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KIMI AT FERRARI





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POLE POSITION

Raikkonen and Latvala continue flying-Finn legacy

FOR A COUNTRY OF 5.4 MILLION INHABITANTS,

Finland continues to punch well above its weight in world motorsport. Three quarters of this week's cover is 'Finn-tastic', as we analyse Kimi Raikkonen's recent promising test for Ferrari and report on Jari-Matti Latvala's third victory on Rally Sweden — he gives us his Inside Line on page 13.

Our 10-page Ferrari special encapsulates the positive noises coming out of Maranello, as Raikkonen returns for his first season with the Scuderia since 2009. Gary Anderson gives his insight into its 2014 F1 challenger, and Jonathan Noble asks if its revamped windtunnel can herald a title challenge.

Elsewhere, we tell the inspiring tale of Alex Zanardi, who returns to the racetrack this year, the sad story of Philippe Streiff's testing crash 25 years ago, and speak to IndyCar's returning gigastar Juan Pablo Montoya. We also go racing with Ferrari's kids in America, and tell the tale of a Swede who's going to race in Australia — it's not just the Finns who are having fun!

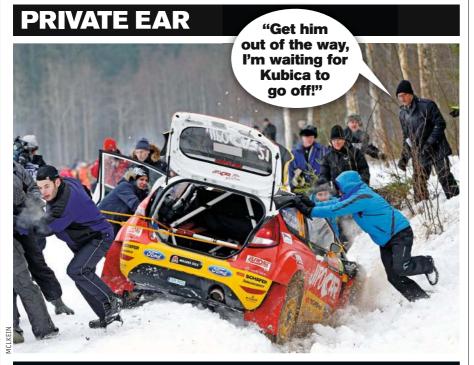
• After a dozen years of loyal service to AUTOSPORT we wave a fond farewell to editor-in-chief Andrew van de Burgt this week, and wish him all the best in his future endeavours.

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This week in F1



FIRST RUN FOR NEW LOTUS AT JEREZ

The new Lotus E22 had its first on-track test during two promotional days at Jerez last weekend.

Each team is allowed a maximum of two 100km filming days during the season and Lotus opted to use these to shake down its new Renault-engined machine after missing the first pre-season test.

The team confirmed that the car reached the 100km limit on day two, which equates to around 22 laps, with Pastor Maldonado also having his first run with the team.

"Both the chassis and the new power unit ran without any major problems," said a team spokesperson. "The car went together well and the design and build quality is another step up on the successful E21 of 2013."

 The car will make its public debut when the second test kicks off in Bahrain next Wednesday, February 19.



Enstone closes on Quesnel

Former Citroen World Rally Championship team boss Olivier Quesnel was close to agreeing to take over as Lotus team principal as AUTOSPORT closed for press. He also ran Peugeot's sportscar programme before moving on to head up the OAK Racing LMP squad.



There's a few things we needed to tighten up on our side but nothing major



Red Bull team principal Christian Horner on his team's problems, or lack thereof



Mercedes: McLaren relationship will change

Mercedes has warned McLaren that it could be treated as a competitor rather than its engine partner in 2014 because of the Woking team's move to Honda next year. "Them heading off to one of our competitors is not ideal," said Mercedes executive director (business) Toto Wolff. "In these early days we have a short-term target which is in common, making the power unit reliable and performing. How that is going to pan out, the management of the relationship, could change obviously."

Honda facility opens in June

Honda's new Milton Keynes F1 engine facility is on course to be opened in June. This will focus on running and maintaining the engines, with design and development remaining in Japan in a new facility in Sakura City, Tochigi.



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F1 is too slow, claim drivers

Several F1 drivers have questioned the drop in laptime caused by the 2014 regulations. "It's a shame because F1 is a bit too slow at the moment," said Sauber's Adrian Sutil.



LAPTIME COMPARISON

1m15.629s

Michael Schumacher's fastest Jerez test lap, set in September 2004

1m23.276s

Kevin Magnussen's pacesetting time in the Jerez 2014 F1 test



KEN GREGORY MEMORIAL

A memorial service for Stirling Moss's former manager Ken Gregory, who died last November, will be held on Monday April 14 at St Columba's Church of Scotland in London.





Qualifying change planned

Formula 1 teams will meet on February 21 to discuss a change to qualifying regulations designed to make more drivers run properly in Q3.

Currently, drivers have three sets of each of the available two compounds of tyres to use in qualifying and the race. Those who reach Q3 must start the race on the tyres used in the final segment of qualifying.

Several proposals have been made, including making the 10 who make the final 10-minute shoot-out start the race on the tyres they used to post their best Q2 time. The idea of issuing extra tyres for Q3 will also be discussed. A move to lengthen Q3 to allow time for two runs will also be considered.

A BRIEF HISTORY OF QUALIFYING FORMATS

1996

Two-day qualifying dropped in favour of a single, one-hour session.

2003

One-lap, single-car qualifying introduced. Drivers have to qualify with race fuel loads. A low-fuel, single-lap session on Friday decided Saturday's running order.



2004

Both single-lap qualifying sessions run on Saturday, with the low-fuel session taking place immediately before qualifying proper.



2005

Aggregate qualifying, with a low-fuel flier on Saturday and a second lap on race fuel

on Sunday morning dictating the grid. After six races, this was abandoned for single-lap qualifying.

2006

Three-part qualifying session introduced. Drivers have to start the Q3 top-10 shoot-out with their race fuel load, encouraging them to use up as much fuel as possible in the early stages of the final segment.

2008

Rules tweaked to force drivers to start on the fuel they finish Q3 with, preventing attempts at fuel burn.

2010

Qualifying on race fuel loads ends due to refuelling ban. New rule forces drivers to start race on tyres used for best Q3 lap







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Jonathan Noble F1's newshound

With the reuniting of a technical trio that tasted success at Benetton, and more talent on the way, things are looking very strong for Williams

he curry club is back. With the success of a Formula 1 team so dependent on how its individuals come together, a great spirit within a squad can often provide the catalyst for some pretty sensational things. Get the right collection of people in place, and the magic flows. Just look at Williams.

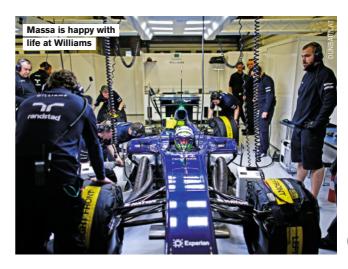
If you wanted to single out one team that has landed on its feet in 2014 — through a combination of hard work, good fortunes and others getting it wrong — then you need look no further than Williams. How smart do the boys and girls at Grove look after making the switch from Renault to Mercedes? And how satisfied must they be to have the bright talent of Valtteri Bottas alongside the vastly experienced Felipe Massa?

How relieved are they to have got rid of the frustrations surrounding Pastor Maldonado without his departure actually hurting their finances much? And how excited must they be to know that they have a hugely ramped-up technical structure under the wise guidance of Pat Symonds?

The good news has kept rolling in, with a host of top-quality staff joining over the winter.

One of those has been the hugely respected Rod Nelson from Lotus, as the team's new chief test and support engineer. His arrival marks the reunion of a triumvirate with Symonds and chief designer Ed Wood.

"It's great to be back with Pat and Ed; we were all at



And yet it was from under the skin, and in the powerunit data figures, that perhaps the most impressive piece of news emerged. This is a year when cooling is going to be important for success, and Red Bull showed at Jerez exactly what happens when you get it wrong.

One of the eye-opening suggestions from Jerez was that the most impressive cooling figures out of all the Mercedes teams were not being produced by the cars

"One suggestion is that it's not Merc with the

best cooling, but the blue cars from Williams"

Benetton so it's very good," said Nelson. "We're curry club us three; we go for a curry every three months and have a bit of a boys' night. It's very nice..."

The mojo that comes from that kind of bonding should not be underestimated. And neither can having the kind of engineering brainpower that deputy team principal Claire Williams worked hook and crook to convince to come to Grove and turn the team around.

Before the 2014 generation of F1 cars had left the factories to head to Jerez, one senior engineer from a rival operation suggested that the start of the campaign would be the perfect stomping ground for some of F1's 'wise old men' such as Symonds to really shine in delivering a solid car that would produce results.

It was no surprise, then, that the early indications from the FW36 on display at the Jerez test were positive — it lapped pretty reliability and was swift too. The smile radiating from Massa could not be wiped away. from Brackley. Instead, they were from those blue machines. Things could be very interesting, then, when the temperatures hot up at the start of the season.

That may prove to be a new dawn for Williams, with brighter things on the horizon too, for before the campaign gets under way there's likely to be a further double dose of good news.

On the staffing side, Rob Smedley's arrival when he is finally released from his Ferrari contract will be a boon to further bolster the brainpower. And in terms of finances — and delighting fans with what could become the best paint scheme on the grid — a title sponsorship deal with Martini Racing is set to be announced before the start of the season.

That will be a huge statement of intent about why Williams is back. Curry and Martini have never been typical bedfellows. But in 2014, they could well be a recipe for Williams success. &

This week in motorsport

BTCC'S MAGNIFICENT SEVEN

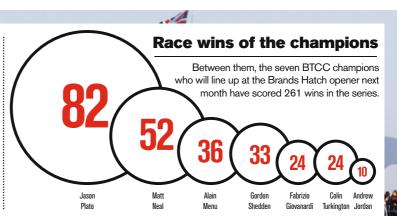
Seven British Touring Car champions will compete in this year's championship after Colin Turkington was confirmed at WSR.

The 2009 champion, who returned to the series last year, will again partner Rob Collard and Nick Foster at the BMW squad. He joins fellow champs Jason Plato, Matt Neal, Gordon Shedden, Andrew Jordan, Alain Menu and

Fabrizio Giovanardi in the field.

"I did look at my options at the end of last year, like the WTCC, but I knew what the right thing was for me," said Turkington.

"The BTCC is on the up. From my time in the series in 2002, I think this will be the strongest year yet. Having seven that have won it before is a huge story. It's well set up for an entertaining season."





FIA warns series about use of F3 name

The FIA has warned that Formula 3 championships not using new-spec engines – including British F3 – may have no right to the F3 name. AUTOSPORT understands that a letter was

sent to national governing bodies, including Britain's MSA and Germany's DMSB, expressing surprise that they endorse the use of 'F3' as their national series do not conform to current regulations. The MSA is understood to be in dialogue with the FIA over the matter, while the Spanish-based European F3 Open looks set to change its name imminently.





Bernstorff switches to GP3 with Carlin

Formula 3 race winner Emil Bernstorff has switched to the GP3 Series for 2014 with Carlin. The 20-year-old Anglo-Dane raced in European F3 in 2012 and then finished third last season in the German F3 Cup. He also drove with Carlin for two of the three days at last November's post-season Abu Dhabi GP3 test. Team boss Trevor Carlin said: "Emil is a talented young driver and alongside Alex [Lynn] we have a strong team and will be looking to challenge for the championship."

