expect a 15-car grid.

Rudd to race VW Cup

Ex-single-seater racer Simon Rudd will switch to tin-tops in 2014 after landing a VW Racing Cup drive. The 24-year-old, who contested selected BRDC F4 rounds and one British Formula Ford meeting in 2013, will drive a Mk6 Golf GTi. Wheelchair user James Pile, 25, will also join the series in an adapted, semi-automatic Golf run by SlideSports.

Findlay gets VdeV seat

Ex-British Formula Ford race winner Garry Findlay will contest a full VdeV series campaign this season. Findlay (below) finished third overall in British Formula Ford in 2009 and will form part of CD Sports' four-car line-up after impressing the team at the Estoril finale last season. "Sportscar racing is where my future lies," he said. "It was important to get back in full-time."



Club racing: the hard way

Modern motorsport is often criticised for a plethora of single-make racing, but that doesn't mean you have to do it that way. **AUTOSPORT** spoke to three hardy club racers who still do motorsport 'the old-fashioned way' – designing and building their own cars for competition

WALKER



Wright in full flow
in AW3 at Donington

Adrian Wright 'GEM' Monoposto

“You could say that I am a glutton for punishment,” says Adrian Wright when quizzed as to why he chooses to go racing the hard way. “But I get as much satisfaction designing and building cars as I do racing them.”

It has been this way for the Monoposto racer for over a decade now, during which time he has competed in the smaller-engined echelons of the series in a trio of self-built cars.

The GEM AW1 was his first effort. It appeared around the turn of the millennium and went on to take a handful of wins, and, 13 years on, still holds the lap record for its class at Silverstone.

Its successor, however, was initially less accomplishing, but it taught Wright a vital lesson that would prove beneficial later on down the line.

“The AW2 was a bit rubbish to begin with,” he confesses. “I think I got a bit overconfident when I designed it. I tried a few things I thought would work and they didn't. It took a while to debug and get it right.”

“I raced it for seven years before retiring it. In the meantime I was busy tinkering away in my garage on the AW3.”

The third iteration arrived midway through Wright's 2011 campaign and was immediately quick in its first outing at Oulton Park, where it qualified and finished second.

A succession of podiums soon followed and with them the Mono 1000 title, which was duly followed by success in the newly formed Mono Moto category – an amalgamation of the Mono 1000 and 1400 classes – in 2012. Wright added five more wins in taking third overall last season.

Not one to rest on his laurels, Wright already has the AW4 on the drawing board, but remains coy on when it might see the light of day given the lengthy gestation periods of his previous racers. Nevertheless, he does offer some advice for aspiring car builders.

“The biggest challenge is actually getting it finished,” he says. “On a cold winter's night, you get home from work, you're tired and the last thing you want to do is go out and work on a car. But if you don't, it'll never get finished.”

“You need to keep plugging away at it and don't set yourself targets – you'll just set yourself up to be disappointed and stressed.”

“It's supposed to be a hobby, not a chore!”

By Dan Cross



Wright learnt chassis
lessons the hard way

Scott Mittell 'MC-51' RGB

For double 750 Motor Club Locost champion Scott Mittell and his father Ian, the only way to fulfil their ambition to graduate to the club's Road-Going Bike-engined [RGB] class was to build their own car at home in Hampshire.



That ex-Formula Ford racer Mittell Sr, 61, was a career design technology teacher, and his maths master son (now 26) had an engineering degree, undoubtedly made the project viable. When their Honda Fireblade-engined MC-51 finished seventh first time out at Brands Hatch in the spring of 2012 they were on their way.

Scott placed 11th in the championship having contested 10 of the 14 rounds – with a best finish of fifth – in the car, built around a self-designed and fabricated tubeframe chassis and Lotus Elise uprights and brakes, but the analytical pair quickly recognised its aerodynamic shortcomings.

Thus it was back to the drawing board and their brainchild evolved into the MC-52 – longer, leaner and clothed in more efficient (and exhaustively re-mastered) bodywork – at last year's series opener. The results improved immediately, four second places helping Scott to fourth in the title race.

"Refining the aero was a big jump forward, but it wasn't until we switched from 15" to 13" wheels that we began to get the best from the [control] Yokohama Aoo48R tyres," explains Scott. "We found a second and a half straight away at Donington Park and qualified on pole."

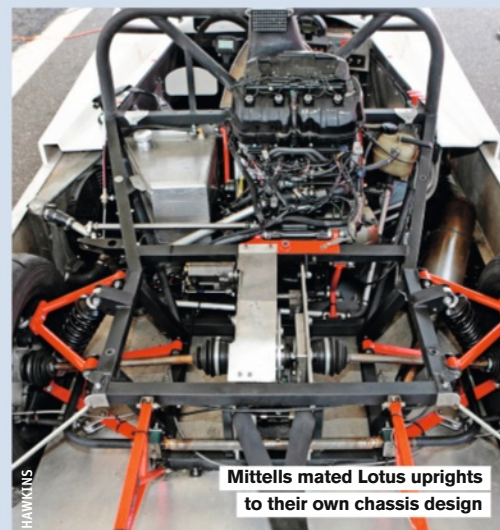
The push for that elusive maiden victory means a new MC-52B chassis is in build for this

season. "Again we've realised that aerodynamics are more important than we'd thought initially," adds Scott. "Most noticeably it will be right-hand-drive, so I'll be sitting in front of the engine, and we've changed the front geometry."

"The design challenge [of creating our own car] is what we both wanted. We spent as much building the first one as it would have cost to buy a [car from manufacturers] Sabre or Spire, but now we have the patterns, tooling and experience, we can keep developing without spending much more each season."

"The new car is on its wheels and the body moulds are done but it's touch-and-go whether we get to the first race at Donington in March. We'll be there anyway, running Nicolas Maduz [the Frenchman who has bought MC-52], but our intention is to win races and sell a few kits. If we start beating the Spires we'll be happy."

By Marcus Pye



Mittells mated Lotus uprights to their own chassis design



Mittell Jr took his own car to fourth in 2013 RGB title race

Graham Gant 'WEV' Formula Vee

Building cars is part of the fabric of Graham Gant's life, so it's only natural that he should want to go club racing 'the hard way'.



"My father Peter raced in the 1960s; he started when he was a kid and has built cars all his life," recalls Gant, who runs a machine shop at Mercedes AMG HPP (the Mercedes F1 powertrain producer).

"I built my first car for 750MC Formula 1300 in the late '70s. The first car was very slow and I soon realised I needed to do something different, so I built another: the first WEV F1300."

"The 'WEV' name came from my father, who built one for 750 Formula. I raced mine for three years up to 1982 and had quite a few wins and lap records racing against front-engined Mallocks. You needed a rear-engined car, so I made my own because I didn't want to use someone else's."

"I ended up champion in 1982 and lent it to Paul Overton, who won the championship in 1983. Then I sold it and it won another three on the trot! It won over 100 races in the end."

After a less successful sojourn in Formula Ford

with an ASD – "a suicidal device" – in 1983, Gant faded out of racing as his career took off and family life took hold. Once his children grew up, and his life became his own again, he decided to make a comeback...

"In the early 2000s I had a look around to see what would be challenging and interesting, and give me freedom to build my own car," continues Gant, who started his first drawing of the Formula Vee 'WEV' in 2002 and raced it for the first time in 2008.

"Vee is a real challenge. I came into it a bit green and thought it was simpler than it is, but it's very difficult to make a competitive car."

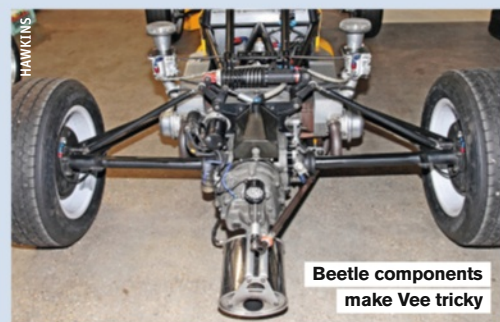
Gant has continually developed his pride and joy (the WEV even features a carbon catch-tank from an old V10 F1 engine!), to the point where he was able to claim a breakthrough victory at Rockingham last July – "my first win in over 30 years!" – and finish third in the championship.

"I'm a competitive person, but it's not just sitting in the car that does it for me, it's the whole thing," he adds. "The racing, the development, and the design. It's the hard way of doing it but it's the most satisfying for me."

By Ben Anderson



Gant took his first Vee win at Rockingham



Beetle components make Vee tricky

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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



TV coverage and Kubica went down well on this year's Monte Carlo Rally

Thumbs up for BT in the WRC

What a fantastic job BT Sport did with their coverage of the Monte Carlo Rally.

Fantastic pictures and intelligent, informative commentary has helped to reignite my passion for this sport after many years. This, along with increased factory entries, British drivers in world-class machinery, and the move to North Wales for Rally GB, makes it feel like

a WRC season of 20 years ago.