For all the breaking news, visit **XAUTOSPORT.com**

Hilmer lands Force India deal

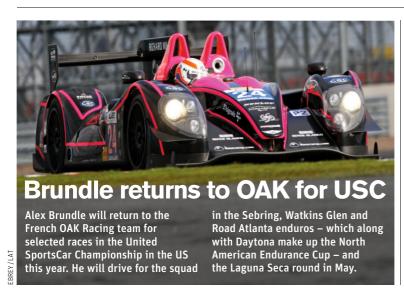
GP2 team Hilmer Motorsport will become Force India's junior squad in 2014, running in the new livery of the Formula 1 team (below). The team will field Argentinian Facu Regalia,

last vear's GP3 runner-up, alongside Daniel Abt, who had been signed prior to the deal being announced. It won four races in its maiden GP2 campaign last year.



Liuzzi to Japan

Ex-Formula 1 driver Vitantonio Liuzzi will compete in Japan's Super Formula and Super GT championships in 2014. The Italian will race for two Hondaaffiliated squads - respectively Team Real and Autobacs Racing Team Aguri - in Japan's top two national series.





Honda reveals **WTCC Civic**

Honda has released the first images of its new Civic WTCC following a test at Motorland Aragon in Spain. The marque will take on Citroen, Lada and Chevrolet in World Touring Cars this year.

SPEED, FOUST JOIN ANDRETTI FOR GRC Ex-Formula 1 racer Scott Speed and Tanner Foust Volkswagen Andretti Rallycross team banner, will start will lead Andretti Autosport's first foray into Global the 2014 season with modified Polo rally cars before switching to the 600bhp GRC Beetle (below) in June. Rallycross. The duo, who will compete under the

In brief



KING STAYS IN F3

Reigning British Formula 3 champion Jordan King is to stay on with Carlin for a title push in the F3 European Championship. The 19-year-old, who placed sixth in last year's European series, joins Jake Dennis, Ed Jones, Tom Blomqvist, Sean Gelael and Antonio Giovinazzi at the team.

WRATHALL SENTENCED

BTCC race winner Frank Wrathall has been sentenced to 21 months in prison and disqualified from driving for four years after pleading guilty to careless driving. The 27-year-old was involved in a fatal collision with a cyclist on May 14 2012.

IGOR MAZEPA DIES

Russian Time team boss Igor Mazepa has died suddenly at the age of 40. Mazepa launched his squad last year and won the GP2 teams' title at the first attempt. He entered GP3 this year, and had openly spoken about plans to climb towards F1.

TAGLIANI TO NASCAR

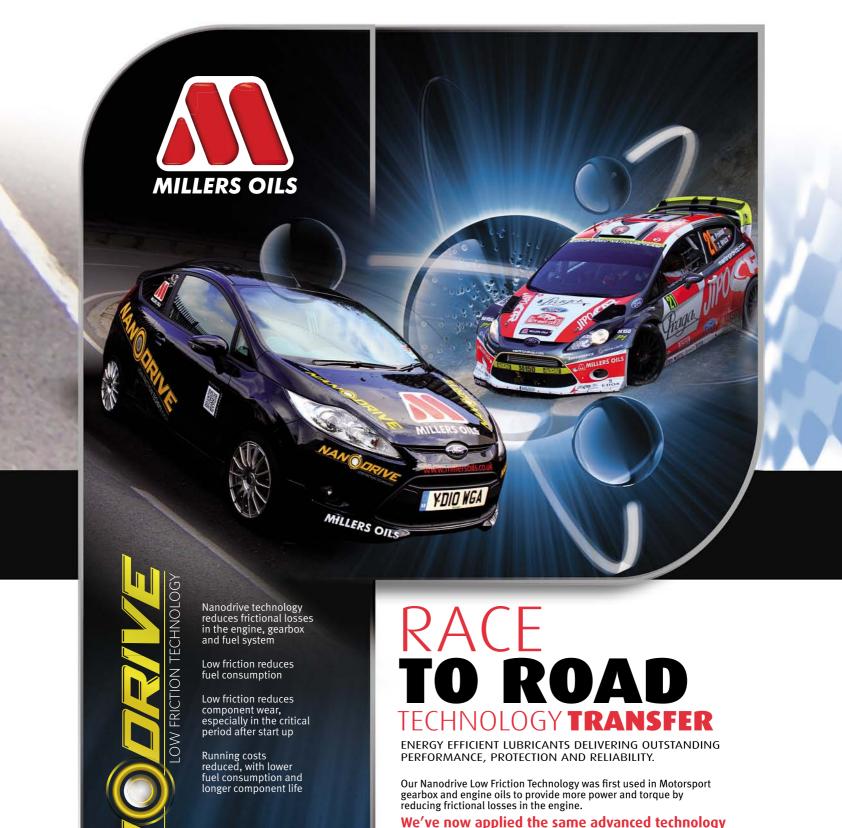
IndyCar refugee Alex Tagliani has formed his own team to return to the NASCAR Canadian Tire Series in 2014. The 40-year-old intends to contest the majority of the 11 races on the schedule while continuing to look for opportunities in other series.

TDS IN MORGAN SWAP

TDS Racing will switch from ORECA to Morgan chassis for its bid to win the European Le Mans Series for a second time in 2014. The French team will run a Nissan-powered LMP2 car in the five-race series and, provided it gains an entry, this year's Le Mans 24 Hours.

INGRAM JOINS BTCC

Multiple Ginetta champion Tom Ingram will join the British Touring Car grid this year, driving a **Speedworks Motorsport Toyota** Avensis. The 20-year-old graduated from the KX Akademy, which is mentored by double BTCC champion Jason Plato, at the end of 2013.



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Rally Sweden win last weekend – and it's thanks to a bit of psychological coaching

ally Sweden is a really special one for me. It's where I scored my maiden win in the World Rally Championship in 2008. It's where I became the youngest-ever driver to do this — beating my hero Henri Toivonen. Like I said, it's special.

And now it's even more special. Many drivers have won this event twice, but not so many have done it three times. Now I have and it means I join drivers such as Stig Blomqvist, Bjorn Waldegaard, Tommi Makinen and Marcus Gronholm. It means a lot to see my name alongside drivers like these.

But last week's second round of the 2014 WRC really was not so straightforward. There was so much competition — most of it from my Volkswagen team-mates — and then there was the weather, which was warmer than usual and meant the conditions were not so much like the winter rallies we are used to seeing in Sweden.

This year I am working with Christoph Treier, the psychological coach Marcus Gronholm used to use and I really felt the benefits of this new partnership on this rally. You probably won't be surprised to hear that in the past I got very excited before the start of an event and Christoph has really helped me to control this and to stay more focussed, both before and during the rallies. I felt really good coming to this event.

you would have seen how the gravel was coming through the road and, every time you braked hard, you were either flicking the studs out of the tyre or snapping them off completely. I lost a lot of them and then when I came to the short Hagfors Sprint stage on Friday night, I lost a lot of time — six seconds — in a very short time to Andreas.

I was a bit angry when this happened and I have to admit that, again, I began to doubt myself. When we came out of the stage my co-driver Miikka [Anttila] said to me: 'Jari-Matti, this is OK. It's better that we dropped this time and didn't go into the snowbank.' That's true. In the days before, when I was younger, I would have dropped this time on that stage, got angry and just increased the throttle until I ended up on top of the snowbank!

Miikka and I are working much more closely together than before, planning our rally during the road sections and really talking about things. This, together with the work with Christoph, really helped me last week.

After losing that time on Friday night, I really understood that I had to do something on Saturday morning, but even then in the first split I was 0.9s down on Andreas. I had to push. I had to find something. And I did. We won four stages in a row.

"I've joined Blomqvist, Waldegaard, Makinen

and Gronholm as a three-time Sweden winner

It's true, though, that both Sebastien [Ogier] and Andreas [Mikkelsen] were quicker than me during the first day. We did our pre-event test for Sweden in December and then I was not in my Polo R WRC again until it came to the shakedown stage the day before the rally. I think I have seen now that maybe I need to test closer to the rally, I need to be in the car to feel comfortable straight away from the start — the other guys seem to be better at this than me.

Seb was very quick especially, and if he hadn't gone off into the snowbank then I think it would have been really quite tough for me to beat him. But anyway, when he had dropped his time I had to work so hard to keep the edge against Andreas, who also was very fast all of the time.

The problem I was having was keeping the studs in my tyres. If you watched the rally on the television, It was a shame for Andreas when he took a little bit to the bank, but when this happened then I could relax for maybe five per cent. It was still a big relief when we got to the finish.

Recently, you know, one of the areas where I have struggled a little bit has been in the fast rallies and this is tough for me — the fast rallies are usually where I have always been at my best. So, to go to Sweden, which is a really fast rally, and win again was important for me. My last win was Greece last year, the place where you have to look after the car, but last week was all about the speed.

After the finish, we went to eat and celebrate with the team and the atmosphere was great. We are really together at Volkswagen, I really feel at home. We found the *sisu* [Finnish for inner strength] last week and we need to keep this with us all year. **







Historic moment:

Raikkonen leaves

garage in Ferrari

hey say you should never go back.
On paper, Kimi Raikkonen's return
to Ferrari could be interpreted as a
misguided attempt to recapture past
glories with the Scuderia. After all,
his three years there from 2007-09
yielded the drivers' championship
and a couple of constructors'
crowns. But the Raikkonen/Ferrari
alliance did not reach the level of
success anticipated. Because of
that, the never-go-back cliche
does not apply. There is unfinished business.

Raikkonen returned to Ferrari colours at the Jerez test two weeks ago. At this point, it would only seem right to paint a picture of the scene as he stepped back into a Prancing Horse cockpit for the first time since November 2009.

You'd imagine it would have been done slowly, deliberately, as the Finn reacquainted himself with the environs of a Ferrari grand prix car. It would have been a moment of significance. In our imagination, that's exactly what it can be, because when he boarded the new F14 T it was behind the veil of the garage door in the south of Spain.

Instead, the memory is a less dignified one. We did at least get the chance to see Raikkonen get out of a car when he got back to the pits shortly before 10am on Tuesday January 28. Sadly, it was a SEAT course car, for his Ferrari had stopped after a grand total of five corners on his installation lap. It was an inauspicious start but, by the end of the day, he was on top of the timesheets.

Predictably, he refused to make a big deal of the resparking of his romance with Ferrari. After his first day in the car, he was asked several times about the feeling of being back in the car, but he characteristically swatted away the chance to get misty-eyed about the experience. This was business as usual for Raikkonen.