Could this be the start of a new golden era for world rallying?

Also, a big thanks goes to Robert Kubica for his breathtaking display on day one. His speed and commitment was stunning and he truly deserves his place at the top level of the sport.

Dave Carlton, Marske-By-The-Sea

Your excellent article on the

'Best F1 Nearly Men' will have raised many questions about drivers who should not have been omitted.

One underestimated driver with as big a claim as any is Peter Collins. In 1956 he may well have won the world title had he not voluntarily handed over his Ferrari to team leader Juan Manuel Fangio during the final race of the season in Italy.

Stirling Moss, the race winner, was near to running out of fuel as he had a hole in his fuel tank.

Graham Rabagliati
Lancashire

I have to take issue with your
article on the 25 greatest drivers never to win the F1 title.

I get the premise of including drivers currently in other categories but unlikely to return to F1 (Montoya, Kubica), those now enjoying retirement (Moss,

Laffite), or those taken from us while pursuing their dream (Cevert, Villeneuve).

But to include Felipe Massa is wrong. He is still a current F1 driver so however unlikely, he could still in theory win an F1 title during the remainder of his career.

At least let the poor guy retire before you stick him on this list!

Peter Nethery
By email

It was with great sadness that

I learned of the death of John Button.

I competed with him in autocross throughout the Midlands in the early '70s. He drove his very fast Autocavan VW Beetle to great success. I was in a different class – both as a driver and with my car: a home built special 'Swinger'.

I never met Jensen; he wasn't even a twinkle then, but my heart goes out to him and his family. John was far too young to go. May he lap faster, crash less, and

enjoy an afterlife in his beloved motorsport.

R.J.M [name withheld]
Walsall

I am greatly disappointed Scott

Malvern is not among the five drivers who will be helped by the KX Academy in 2014.

The Academy helps talented drivers who lack the funds to progress. Given his record of success with the most limited of means, is there a better driver than Scott?

He declared last year that he was looking to switch to tin-tops. Surely the KX backing would have seen him on his way to a successful touring car career?

Rod Selby
Kent

CORRECTION

Mark Hughes's *F1 Retro* book is not available via f1racingbooks.co.uk as stated last week. Copies should be ordered from amazon.co.uk instead

In pictures

Our snappers roaming the globe from the French Alps to Chilean desert



CLOSE ENCOUNTERS OF THE MONTE CARLO KIND

Just like Richard Dreyfuss in Steven Spielberg's *Close Encounters of the Third Kind* sci-fi classic, runner-up Bryan Bouffier is irresistibly drawn to a strange-shaped mountain...

MCKLEIN.DE



TEAM ORDERS INFLUENCE DAKAR

Mini decreed that Stephane Peterhansel (leading here) defer to chasing team-mate Nani Roma on the final stage of the Dakar Rally

MOUHTAROPOULOS/GETTY

BLINK AND YOU'LL MISS IT
Hyundai's return to the WRC ended on the opening day, but at least Dani Sordo was quick when he was on the stages before his car's electrics failed



MCKLEIN.DE

THE NIGHT OF CHAMPIONS

The MSA celebrated the best of Britain's motorsport year in a glittering ceremony at the Royal Automobile Club last weekend



In the shops

Desirable new releases

GROUP B RALLY PRINTS

\$22 – calefunderburk.com

American artist Cale Funderburk's dramatic prints include a vast range of subjects, including these dramatic Group B rally weapons. Choose from the Lancia Delta S4, Ford RS200, Audi Sport Quattro and Peugeot 205 T16 or, if you're a true devotee, order all four.



WILLIAMS SIX-WHEELER 1:43

£54.99 – autosport.com/shop

The Williams FW08B six-wheeler, tested by Keke Rosberg in 1982, has undergone the Minichamps treatment. The 1:43-scale diecast replica of the never-raced machine is limited to just 1982 pieces worldwide and comes in team-branded packaging.



MASERATI 250F MANUAL

£21.99 – haynes.co.uk

Following the success of technical writer and AUTOSPORT contributor Ian Wagstaff's Lotus 72 and McLaren M23 manuals comes a unique guide to the beautiful and successful Maserati 250F. With period shots complemented by nitty-gritty close-ups and details of how to prepare, restore and run the iconic Maser, this is the best way to learn more.