But it was momentous. Raikkonen was the man Ferrari paid *not* to race in 2010. When he was out of F1, the prospect of him returning did seem possible, but to Ferrari? No way.

Nevertheless, after two strong years with Lotus, in which Raikkonen emerged as arguably the most consistent driver in F1, the circumstances changed. Fernando Alonso was getting too big for his boots, Ferrari was fed up with not winning the title and Raikkonen was an obvious signing. Big points and a kick for Alonso proved an irresistible combination.

At Jerez it was as if the previous four and a half years never happened. Once Raikkonen was able to get up and running in earnest, he was quickly able to show his old verve, with several dramatic sideways moments as Ferrari worked to understand the car. While Alonso was the more crowd-pleasing of the two drivers during the test, several times getting the fans watching at the chicane on their feet with his oversteer antics, Raikkonen's return to Ferrari colours appeared seamless.

"I don't think it has changed an awful lot," says Raikkonen of how 2014-specification Ferrari compares to his previous stint there. "There are a lot of the same people that were here last time and obviously some new people from different teams.

"Mainly, it was very easy to come back here knowing the people, knowing the way that things work here. It feels very good and a bit more relaxed than it was when I left here last time. It has been very easy."

So, 78 laps into Raikkonen's second Ferrari career, and it's a case of so far, so good. But the big question is how the dynamic with Alonso develops. Both drivers offer answers that should be very much described as 'the party line' when asked about it at the launch of the new Ferrari.

"Nothing will change compared to any other year," says Alonso. "You have to learn from your team-mate. Obviously, it's good to have as strong a team-mate as Kimi and a world champion like Kimi alongside, as there are more things to learn, more things that can make yourself better and help the team. I'm looking forward to working together and improving each other from the other side of the garage."

▶ Raikkonen's verdict is: "I don't think it's going to change a lot. I think we should have a strong team overall as drivers, on the technical side. The main aim is to try to do as well as we can. We are going to fight against each other, try to beat each other, but that's normal in every team. It doesn't matter if you've won the championship [before] or not. I don't think the way we work is changing at all."

If that all sounds a little insistent, it is. A straw poll in the paddock reveals that the majority expect Alonso to prevail. Both are classy drivers, but Alonso is the one capable of playing the political game and driving the team in the direction he wants.

Last time around, Raikkonen did not have as much input into the development path of the car. This was not because the team deliberately hindered him, as some claim, but simply because he didn't push hard enough. One mention of a problem was considered to be enough in Raikkonen's mind, but by not forcing the issue he effectively relinquished some control.

This time around, Raikkonen does have one key advantage. Whereas in his previous stint at Ferrari, he was alongside the popular and well-established Felipe Massa, he is now partnering Alonso, who has done a few things that have not endeared him to some in the team. The infamous public rebuke the Spaniard received from Ferrari president Luca di Montezemolo ostensibly because of a quip about wanting to have his rivals' cars as a birthday present, but more likely to be connected to the emergence, probably deliberate, of the possibility of a move to Red Bull being discussed — was a watershed moment. Alonso had built up such a power base at Ferrari that some in the paddock only halfjokingly described him as the real team principal. After all this, Raikkonen's straightforwardness may come as a breath of fresh air.

There is no doubt Alonso will do everything he can to reassert himself. This will include doubling his efforts in terms of his own workload, something that could be one of the main benefits Ferrari expected by bringing Raikkonen in. His presence will unquestionably keep Alonso on his toes.

The question is, what will happen when they cross swords on track? They are both clean racers, although they did clash at the start of the 2012 Japanese Grand Prix, a collision that owed far more to Alonso forcing Raikkonen to take to the



asphalt beyond the white line than anything the Lotus driver did.

"I don't think there is any way of telling things right now, because obviously every situation is different, but we know what we have to do," says Raikkonen of what will happen when they have to go wheel to wheel. "We're going to race against each other like every year. It doesn't matter who is your team-mate, but we have a respect against each other and we will try to come out on the top.

"We know what the team expects from us and time will tell what happens. There is a lot of talk from outside about all the problems but inside the team we have a very good feeling. We have to wait and see how it goes. Hopefully we can bring the world championships back to the team."

As Alonso points out, the only way to know what will happen is when the flashpoint is reached.

"There isn't any way of preparing anything," he says. "We will follow wherever the team priority is, and we will try to do our best to win both world championships and bring back to Ferrari some of the success that they had in the past.



"The best way to achieve that is to race at 100 per cent every race and try to always bring back the points to the team and for ourselves. To do that, we need to work in perfect harmony and follow what the team priority is."

Perfect harmony is not something with which you would associate Alonso, except at times when he has a clearly subservient team-mate. But he has never been in his current situation before. Raikkonen has the advantage of having actually won a world championship for Ferrari, unlike Alonso. Kimi is well-liked by team principal Stefano Domenicali, who played a key part in persuading di Montezemolo to re-sign him, and he has plenty of supporters on the shop floor at Maranello.

The only time in Alonso's career where he has faced anything remotely analogous was at McLaren in 2007, where rookie team-mate Lewis Hamilton was well-established at the team. But this is on a different level given that Raikkonen is already a Ferrari champion. This is the main weapon in the '07 title winner's armoury, and he must use it wisely to establish his own power base. It's not the Raikkonen way but, if he wants a shot at a second world championship, it's what he needs to do.

At Jerez he made a fine start. He went about his business on his first two days in the car





"We're going to race each other like every year. It doesn't matter who's your team-mate"

KIMI RAIKKONEN

in a patient and unflustered manner. While, by his own admission, Raikkonen is no great fan of testing, he is able to provide what the team needs, as Ferrari technical director James Allison explains.

"It's difficult for him to get overexcited about something, but he gives the engineers the feedback they need to do their job," says Allison. "He might not say much, but he is incredibly accurate when it comes to explaining what needs to be done to make the car quicker."

The second union of Raikkonen and Ferrari is in the honeymoon stage at present. It will take time to settle down into the day-to-day grind, and it will be fascinating to see how his relationship with those around him develops.

With major changes to F1 this year, he has enough qualities on his side to make a go of it. He's still fast, if lacking that staggering qualifying pace he showed with McLaren in the mid-2000s, he's extremely consistent, rarely makes mistakes and knows what it takes to win a title.

The first few days at Ferrari have gone well. But the real challenge is yet to come. There's no question that Raikkonen can be a good support act to Alonso and harvest prodigious amounts of points. But can he really go toe-to-toe with the relentless, intense Spaniard and have the beating of him when it comes to mounting a title assault?

TOP 5 FERRARI DRIVER PAIRINGS

Fernando Alonso and Kimi Raikkonen both know what it takes to win for Ferrari. They should be together for at least two seasons, meaning they have the potential to establish themselves among Ferrari's most effective and complementary driving duos...

1 Michael Schumacher/Rubens Barrichello

Years: 2000-2005

Vins: 58

Drivers' titles: 5

Constructors' titles: 5

Schumacher and support act Barrichello raced alongside each other for six seasons and only in 2005, when Bridgestone's no-stop tyre was at a big disadvantage to Michelin's, did they fail to deliver both championships.



2 Niki **Lauda**/Clay **Regazzoni**

Years: 1974-1970

Wins: 1

Drivers' titles: 1

Constructors' titles: 2

Lauda's reputation as a Ferrari legend, winning the '75 and '77 titles – the second after coming back from the brink of death a year previously – is well-known. But Regazzoni, who came close to winning the '74 title, tends to be overlooked.



3 Jody **Scheckter**/Gilles **Villeneuve**

ears: 1979-1980

Wins: 6

Drivers' titles: 1

Constructors' titles: 1

The pair did the honours in F1 in 1979, with Scheckter taking a deserved drivers' title even though undue attention is given to Villeneuve having to hold station behind the South African at Monza. Poor 1980 campaign in uncompetitive 312T5 was unavoidable.



4 Kimi Raikkonen/Felipe Massa

Years: 2007-2009

Wins: 17

Drivers' titles:

Constructors' titles: 2

Raikkonen was expected to be the clear leader, and he won the '07 title, but it was Massa who spearheaded the team the following season. Alliance was cut short by Massa's injury mid-2009, then Fernando Alonso's arrival at Ferrari in '10.



5 John Surtees/Lorenzo Bandini

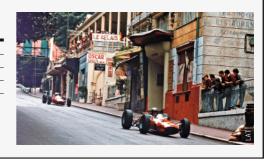
Years: 1963-1966

Wins: 5

Drivers' titles: 1

Constructors' titles: 1

Surtees, the '64 champion, was the undisputed leader, although Bandini did win in Austria that season. Had the Italian not hit Graham Hill in Mexico that year, Surtees might not have won the title.



A Prancing Horse

The Ferrari F14 T needs to be stronger than Maranello's recent efforts.

GARY ANDERSON gives his opinion on the distinctively shaped machine

THE NEW FERRARI IS A RELATIVELY CONVENTIONAL F1 CAR, but that's not necessarily a bad thing given the extent of the rule changes. It needs to be a step forward, but revolutionary cars are no guarantee of success. The F14 T is comparatively basic, which is a result of focusing on the engine, and there will be plenty of upgrades to come. At the Jerez test, Ferrari appeared to have a decent platform to work with. The question now is whether under new technical director James Allison it can develop effectively through the season.

EXHAUST

The single, central exhaust located behind the rear-axle line has allowed all teams to tidy up the rear of their cars. Unlike some, Ferrari does not have a monkey-seat wing that uses the exhaust gases to pull air through it faster, creating more downforce, but it could easily be adopted.

REAR SUSPENSION

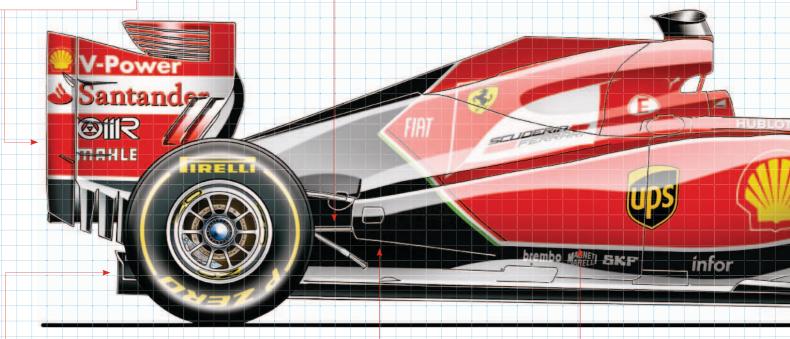
Ferrari's bottom-wishbone/toelink package is all wrapped around the driveshaft in order to minimise the blockage to the airflow. It's a tiny gain, but worth doing.

PLATYPUS NOSE

Ferrari technical director James Allison's verdict on the nose is that "the reason there isn't a single solution is that it isn't actually that sensitive an area, and there are lots of different solutions that work". But considering how important the front-wing/nose assembly is to the aerodynamic performance of the whole car, it's not that insignificant.

Ferrari's nose is as low and as wide as is legal, whereas the trend in recent years has been to get it high to maximise the airflow under the car. The rationale is that as the airflow comes off the top of the nose, the low pressure underneath the chassis will suck it and accelerate that air around it.

The problem is that by accelerating airflow on a surface, you create lift. That will be happening where the Shell and TNT logos are. That will mitigate the gain, but overall Ferrari's windtunnel and CFD work tells it that the positives outweigh the negatives.



DIFFUSER

The diffuser has a little wing wrapped around it to turn the airflow upwards and create a low-pressure area to pull air through the diffuser. This is very similar to what the team ran last year.

ENGINE

The rumour mill had it that Ferrari was struggling with its engine, but in reality it performed relatively reliably in testing at Jerez. It was able to run higher levels of revs sooner than the rest and seems to have a firm foundation.

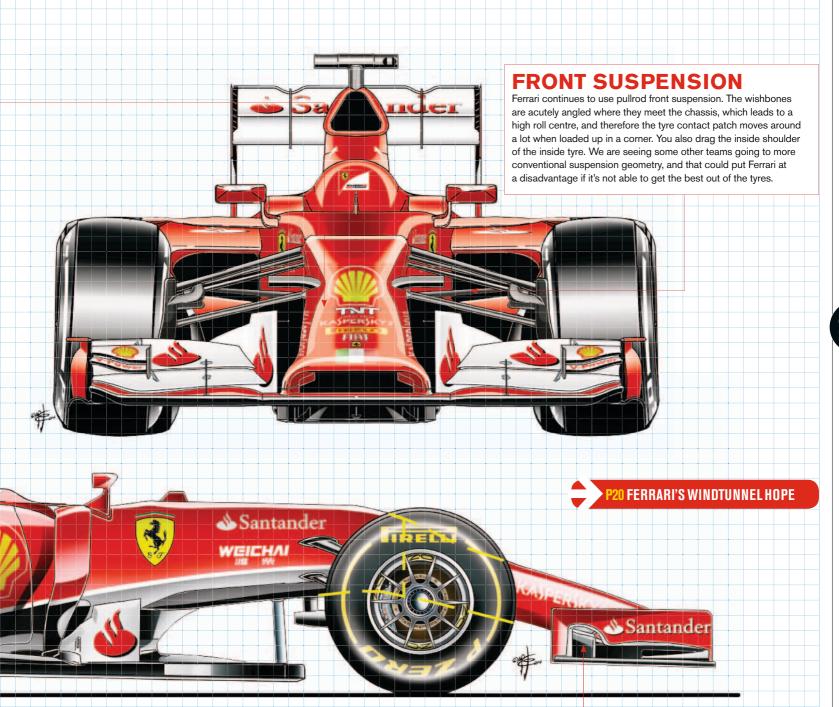
COKE BOTTLE

Ferrari compromised significantly in this area in order to accommodate its exhaust design last year. Now it has been tidied up dramatically. If you get this area right, the Coke bottle pulls air around the car from the front wing and sidepods, so it is very influential.

SIDEPODS

The sidepods are fractionally narrower than last year, maybe by 20-30mm at their widest point. It's not significant, but it shows how well packaged the this car is. Ferrari has worked hard to get the heat rejection of its power unit down. The radiator inlet and exit ducts are not significantly bigger than in 2013. But the exit ducts are located too low for my liking and will interfere with the diffuser.

that must gallop



FRONT WING

Ferrari's 2013 car produced more consistent rear downforce when it ran less front wing, which was a concern. The front wing does disturb the airflow and you want to minimise that because it's what the rest of the car has to work with. So Ferrari was leaning off the front

wing to make the whole car work better.

In the windtunnel, the boundary layer on the windtunnel rolling-road belt is never the same as at the track. This means a small problem in the windtunnel is multiplied tenfold when you get on track. It's a critical area of understanding and it's why you see multi-element front wings with lots of slot gaps to achieve more consistent downforce.

There's nothing particularly wrong with the Ferrari front-wing design itself. But all teams attempt to generate a vortex off the front wing that goes around the sidepods and is critical to the sealing of the underfloor. This is done by the transition between the FIA-mandated central part of the wing and the area where the teams are free to do what they want. It's a very conservative step, suggesting that it's not creating as powerful a vortex as it could.



FERRARI: GETTING IT RIGHT?



here are too many uncertainties in Formula 1 to judge Ferrari's chances of delivering a world title in 2014. But there is one target that must be achieved if the team is to avoid a return to the strife and internal politics of the old Ferrari: progress. On the back of perhaps its most difficult season of the Fernando Alonso years, a lot is resting on Ferrari refocusing its troops and marking the start of a new era for F1 with another chapter of success. While the first test at Jerez was never going to tell us whether the F14 T is on target to defeat the opposition, behind the garage doors there were at least some reasons for the team to feel that

Chief of these was on the aerodynamic front, with Ferrari getting exactly the news it wanted from the intense aero-evaluation programme it conducted in Spain.

things were moving in the right direction.

One of the biggest weaknesses at Ferrari in recent years has been its inability to match the in-season development rate of rivals such as Red Bull. Time after time, especially in the second half of recent campaigns, new aerodynamic parts brought to the track had not delivered what the team's windtunnel figures were telling them they should.

So, while the opposition could make good strides, Ferrari was left in a holding pattern. And we all know that in F1, if you stand still you go backwards.

It was against that backdrop that Ferrari team principal Stefano Domenicali took the bold decision at the end of 2012 to shut down its Maranello windtunnel for a revamp. He believed the temporary pain of having to focus

'One of the biggest weaknesses at Ferrari has been the inability to match development of rivals such as Red Bull'

its efforts at Toyota's Cologne factory — a 600-mile journey from Ferrari's Italian base — would pay off in the longer term with an ultimately better facility in its hometown.

The wait for the upgraded windtunnel in Maranello to come back on tap ended last October, and its first proper impact will be felt on the 2014 car. That's why there was perhaps more trepidation than normal for Ferrari ahead of Jerez — because it needed some answers on the aero front as well as the power-unit side.

In the end, after numerous aero-rake and flo-vis tests throughout the four days, the signs were promising. What Ferrari's readings were telling it was that the track data matched the windtunnel figures. The correlation woes appeared to have been banished.

It was a hugely encouraging signal and, after all the problems that have dogged Ferrari in recent years, it was the first evidence of the very



aspect Ferrari has to achieve: progress.

Vet while the powe on the agree front was

Yet while the news on the aero front was welcome — it delivers some belief that the team can better trust what's coming out of the windtunnel — it's far too early to say that Ferrari can relax. After all, we have no clue if those downforce figures, however they match up, are in line with what its rivals are pumping out.

But the mood inside Ferrari after Jerez was certainly as upbeat as could be expected. It had not suffered the kind of dramas that dogged Red Bull and the other Renault teams, and its mileage had been pretty respectable. Let's not forget that two years ago, Ferrari had a dire time at Jerez as the F2012 proved itself to be far from the machine the team had hoped for.

As a contrast, this time around technical director James Allison was pretty satisfied with the early running of the F14 T, even if it's still early days. "I don't think there are any killers we've uncovered," he says. "The fault list is not a short one; it never is with a new car.





"But we're able to keep going out of the garage and doing the laps, and our relative lack of laps compared with the V8 era is not about the fundamental reliability of the package — it's about us making sure we don't make mistakes."

There's certainly a greater level of calm assuredness at Ferrari this season, which is probably the result of what has been a pretty major overhaul of its facilities, structures and processes alongside the windtunnel work over the past few years.

Allison's capture from Lotus last year was doubly significant. As well as enabling Ferrari to tap into the talent of one of the brightest designers in F1, who had been at Maranello during the Michael Schumacher glory years, it also allows director of engineering Pat Fry to focus on areas in which his expertise can shine. Before, Fry was director of chassis and perhaps had been a little too overstretched with his responsibilities, tasked with both car development and driving forward a wider sweeping overhaul of the technical crew.

That was no work of a moment. After decades of reliance on track testing with real-car data,

"The team has been through changes in the last four years. When I arrived some areas were weak" FERNANDO ALONSO

Ferrari had fallen behind many of its rivals in the virtual world of simulations.

The scale of the mountain it needed to climb was only made evident when Fry arrived, and was reiterated when Pedro de la Rosa was brought on board at the start of 2013 to offer insight into how much further down the road his former team McLaren had been.

Those efforts appear to have paid off and Ferrari seems better set. It will move on some more when new factory facilities come on tap later this year to help for its 2015 campaign.

"The team is more prepared," says Alonso. "It has been through changes in the last four years. I arrived in 2010 and I think some of the areas and facilities of the team were weak compared to other competitors.

"We've been improving the team year after year. There are new technical people who arrived in the middle of last year, and there are some new facilities that are now working, like the windtunnel, so definitely that will help the performance and help the hopes of the team.

"But at the end of the day we need to wait and see because the competition will be tough.

Qualifying stats reveal the problem for Alonso

Fernando Alonso's time at Ferrari has delivered a fair amount of success, with two title nearmisses and 11 victories since he arrived in 2010. But perhaps one of the more telling statistics, which helps explain why there have been flashpoints of frustration over that period, comes from Ferrari's qualifying form.

It's hard to believe that in the 77 times he has raced in red, Alonso has taken just four pole positions – and only two of those have been in dry conditions that would indicate who has the most competitive car of the weekend.

They were at the 2010 Italian and Singapore GPs, at a time when Ferrari's design teams were working well and it was locked in a tight fight with Red Bull duo Sebastian Vettel

and Mark Webber for title glory.

Since then there have been poor pickings. At the 2012 British and German GPs, Ferrari benefited from some sublime Alonso driving in wet conditions to take two pole positions that went against the formbook.

Even last year, when Ferrari handed Alonso a strong car at the start of the campaign to take two wins in the first five races, he never managed to get his car on the front row.

Amazingly, aside from those four poles, he has never started on the front row for Ferrari.

There would be no better proof from Ferrari that it's making the steps forward it needs than if it can turn around the blot on its qualifying form.





Everyone is doing the maximum and we need to do a little bit better."

If the level of progress continues, the opportunity afforded to Ferrari this year with the new turbo regulations is immense, for it delivers a benefit on two fronts.

On the one side, there's a reset of much of the car advantage that Red Bull was able to eke out under the old regulations. Gone is the impact of blown floors — an area where the Milton Keynes team excelled — plus the weight-distribution benefits Red Bull had of mounting KERS batteries under the gearbox housing.

At the same time, the new rules should play to one of Ferrari's traditional strengths: it produces its own engine and car under one roof.