MASERATI 250F

1954-1960 (all models)

Owners' Workshop Manual



An insight into owning, racing and maintaining the double world championship-winning Formula 1 car

WHAT'S ON

ON TRACK AROUND THE WORLD

DAYTONA 24 HOURS

United SportsCar
Championship

Rd 1/13

Daytona, USA

January 23-26

imsa.com

See full preview, starting page 56.

ANDROS TROPHY

Round 5/7

Lans-en-Vercors, France

January 24-25

tropheeandros.com

TOYOTA RACING SERIES

Round 3/5

Highlands Motorsport Park,
New Zealand

January 25-26

toyotaracing.co.nz

FLORIDA WINTER SERIES

Round 1/4

Sebring, USA

January 26-27

floridawinterseries.com



2013 CHRISTMAS QUIZ ANSWERS

Many thanks to all those who sweated over the festive period in an effort to unlock the mysteries of the annual AUTOSPORT Christmas Quiz.

WINNER
(SILVERSTONE SUPERCAR EXPERIENCE)

Congratulations to Thomas Taylor (Yeovil, Somerset) – he was the first out of the hat with a perfect score.

RUNNERS-UP
(DUKE DVDS)

Peter Howarth, Bedford.
Robin Middleton,
Newbury, Berkshire.
Glen Smith, Skegness,
Lincolnshire.
David Thomas, Torquay, Devon.
Hedley Thomas,
Finchampstead, Berkshire.

2013 AND ALL THAT

1 European WTCC scorers: 19
(Muller, Tarquini, Nash, Huff,
Chilton, Michelisz, Nykjaer,

Monteiro, Oriola, Coronel,
Maddow, Basseng,
Thompson, D'Aste, Barth,
Valente, Engstler, Boardman
and Monje)

2 Scott Tucker team-mates: 7
(Franchitti, Briscoe, Pagnaud,
Hunter-Reay, Conway, Gonzalez
and Cosmo)

3 NASCAR three-class winner: 1
(Kyle Busch)

4 Andrew Jordan's non-scores: 1
(Brands Hatch, round 29)

5 MotoGP leaders without
winning: 2 (Bradl and Dovizioso)

6 British GP2 podium finishers:
5 (Bird, Calado, Palmer,
Lancaster and Quaife-Hobbs)

7 IndyCar team with most
drivers: Dale Coyne Racing, 6

(J Wilson, S Wilson, Conway,
Mann, Davison and Beatriz)

8 Starworks Grand-Am drivers:
12 (Bourdais, Dalziel, McNish,
Popov, Argadna, Bellarosa,
Hartley, Mayer, Charouz,
Legge, Kaffer and Hedlund)