That may have delivered a significantly greater amount of work over the past few years — but equally it has had its benefits because Ferrari has been better able to harmonise the design of its car and engine.

Allison talked before Christmas of the "significant" advantage that the manufacturer teams will have in 2014, something he is happy to re-emphasise.

"They [the engine department] were bending over backwards for us on the chassis side to make sure that they produce an engine that is packageable, and that allows itself to be cooled with radiators that are manageably packageable in the car," he says.

It's the kind of joint cooperation that Red Bull may well have envied as it toiled through the Jerez test.

Things have definitely moved in the right direction at Ferrari in recent years, and there seems little doubt they had to, judging by the lack of title success. While the team can rue all it wants about the opportunities that went begging in the 2010 and '12 season finales, the fact is that it didn't take those chances.

Ferrari also can't ignore the fact that its presence in the 2012 title hunt in the first place owed more to Alonso's driving brilliance than his machinery.

Alonso needs no reminding that he has seldom had a car quick enough for the kind of pole position and race-winning performances that Sebastian Vettel has reeled off time and again in recent years.

Of course, the new 2014 regulations may mean that success does not come to the car-and-driver combination that starts each race from pole position — this is an era when fuel management, reliability and strategy will be king — but being quicker will do no harm. From Alonso's perspective, the frustrations that dogged him throughout 2013 — when those updates failed to arrive — will be wiped away if Ferrari can start pushing forwards this year.

"We have some new people in the organisation and the technical side, who have brought some new ideas, some new philosophy of working, and there are some new details in the factory," he says.

"Also, there are some engineers coming on the track side that will bring fresh ideas in terms of working, and in terms of approach in the grands prix.

"I see things in a positive way. We are stronger this year than we were last year."

With Red Bull's disastrous start in testing, it could be a while before Ferrari has a better opportunity to benefit from its recent changes. Now it's time to consolidate those steps forward and deliver.



he cliche of choice
early in the 2014
Formula 1 season
will be: "to finish first,
first you have to finish".
While it is expected
that the majority of cars
will not make it to the
chequered flag at the
end of the Australian
Grand Prix on March 16, strategy
will also be critical — never before
have F1 teams started a campaign
with less of an idea about how
the races will play out.

The most extreme example within a team of different approaches will be at Mercedes. On one side of the garage is Lewis Hamilton. The Briton's speed is not in question, but in recent years the 2008 world champion has regularly

shown his frustration about having to deal with tyre- and fuel-saving strategies. While Hamilton is better at managing those aspects than some claim, he is not ideally suited to this type of racing.

On the other side is Nico Rosberg. Few would attempt to argue that he is as fast as Hamilton over a single lap, but he is an industrious, thinking driver whose approach is compatible with the demands of F1 in 2014.

Even those within the Mercedes team do not know which of the pair will prevail. But the upcoming eight days of testing in Bahrain, from February 19–22 and February 27–March 2, should give teams and fans the clearest indication of how the racing will take shape in 2014.

FUEL LIMIT

The 100kg-per-race fuel limit, which kicks in the moment the red lights go out at the start and ends when the chequered flag is taken (meaning warm-up and slow-down laps are not included in the limit), is probably the most significant change to a grand prix format in the history of the world championship.

This represents a reduction of around one third compared to last season and, combined with the switch to 1.6-litre turbocharged V6 engines with potent energy recovery systems (ERS), is key to F1's attempt to drive the development of green automotive technology.

At Jerez, Mercedes was the only team to complete a full race run. Rosberg's 74-lap simulation was actually five laps longer than the 305km (190 miles) race distance at the Spanish circuit, suggesting that Mercedes was running conservatively. By the end of the Bahrain tests, teams will need a clear idea of how they will approach the first race at Albert Park — where cars will have used around 140kg last year — in terms of fuel strategy.

RACE SITUATIONS

It seems obvious, but track position has always been key. With the fuel restriction, the question is whether teams can afford to control a race from the lead from start to finish.

In recent years, Sebastian Vettel and Red Bull have made a speciality of leading at the start, breaking free of DRS range and then controlling a small gap. This will be the ideal strategy in 2014, because there are

Testing doesn't give teams much of a chance to 'race'

tremendous risks involved with burning up too much fuel trying to pull well away early on when there is the likelihood of a safety car.

There is also the question of whether fuel can be saved by sitting in the slipstream of another car, meaning that there could be a big benefit from following others in the first half of the race. It is difficult to simulate this during testing, given that teams can only run one car.

Mercedes executive director (technical) Paddy Lowe told AUTOSPORT: "Trying to make sure during the testing that you have considered every single nuance of what can happen in a race sequence or qualifying sequence gets quite difficult. And some of those scenarios you can't really produce at a normal test."

"The particular pressures that are put on a car when you are racing it for real will be different. That is one of the big themes of testing, working on the engine management for real rather than in simulation."

The 2014 Pirelli tyres remain something of an unknown quantity, but Bahrain testing will give teams a better idea of the performance of the rubber.

At Jerez, a significant amount of running was completed on bespoke rubber designed to deal with the lower temperatures of European testing. Given teams were focused on understanding the new engines and put little serious effort into performance running, only in Bahrain will a clear picture emerge.

FIVE THEMES TO WATCH FOR IN BAHRAIN TESTING

F1 teams have just eight days of pre-season running left, with the first of two four-day tests kicking off in Bahrain next Wednesday (February 19). Here are five of the key storylines to follow:

Red Bull's troubles

With a grand total of 21 laps completed in the first test, the pressure is on Red Bull to rack up the miles. Its own packaging problems have multiplied the struggles Renault is battling and Red Bull cannot afford to continue to compound the problem.



On top of Red Bull's difficulties, both Toro Rosso and Caterham struggled for reliability at Jerez and the Renault engine never ran cleanly. The higher temperatures in Bahrain will test the solutions implemented to the limit.



Many cars ran at Jerez with a very basic aerodynamic specification, which was no disadvantage as the key was always to get on top of the new engines. In the two Bahrain tests, expect race-spec packages to appear.

The need for speed

At Jerez, Mercedes led the way with its mileage both from a team and enginesupplier perspective. That was a superb start but in Bahrain it must show it has the raw pace to be up front in the early stages of the season.

Lotus makes its debut

The first public appearance of the twin-tusk Lotus E22 will be a big talking point. After major changes at the team over the winter, there are question marks over whether Lotus can sustain its form of the past two seasons.













etting the second fastest time of a winter test session does not count for much. But Williams, which ended the Jerez test in that position courtesy of Felipe Massa's time on the third day, caught the eye for all the right reasons in Spain recently, leading several rival teams to regard it as a serious contender in 2014.

For Williams, an instant return to the glory days is unlikely, but there is a very realistic possibility that it can re-emerge as a consistent contender for top-six finishes.

It is nothing new for Williams to show pre-season testing promise, so many will shrug this off as yet another false dawn for the oncegreat team. But with relations between Mercedes and McLaren strained by the Woking team's imminent switch to Honda, Williams is arguably the Mercedes customer team best placed to trouble the works squad.

The FW36 looked composed on track (see panel, right) and new signing Felipe Massa was delighted with what he has seen from the car. He believes that, if it is reliable, a podium is possible at the start of the season.

"Williams is a professional team, a team that can do a very good job in Formula 1," said Massa at Jerez. "It's a team that is not there to fight at the back, but at the front.

"The first races, it will be very

important to finish. If you finish, the chance to score a big amount of points and even be on the podium is very high. So we need to look for long runs, we need to look for reliability, we need to look to fix all of the little issues."

The main evidence that Williams can take a step forward is in the changes that have been made over the past 12 months. Former Benetton/Renault man Pat Symonds joined from Marussia as chief technical officer on August 18 last year and immediately focused on improving the operational processes.

Symonds has overseen several key technical recruitments. Jakob Andreasen joined from Force India as head of engineering, with Craig Wilson moving from Mercedes as head of vehicle dynamics. Rod Nelson switched from Lotus to head up the Williams testing operation, with Massa's Ferrari engineer Rob Smedley set to join in a senior engineering role once his exit from Maranello has been finalised.

"It's important to take all the good things from other teams and all the good things from this team and try to mix," said Massa. "There are so many new faces in the team, good people, and I'm happy about that.

"Williams has invested to get some new people to change the situation they had last year, which was one of the worst years. I'm happy that the team I chose is getting a lot of new people and a lot of good investment for now and for the future."

Massa feels at home with

"The chance to score a big amount of points and even be on the podium is very high" FELIPE MASSA

Williams already

CASE STUDIES: LETDOWNS FOR WILLIAMS

With only one win from its last 166 starts, and no world championship titles since 1997, Williams has had more false dawns than most. In recent years, there have been some high-profile cases of it flattering to deceive.







2012

After 131 winless starts, Williams finally won again courtesy of Pastor Maldonado in the Spanish Grand Prix. Under the leadership of new technical director Mike Coughlan supplier, Williams appeared to be on the brink of returning to the glory days, but last year it slumped to ninth in the constructors' points.

2009

Williams was one of only three teams to design its car around the double-diffuser concept and Nico Rosberg even led the first stint of the Malaysian GP. But the team and with Renault returning as engine could not turn that pace into a podium finish during the season, slumping to seventh in the constructors' championship and switching from Toyota to Cosworth power for 2010.

2008

Rosberg's pre-season test pace prompted AUTOSPORT to tip the team as best of the rest behind Ferrari and McLaren, A podium finish in the season opener backed that up but, save for a lucky second place in the Singapore Grand Prix. Williams failed to finish higher than eighth during the rest of the campaign.

GARY ANDERSON: WILLIAMS REAR END EXPLAINED

One of the cars that impressed me the most at the Jerez test was the Williams. Not only is it a wellengineered, coherent car, but on track it looked very driveable with a positive front end.

When a car is set up in this manner, it helps the driver get turned into the corner and improves traction. It doesn't matter how much power you have, if you can't get the throttle open and apply it then it's a waste of time.

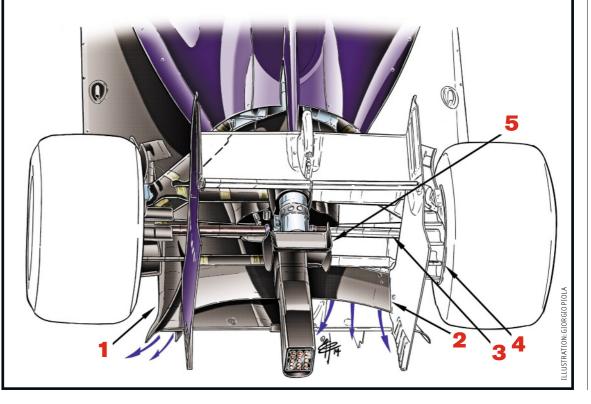
Having a positive front end can make the rear of the car nervous on corner entry, so achieving

rear-end stability under braking is vital. Looking closely at the Williams, this illustration shows how it has set out to achieve this.

- 1 This shows the outer section of the diffuser and how Williams has attempted to connect this to the low-pressure area behind the rear tyre. Achieve this and the diffuser will be much more powerful.
- 2 The outlawed beam wing has been replaced using the top of the diffuser. It is much lower and within the maximum height of the diffuser. It is very powerful when it comes to improving the

performance of the diffuser, especially under braking.

- 3 This shows the detail around the driveshaft, which is crucial to optimising the airflow to the trailing edge of the diffuser.
- 4 This is nominally a rear brake duct but it's actually a downforceproducing device. It seals the sides of the diffuser, helping its performance under braking.
- 5 The 'monkey seat' wing works in conjunction with the single, central-exhaust gas outlet. This pulls the air faster over the monkey seat, boosting rear downforce.





Seven champions in the field, different marques and teams that can win, and a real chance of a capacity entry. KEVIN TURNER assesses the BTCC's step towards a new golden era

ith this week's confirmation of Colin Turkington at WSR, the British Touring Car Championship will feature seven series champions on the grid this season. That's up from just two in 2012 and is more than the BTCC managed during the

height of the fabled Super Touring era of the 1990s.

The return of double champions Fabrizio Giovanardi (with a Motorbase Ford Focus) and Alain Menu (Team BMR Volkswagen Passat) also brings an international presence to what could be a capacity grid in 2014. Throw in Jason Plato, Matt Neal, Gordon Shedden and reigning champion Andrew Jordan, and it all points to the BTCC being very much on the up.



BTCC BOOST

MG racer Plato, who has competed against both Menu and Giovanardi, believes their return will help the BTCC continue to grow.

"It's great news for the championship and the fans," he said. "It's nice to get world-class, respected, multi-champion drivers. It'll lift the whole level up. And they're characters. Having them on the grid will only improve the racing and improve the show."

Triple champion Neal also sees the return of his old rivals as a boost. "It's going to make it a whole lot harder, but it's fantastic for the championship," said Neal. "They are both class acts and, with the regulations as they are, there's no reason anybody can't get up there."

HOW WE GOT HERE

There are a number of factors that have brought the field to this level.

The first is the BTCC's television coverage. Even when the category

went through difficult times in the 2000s, it still maintained a good level of spectator support because it was easy to follow.

When ITV4 decided to show every race live, that support strengthened further. It is easier to attract sponsorship as a team or driver when you can point to TV viewers and around 30,000 fans at the track.

Another key was the introduction of the NGTC regulations in 2011. The number of spec parts and availability of the Swindon-built TOCA engine allowed teams that had never before been manufacturers to build their own cars.

There have been a few issues — costs have been higher than initially hoped and some of the parts have proved troublesome — but NGTC allowed the championship to grow at a time when big manufacturers were reluctant to commit to touring car programmes.

Eurotech boss Mike Jordan, who



JORDAN: "For squads like ours, with no design function, NGTC works"

took son Andrew to the title, said: "There were always going to be some learning curves with NGTC, but most people are happy. Of course there are teams who want to do their own cars, but for squads like ours that don't have a design function it works a treat."

Plato does not believe this year's entry puts the series well above its recent level, but praised its NGTC direction. "In the mid-2000s you had Yvan Muller, Fabrizio, Darren Turner, Matt, Gordon... It would be unfair to get carried away, but we are at the early stages of a new formula," he said. "It's exciting and it's going in the right direction. Praise has got to be given to [series boss] Alan Gow and his team."

CAN THE RETURNEES WIN?

So will the champions all battle it out for the crown? Five of the seven are staying with the same teams they raced with last year. All were title contenders so there is little reason to doubt they will be again.

The question marks are over the 'oldcomers'. Menu's squad is a young team, albeit including experienced engineer Geoff Kingston, while Giovanardi's Motorbase team is looking to bounce back after a disappointing 2013.

"We both want to win the championship," said Motorbase boss David Bartrum when the deal was announced. "I think the car's ready for that and Fabrizio is the final piece of our jigsaw."

But what do rivals think? Most are sure that Menu and Giovanardi, despite being 50 and 47 respectively, will be up to the job.

"In terms of driving there's no shadow of a doubt they can do it,"

CHAMPIONS ON THE GRID*

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* excludes one-offs by former champions





said Plato. "Those sorts of drivers. whenever they get in a car, can turn it around. They know what's required and how to make the team work."

Jordan Sr agrees the teams will be under the spotlight more than the drivers. "I think Menu will do a great job with that young team," he said. "With his experience he will drive things forward. It's very shrewd to put him in there. Menu will make that car perform; doing it week in, week out to be there [contending for the crown] at the

end is a big ask in their first year.

"Both drivers are absolutely capable of winning the title again; whether the teams are is an interesting question."

Irrespective of the answer, with the field also including ex-British F3 champion Marc Hynes, promising youngsters Sam Tordoff, Tom Ingram, Jack Goff and Adam Morgan, Rockingham winner Rob Austin and a Ford Focus for Dave Newsham, it is clear that making the top 10 will be quite an achievement this season.



ALAN GOW **BTCC SUPREMO**

How important is having a bit of international flavour in the series?

Alain and Fabrizio are great drivers - we all know that. But Britain produces some of the very best touring car drivers in the world, so I believe it's far less important as to where they come from and more important as to how good they are.

What does their return and the entry in general say about the NGTC rules?

This is where I can proudly gloat; it speaks volumes about the great NGTC regulations we formulated. Be in no doubt, the NGTC regulations have had a much more successful introduction than Super Touring did. The simple fact is we never had this size of grid or diversity of makes and models under Super Touring.

Did you personally get involved to help with those deals?

Other than providing some contact details and having a bit of a chat to the parties, no.

Do you think more international stars could come to the BTCC?

If they think they are good enough, yes. But what I would not like to see is the BTCC become a refuge for international drivers that don't have anywhere else to go. I'm much more interested in building the stars of tomorrow and keeping them in the BTCC so the public and media can really engage with them more, rather than a driver being a transient component of the series.

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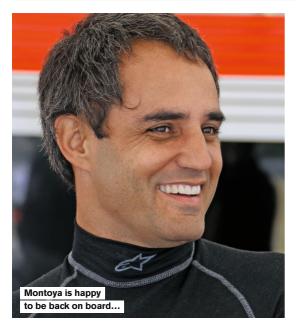
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Montoya back to his roots

OK, that's enough of NASCAR. The most-talked-about move of the IndyCar winter has focused on Team Penske's new superstar. MARK GLENDENNING asks team and driver what it means

enske drivers don't wear jeans. That seeming triviality actually tells you something about the differences between Chip Ganassi Racing and Team Penske in IndyCar. Analyse the operational divergences and structural differences all you like, but in the paddock it's the sartorial gulf that is one of the more obvious clues as to how two of the series' powerhouse teams approach things.

When Ganassi-run 2013 champion Scott Dixon is called upon to make an appearance, he does so in either his racesuit or a neat pair of jeans and a team polo. If you're with Penske, it's black slacks all the way. How much all this translates into lap time is a moot point: at Penske, it's projects an image of professionalism and discipline.

For anyone in the Formula 1 paddock whose perception of Juan Pablo Montoya hasn't changed since he walked away in 2006, that could set off the alarm bells. During the early-2000s, Montoya was F1's poster boy for the anti-establishment. His move from Williams to McLaren was precipitated by a spectacular tirade over the radio against his team at the French GP in 2003, while the first that Ron Dennis learned of Montoya's NASCAR plans was when he caught wind of the news that his driver was on his way to Chicago to announce his new deal with Chip Ganassi — this, with half of the 2006 F1 season still to run.

A year or so earlier, when Montoya first arrived at McLaren, Dennis suggested that his experience of working with Ayrton Senna meant he'd be better able to deal with hot-headed Latins than Williams had been. Speaking with AUTOSPORT at the time, Montoya himself was sceptical. "Nah," he said. "I'm a bit more extreme than that."

Within a few months, Dennis probably agreed. History shows that Montoya's NASCAR flirtation meant his split with McLaren — and F1 — midway through the season, setting up a stock car career that would run until the end of last year. And now IndyCar beckons again, with the 38-year-old Colombian preparing to drive a third Penske entry alongside Will Power and Helio Castroneves.

But the 2014-spec Montoya is a very different animal to the one who terrorised CART in 1999,

or who won the 2000 Indy 500, or who has seven grand prix victories to his name.

"I think he's continued to evolve as a person," says Team Penske president Tim Cindric. "When he came across [to the US] in 1999, he didn't really care too much about what anybody thought of him. At least, that was my perception of it. He went on to the Formula 1 world, and that was a different experience for him, and obviously the NASCAR world is another different environment from what he had been accustomed to. But during that time period he has grown through different experiences. He's pretty well-rounded, because he's learned when you have to compromise. I don't think there is much compromise on the racetrack, but off the racetrack he's learned.

"Have we got him at the best time? Out of the car, absolutely. In the car, we hope we still have him at his best! I think he hopes the same thing."

WHAT IS THERE TO PROVE?

When contemplating Montoya's return to IndyCar, an obvious question is: why bother? He has already achieved more than most other drivers of his generation and, at risk of sounding crass, he doesn't need the money. Yet if Montoya has built a career out of not doing anything that he doesn't want to, then his mere presence in the paddock should answer any questions over whether he is still motivated.

"The way I looked at it was, it's now or never," he says. "I have two, three, four years [of driving] left. Three years from now, I wouldn't have had

"To be honest, adapting to the car hasn't been as bad as I thought it was going to be"

JUAN PABLO MONTOYA

this opportunity. So I think the timing's perfect."

Pressed about what could have driven Montoya back to IndyCar, Cindric guessed that it might have involved wanting to win in front of his two children, who have largely grown up watching their father getting beaten in NASCAR. Montoya himself says that the real reason is far simpler.

"I had kids when I was in Formula 1 and I was still winning races, so I don't think that changes anything," he says. "The motivation now is even more than it was before. Before, I was always winning, and it was easy. Now I feel like everyone thinks I'm going to come in and just be fast because I've done it all. But personally I feel like I've got a lot of work to do, so we'll see. I'm sure there are going to be weeks where things are going to be great, and there are going to be weeks where we're going to struggle."

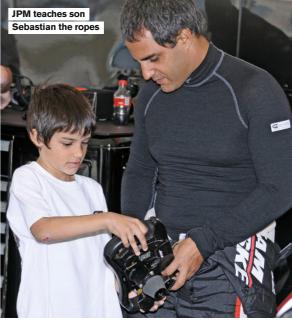
The one thing everyone agrees on is that Montoya is unlikely to dominate first time out at St Petersburg, and not just because he hasn't raced on a street circuit since 2006. The adaptation curve is too steep. Montoya suggests that when he started testing with Penske late last year, the basics of throwing a single-seater around the track came back to him relatively quickly, but nailing the details is going to take more work.