9 British WRC points total: 21
(Evans 20; Higgins 1)

10 Indy Lights polesitter
without winning: Zach Veach,
Fontana

B. CROSSWORD

ACROSS

2 Modus

4 Unser

6 Oulton

7 McRae

10 Dean

11 Abarth

13 Dowsett

17 Bilbao

18 Brabham

19 Mortara

20 Pescara

23 Borgward

28 Arundell

29 Schurti

30 Menu

31 Schanche

32 Alpine

33 Rutherford

34 Barros

DOWN

1 BMC

3 Dauer

5 Spence

8 Ringer

9 Spiess

12 Monaro

14 Stardust

15 Wimille

16 Gardner

19 Mercury

21 Ericsson

22 Donnelly

24 Beijing

25 Sundstrom

26 Chevrolet

27 Salvadori

35 AGS

C. WINNERS' GALLERY

1 Jari-Matti Latvala

2 Abdulaziz Al Kuwari

3 Robert Wickens

4 Nathanael Berthon

5 Stefan Mucke

6 Martin Plowman

7 Brian Vickers

8 Nico Muller

9 Norbert Michelisz

10 Jason Bright

D. WHO, WHAT, WHERE, WHEN

1 Jan Magnussen, McLaren-Merc
MP4-10, Pacific GP, Aida '95

2 Michael Bleekemolen, ATS-Ford
HS1/2, US GP, Watkins Glen '78

3 Stirling Moss, HWM-Alta 51,
Swiss GP, Bremgarten 1951

4 Lorenzo Bandini, Ferrari 156,
Austrian GP, Zeltweg 1964

5 Al Pease, Eagle-Climax T1F,
Canadian GP, Mosport 1969

6 Jonathan Williams, Ferrari
312, Mexican GP, Autodromo
Rodriguez 1967

7 Gilles Villeneuve, Ferrari 126C,
Italian GP, Imola '80 (practice)

8 Ken Wharton, Frazer-Nash
FN48, Belgian GP, Spa 1952

9 Paul Emery, Connaught-Alta B,
Monaco GP 1958

10 Skip Barber, March-Ford 711,
Dutch GP, Zandvoort 1971

E. NAME THAT TRACK

1 Osterreichring, Austria

2 Rouen-les-Essarts, France

3 Zolder, Belgium

4 Autodromo Hermanos

Rodriguez, Mexico

5 Pedralbes, Spain

6 Clermont-Ferrand, France

7 Mosport Park, Canada

8 Oporto, Portugal

9 Mont Tremblant, Canada

10 Buenos Aires, Argentina

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION



Dubai 24 Hours
on Motors TV

THURSDAY JANUARY 23

0900-1005 Motors TV
AUTOSPORT International: Highlights
1005-1310 Motors TV
Dubai 24 Hours: Highlights
1310-1720 Motors TV
Grand-Am: 2013 Season Review
1900-2000 Sky Sports F1
2013: A record breaking year
2000-2100 Sky Sports F1
Architects of F1: Jo Ramirez
2100-2200 Sky Sports F1
Architects of F1: Gordon Murray
2200-2300 Premier Sports
NASCAR: Closest finishes in history

FRIDAY JANUARY 24

1005-1105 Motors TV
AUTOSPORT International: Highlights
1310-1720 Motors TV
ALMS: 2013 Season Review
1700-1800 Premier Sports
NASCAR: Closest finishes in history
1930-2000 Sky Sports F1
F1 Legends: Murray Walker

SATURDAY JANUARY 25

0700-0800 Sky Sports 2
Max Power
1135-1235 ITV4
WRC: Monte Carlo Rally Highlights

1200-1300 Sky Sports F1
2013: A record breaking year
1340-1445 Motors TV
WRC Monte Carlo Rally: Highlights
1800-1900 Sky Sports F1
F1 Legends: Sir Frank Williams
1900-0205 Motors TV LIVE
USC: Daytona 24 Hours
2100-2200 Sky Sports F1
F1 Legends: John Watson

SUNDAY JANUARY 26

1000-1100 Sky Sports 4
Max Power
1035-1130 Motors TV
Toyota Racing Series New Zealand:
Teretonga Highlights
1200-2005 Motors TV LIVE
USC: Daytona 24 Hours
2005-2100 Motors TV
WRC Monte Carlo Rally: Highlights

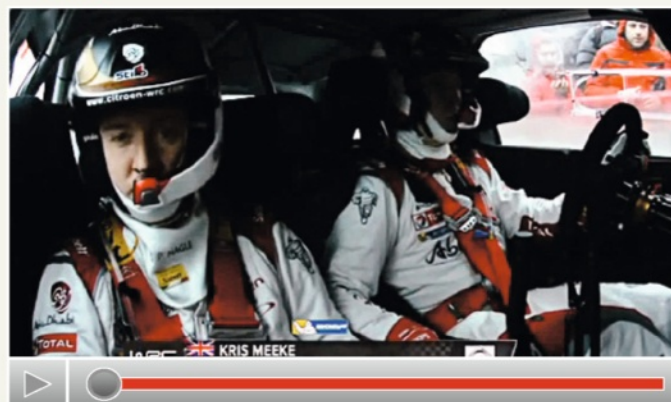
MONDAY JANUARY 27

1750-1855 Motors TV
WRC Monte Carlo Rally: Highlights
1830-2015 Premier Sports
V8 Supercars: 2013 Highlights
2100-0010 Motors TV
USC: Daytona 24 Hours Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **ONBOARD WITH KRIS MEEKE ON SS3, MONTE CARLO RALLY**



SEARCH FOR: Kris Meeke Onboard SS03/ Rallye Monte Carlo 2014 (14:55)

Watch Kris Meeke and Paul Nagle tackle the 19km Montauban Sur L'Ouveze-Laborel stage for the first time on the opening day of the recent Monte Carlo Rally and you'll get an idea of how the Northern Irishman took a memorable podium finish for Citroën.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Craig Scarborough continues his technical countdown to the 2014 F1 season before we bring you all the launches, news and developments from the first test of the year at Jerez. Who will be quick and who has made a worrying start? Plus, we pick out the top drives of F1's first turbocharged era.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK
- HIGHLIGHTS FROM THE MONTE AS OGIER STARS
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

Download it now from autosport.com



Revved up over what's on the box

Every since Michael Foot's donkey jacket was trounced in the 1983 general election, mainstream opposition to free market capitalism has been basically non-existent. By embracing the allure of wealth to inspire and motivate, the market has been seen as the answer to everything from reinvigorating the British car industry to the future of the Post Office.

Unless you've been making a stand selling *Socialist Worker*, you're part of the system. Capitalism means choice, and choice means having to pay for the best or accept lower-quality, cheaper options.

Last weekend the WRC kicked off with a rip-roaring Monte Carlo Rally, for which the rights for the live screening were snaffled up by BT Sport at the 11th hour.

After years in the telly wilderness, this could be just what the WRC needs, but the PR war is clearly yet to be won: "I'd love to watch this but it's on some stupid channel," declared someone on the internet.

Well, that's capitalism for you. If you really love it, then the £20 per month for BT Sport (and broadband) is the price of that passion. If you aren't prepared to pay

that, Motors TV showed an hour-long wrap of each day's action in the evening for free – well, free if you've already paid for additional channels via Sky, Virgin, etc.

But if your passion for motorsport won't even run to that, there were highlights on ITV4 on Tuesday for the price of the TV licence alone. Capitalism in motion: all the options there to fit all sizes of wallets. Want

better? Spend more. Can't afford it? Either work harder or save money from elsewhere.

Of course, there's a third option. You can steal it. Most people wouldn't dare walk into a newsagent and pick up a magazine and leave without paying for it, but online, stealing someone's content is fine.

But this is a cul-de-sac. TV companies buy the rights to sports to sell subs. Some sports spend heavily on making TV programmes they give away in order to generate a better return on investment for their sponsors. Stealing this content won't boost viewing figures and could harm future investment.

It may seem like a victimless crime, but in the long term we'll all be the losers.

Revved Up



WRC returned to UK screens on BT Sport, Motors and ITV4

MCKLEIN/DE

David Higgins

“As a team, we had put so much effort into making our Subaru quicker”

■ Rally Lake Superior, Michigan ■ October 18-19, 2013 ■ Subaru Impreza ■ Landing a third US title



Higgins secured his third straight US title in his trusty Subaru

LARS GRANGE/SUBARU USA

THERE ARE TWO EVENTS that really stick in my mind. The first is my first international rally win on the Welsh International in 1999, in a Group N car against all the F2 boys. But, at that stage in my career I always believed I would have a lot more of them so I didn't think as much of it.

The one that was probably the best of my career was on the Rally Lake Superior last October, the last round of the Rally America series. We had dominated the season, but had a few problems and let our main rival, Ken Block, back in with a chance. The team worked super hard for it and I think that's why it meant so much because it really was 'winner takes all' for the event and the title.

Everything was on the line and it's probably the most amount of pressure I've ever felt. The conditions were pretty horrible — it was muddy, slimy and foggy, but they were the sort of conditions we grew up with in mid-Wales.

The atmosphere on that event was probably better than at any event I have ever been to. The American fans really make it because they are so enthusiastic. The tension was huge and everybody was so fired up.

The whole team atmosphere was about having a laugh: good fun with plenty of banter. It really helped to lift the pressure. I sent an email to the team just before the rally saying,

'Really looking forward to the last rally guys, we know what we are doing here, let's keep doing what we do and go out there and enjoy it. What will be will be.'

The first-day fight was big but on the second day we had an 11-second lead, which we had gained after a bit of a deficit the night before in the fog. You could just see every member of the team giving each other the big

high-fives and the punches as we left service. Me and my co-driver drove out of the first control giggling and thinking, 'this is going to be an important day'.

Ken then crashed and retired, which effectively handed us the rally win and the title. The sense of relief and emotion then was like nothing I have ever experienced before, even compared with the time I won my first rally. We had put so much work into everything as a team to make our car quicker because Ken's car is the ultimate weapon from M-Sport: an amalgamation of the current car and the best old stuff. We had to dig so deep to make it happen.

It was the last time I used that car. Everyone thinks that Subaru are a big works team and have lots of different chassis but that was the same chassis we had used for three seasons, it had won me three titles in a row so it's a pretty special car.

It was a special day, and we had one hell of an after-rally party. *David Higgins was talking to Hal Ridge*

PROFILE



STALEY/LAT

MANXMAN DAVID HIGGINS

has competed as a professional driver all over the world. He spent many years driving for both Subaru and Mitsubishi in China and the Far East as well as America, where he has racked up three US rally titles. He followed in elder brother Mark's footsteps by taking the British title in 2004 in a Hyundai Accent WRC. When not competing, Higgins runs the Higgins Rally School in Wales.

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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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