"To be honest with you, adapting to the car hasn't been as bad as I thought it was going to be," he says. "I thought that after being out of the car for so many years it was going to be very difficult. The basic driving... I was comfortable with that from day one.

"But after the way I've been working with the NASCAR for so many years, you can't change everything overnight and just hope that it's going to start clicking by itself. Getting used to new tyres; they take a few laps to come in, and it's been hard to find out how far you can go with them, and how hard you can really push them. It's just a process of learning again.

"There's going to be a transition period. The first race is going to be, 'All right, let's figure out how qualifying works.' One of the big disadvantages here is that you never get those red qualifying tyres until the race weekend. Right now, on used tyres, I'm as quick as Helio and Will, no problem. On the new tyres, I struggle





► – they seem to find 0.5s, 0.6s that I don't. So we're trying to understand why that is.

"And it's also things like we've got a front wing now. I haven't used a front wing in seven years. So you can actually put more front grip in instead of taking rear grip out to get it to work the way you want it. I think that's what we're chasing."

MATURITY MEANS COOPERATION

Cindric says Penske is prepared to play the long game when it comes to getting its new charge up to speed. "I think it's going to take track time," he says. "To be fast in a modern-day IndyCar is in the details. With Will and Helio, it's the details that make them different. I think Juan has to get a good foundation first, and then he has to work on the details. I think it would be a lot to expect him to be successful in the first few races. He has to learn to drive the car, but then he has to learn to race the car. And it's different to what he's done before."

The other phase of adaptation could potentially be even more delicate. Montoya has walked into a Penske team already populated by two guys who are very fast drivers, very strong personalities, and who have spent several seasons learning how to work together. A good team dynamic is not something to be messed with lightly, given the potentially disastrous ramifications of disruption. But so far, Cindric says he's pleased with how his incumbent drivers have handled Montoya's arrival.

"They've embraced him," he says. "I didn't really know what their response would be when we told them that Juan was joining the team, and they were very positive. [Trying to manage all three] is probably a good challenge to have. Juan brings an enthusiasm and a personality that is different from the ones we have, but it might be different in a good way."

For Montoya, the ease of his working relationship during these early stages is a sign of maturity across Penske's line-up. He's the first to admit that the same combination might not have blended so seamlessly earlier in his career.

"If we were all 23 and we were all trying to look for a job, we'd all be trying to kill each other," he says. "It wouldn't work. But the reason that it works with the three of us is that we are all very mature. Today I was doing some filming with Will and we were having a great time, laughing about everything, really enjoying ourselves. And it's the same with Helio — every time I'm with Helio we seem to click really well; we have a really good relationship. Years ago, it was the other way — I've known Helio since the 1990s, and back then he was one of the guys I had to beat.

"You mature over the years, and I think we're above that BS and controversy. For us right now, the priority is working together to make the car as strong as we can. From that point of view we're in a really good place right now."

If there's an elephant in the room, it looks a bit like a NASCAR. Compared with his single-seater achievements, Montoya's NASCAR strike rate of two wins from 253 starts doesn't look like the sort of thing that keeps Jimmie Johnson awake at night. On the flipside, you could argue that he was more successful in stock cars than most open-wheel stars who attempt the transition, Tony Stewart notwithstanding. Montoya himself has mixed feelings about that phase of his career.

"I won races," he says. "I made the Chase. We went through a situation at Ganassi where we changed personnel so many times. There were so many changes that it was really hard to build

on anything. That was one of the hardest things.

"Did I want better things? Of course I wanted more wins. But when the car was good I was competitive. I felt like I was one of 'the guys' there, I wasn't the open-wheel guy coming from the outside. I was competitive from the beginning. Most of the guys who tried to do it never, never, never clicked. It's just hard because the cars move so much more. They're really unpredictable, so the margin of error is pretty big."

Tempting as it is to frame the upcoming season as Montoya's chance to beat the team whose flag he carried for so many years (Ganassi), he insists otherwise. ("I never think about that.") Besides, he has enough to deal with just making sure he's competitive. When he talks about the 2014 championship, he tends to do so in terms of how he can support Power and Castroneves rather than how they can support him, which is a further hint that he expects to lose a little ground over the first few races while he works the car out. But he's still set some ambitious goals.

"I'd be happy if I win the [Indy] 500," he says. "I want to win races. I want to run up front and just have a good year. It's going to be an uphill battle to get to where we need to be, but I think I'm in the right place to do it." W





MONTOYA MAGIC: GLOBAL SINGLE-SEATER MAESTRO

1998 Pau F3000

Driving for the Super Nova team, he was already on his way to the F3000 crown when the field arrived at the challenging street circuit of Pau, where the Colombian had impressively won as a rookie in 1997. This time he took pole, fastest lap, and won by a whole lap...

The CART teams had largely stayed away from the 500 since their split with the IRL, but in 2000 the Ganassi team fielded Montoya and he became the first rookie to win since Graham Hill in 1966. It was a convincing run too, Montoya leading more than three quarters of the race.

Montoya's Indycar crown might have come in 1999, but his unsuccessful title defence was in many ways no less impressive. Pipping Michael Andretti by 0.04s after a classic slipstreaming battle and a near-miss with a backmarker on the final lap was a highlight.

Some predicted fireworks when Montoya's switch to F1 was confirmed. It didn't take long: an aggressive pass of Michael Schumacher at Interlagos was followed by a dramatic retirement as Montoya's Williams was rear-ended by the lapped Jos Verstappen.

Montoya's McLaren team-mate Kimi Raikkonen generally had the edge during 2005, but there were still some fine Montoya moments. At Interlagos, he outqualified Raikkonen and then overtook polesitter Fernando Alonso after a restart to score his seventh and final F1 victory.











"If you want it, we can make it happen"

Those are the words BMW's Jens Marquardt uttered to Alex Zanardi, and now the ex-Indycar champion, Formula 1 racer and Paralympic legend is back behind the wheel in the Blancpain GT Sprint series. He spoke to MARK GLENDENNING about his new career

ook away now if you don't want to feel old: it has been 19 years since Alex Zanardi last raced a GT car. Back then, his world looked pretty different. In 1995, the Lotus Esprit GT2 that he raced at Donington Park alongside Alex Portman was essentially a 400bhp life raft, something to keep him afloat as he navigated the waters between the collapse of the Lotus team for which he had driven in Formula 1 and the opportunities that were about to open up to him in the US.

A lot has happened in the two decades since: a stellar career in the US, a disappointing F1 return, a life-changing accident, a motorsport comeback, and total conquest of the world of handcycle racing. Those who have followed Zanardi for any length of time gave up being surprised by him ages ago, so the news that he'll embark upon his third motorsport career with BMW in the Blancpain GT Sprint series barely warrants a twitch of the eyebrow. That the 47-year-old will dovetail it with preparations to defend his double Paralympic gold medals in Rio in 2016 — it's Zanardi. Suggest limits at your own peril.

Zanardi is at a point in life where he does things because he wants to, rather than because he needs to. During his preparations for his London Paralympic campaign in 2012, our question about any possible place that motorsport might hold in his future elicited a typically long, lyrical response that essentially amounted to: 'it depends'. If Zanardi was ever going to race again, it would need to be because he felt a strong enough desire to do so: if it's not fun, he's not interested.

It also had to be compatible with the rest of his lifestyle. Zanardi at 47 is a very different animal to Zanardi at twentysomething. Like most drivers of that age, he approached racing back then with the absolute single-mindedness that is only possible when your horizons haven't been expanded by family, or the loss of limbs, or a simple recognition

that time is passing and there are other things to devote energy to.

But if the Italian doesn't view motorsport with the all-consuming obsession that he once did, it's equally true to say that the bug has never stopped biting. His foray back into the cockpit began when he tested a BMW DTM car at the end of 2012, but the conversation that would ultimately lead to his Blancpain deal didn't take place until many months later.

GREAT BIRTHDAY PRESENT

"Jens Marquardt [president of BMW Motorsport] called me last year on the day of my birthday — October 23 — and proposed the thing as something he would love to see happen," Zanardi recalls.

"And I said, 'Why did you never offer it to me?' And it was as simple as that. He got on top of it, and tried to organise the project, and then one day he called me back and said, 'Hey Alex, if you really want it, we can make it happen." Straight off the bat, there were two aspects of Marquardt's proposal that struck a chord. The first was the opportunity to be reunited with team boss Roberto Ravaglia, whose ROAL team ran Zanardi during his first post-accident motorsport comeback in the World Touring Car Championship. And second, Ravaglia's workshop is located just a couple of miles from Zanardi's place - a useful advantage for a driver prone to "stopping by to say hi to the guys", as he had been doing immediately before speaking to AUTOSPORT.

There's also, he admits, a distinct appeal to the car itself. He tested the Z4 GT3 at Adria in January, with his performance measured against benchmark times laid down by the team's Italian GT Championship drivers. Zanardi ended the day with a sense of cautious optimism about what lies ahead.

"Roberto basically said, 'If you can be in the 1m2os bracket I'll be really happy, because the best time we ever did was 1m17s around here,'" Zanardi says. "And on my very first day I was already lapping very, very competitive lap

times — much, much better than 1m2os. So the beginning has been really good, although I don't want to sound too excited about it.

"I drove the WTCC car for six years, and that was a very stupid car — it could only do one thing. It had no power, it had no downforce, it had no mechanical grip... the car would only do one simple thing, which would be to slide.

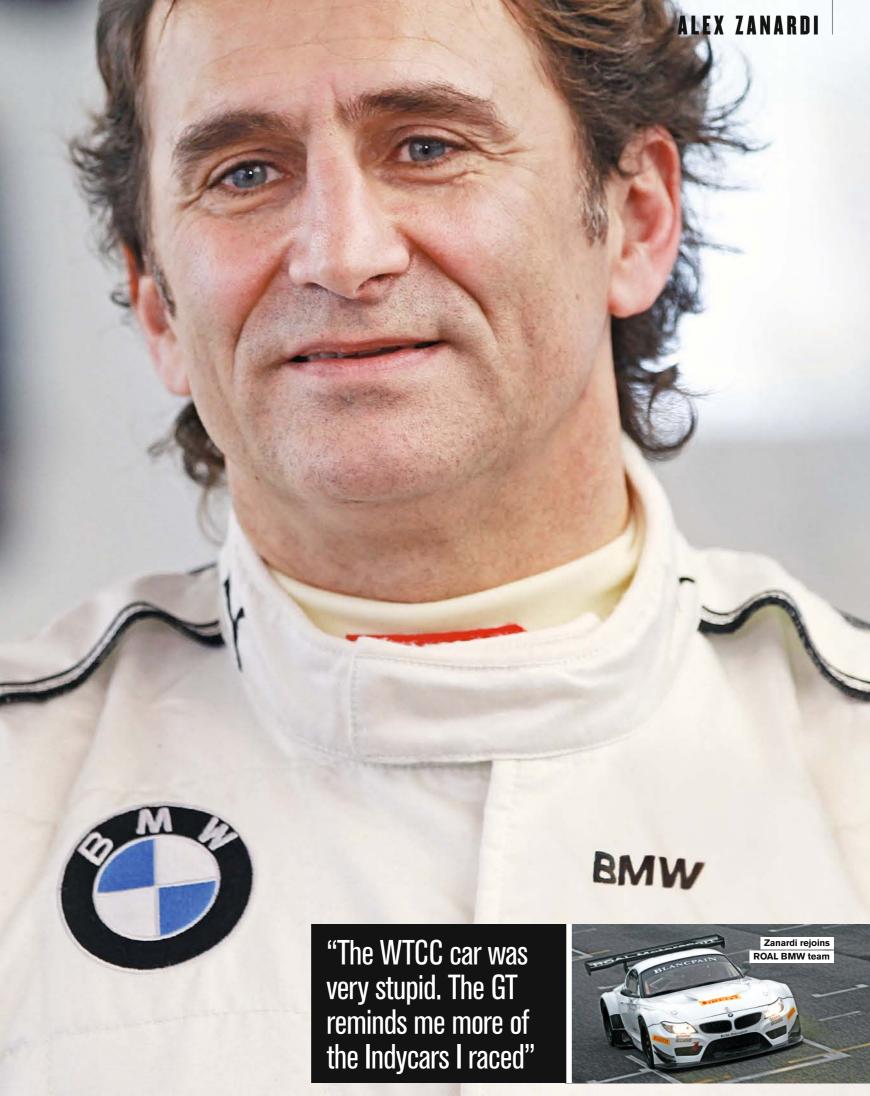
"This machine is a completely different ballgame. The car has a lot of power, it has very good braking efficiency and, depending on what you do with the steering wheel and the brake pedal, the car has a thousand different things that you can induce with your driving style. So in those few laps, the car reminded me much more of the Indycar I used to drive than the saloon I was driving in the WTCC. This is a very big plus in my mind."

Unlocking all of the good things hidden within the Z4 will require more sensitivity from Zanardi than the WTCC car needed, and achieving that will depend on how successfully the team can adapt the car to Zanardi's particular needs. Here, the Ravaglia connection has already started to pay dividends.

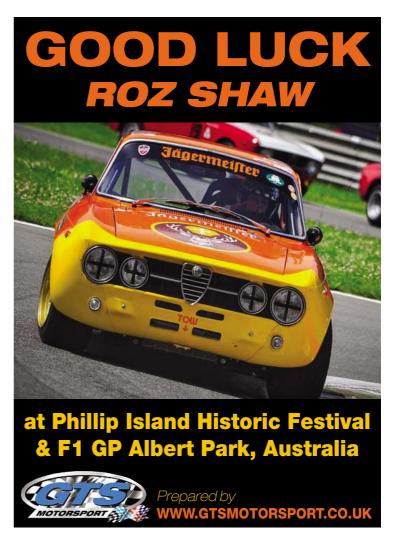
ADAPTING THE GT3 RACER

"There are a lot of things that can be done, because there are already a lot of electronics in this car," Zanardi says. "The shifting mechanism is on the steering wheel; the clutch mechanism can be placed on the wheel. So mechanically speaking, the only thing I have to do is brake with the brake pedal, and I've already proved that I can do that quite efficiently with my prosthetic limb.

"The other day we were going around with the standard brake pedal, on which we mounted my... let's call it a second shoe, which has my prosthetic foot on it. And that was not a good solution, because basically my right foot was sitting too much in the middle of the pedal area, and that was forcing my leg towards that area. And the bracket was also too short, so I was forced to apply too much strength. I could reach, but with not enough precision.









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16 November 2014	Daytona Sandown Park

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▶ "Just an hour ago I was in the shop, and they'd already mounted my brake pedal that I had in my WTCC car, and immediately I felt much more at home. They also installed my old WTCC seat in the car, and again, that was much more comfortable."

The team is also working to optimise the positioning of the hand controls for the throttle and gears. The positioning of the paddles in the DTM car meant that Zanardi was unable to reach the throttle if he had a lot of lock on the steering wheel, and the location of the shifting paddle on the right side of the wheel occasionally caused him to unintentionally change gear when he was trying to grab the throttle. The new system is expected to involve only mounting the throttle paddles onto the bottom half of the steering wheel, and then installing buttons on the top half of the wheel to allow Zanardi to change gears with his thumbs.

Perfecting the adaptations to the Z4 are arguably even more critical than they were in the WTCC, given that Zanardi will be sitting in the car for races that last an hour. It marks his return to longer-format racing for the first time since CART, and he believes that it will play to his strengths.

SMOOTH IS FAST IN LONG-DISTANCE

"When I was in the US, my driving style was not too aggressive on the tyres, the brakes, the mechanical components, and that was a huge advantage in a heavy machine like the Indycar was," he says. "So I am hopeful that this will deliver the results that were much harder for me to get in the WTCC. There, you were just torturing the car for 40 kilometres. So this will be more in line with my taste. Whether it will be more in line with my talent remains to be seen! But that's what I'm hoping for."

And how do the 2016 Paralympic Games in Rio fit into all of this? The fact that Zanardi's commitment to the Blancpain GT Sprint series is only for six weekends means that it actually fits pretty well but, with the qualification process for Rio already under way, there are still some busy stretches ahead.

"I will have to reduce my handcycle schedule, but what really matters for me this year are a couple of races for the World Cup and the World Championship," Zanardi says. "The first World Cup event is going to be in Italy in May. That doesn't clash with any of the races on the [Blancpain] calendar. Then we have a couple of races in July, and again, luckily, there's no clash.

"It's a bit more complicated for the World Championship because I will be in Slovakia on August 24 [for Blancpain]; the following weekend I will be in Greenville, South Carolina for the World Championship in handcycling, and then I will rush off to the Algarve in Portugal to compete in GTs again.

"I don't think my GT racing will suffer one bit as the result of my activities as a handcyclist. It will benefit, because handcycling will make me more fit – fitter than I need to be to drive the car. Certainly my handcycling will suffer a little bit because of the compromise of having these commitments in motorsport. But I can take these compromises for a couple of seasons. We only live once." M



RDI'S STANDOUT RACES

London Paralympic Games, handcycle road race, **Brands Hatch 2012**

Having already won gold in the time trial. Zanardi earned another win in the longer-distance road race. In retrospect, he believes the moments immediately after the win were more special than the victory itself.

Zanardi: "When I finished I kissed the ground in front of all the people who were watching. And when I was touching the ground, and I could smell the asphalt, and I could feel the heat with my lips, it was like touching an electrical cable. I felt a spark. And my entire life flashed before my eyes, because asphalt is like an element for me - like earth and water and fire. I saw myself going around in the little go-kart and my mother taking the lap times, and then I saw when I was driving Formula 3, then the difficult moments, then when I had to come back, and then finally the many great racing opportunities I had in my racing

career. And wow, what a career. I wanted to have that intimate moment last forever. I was very lonely in my thoughts while the world was breaking loose around me."

CART, Cleveland, 1997

A broken radio and two penalties left Zanardi in 27th. Over the next 53 laps, he put on an extraordinary display to fight his way back to secure victory.

Zanardi: "That was a situation with no yellow flags, none of the situations that could help me regain time. I was able to squeeze every ounce of performance out of mv machine. which that day was absolutely phenomenal - probably the best car I ever had. By passing 26 cars and setting the top 18 fastest laps of the race, I was able to win. We were, because I would not have been able to do that without the great team that Ganassi was in those days. They gave me a superior car to drive; a beautiful car."

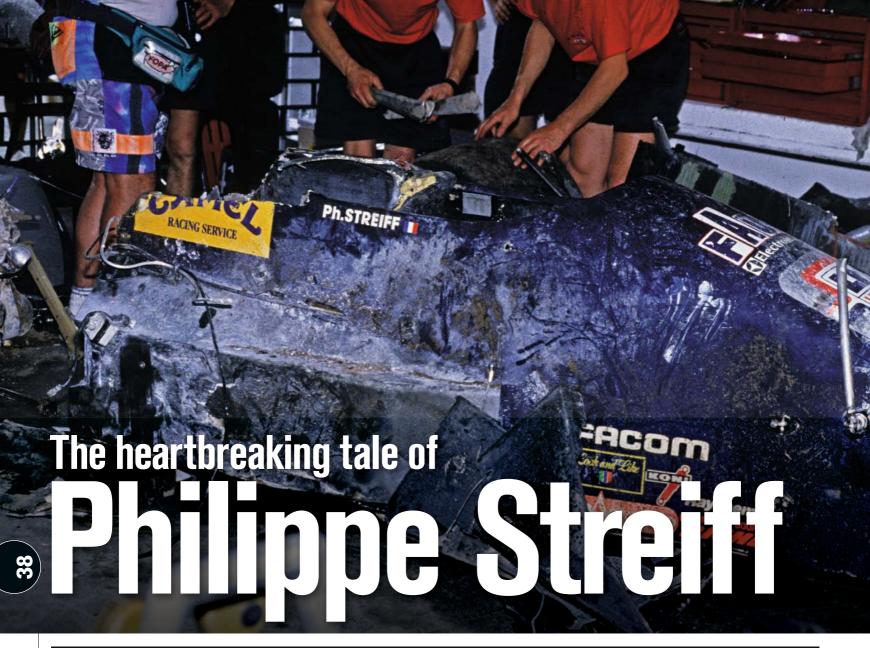
CART, Long Beach, 1998

After finding himself a lap down in 18th place early on, Zanardi charged through the field to get within striking range of race leader Bryan Herta with two laps to go. He made his move at Turn 3 - not a traditional passing spot - to secure a memorable win.

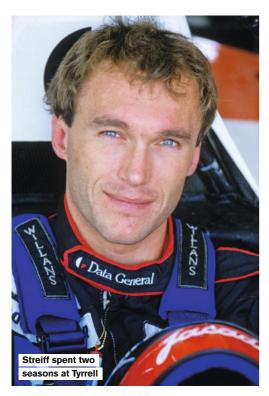
Back at Brands Hatch:

this time for gold medal

Zanardi: "There was a huge crowd of people there, and being a street circuit they were quite close to the track. With three laps to go I could hear them cheering from inside the car while I was trying to pass Bryan Herta. And that was phenomenal - it nearly made me completely lose focus on what I was trying to achieve. Herta said in the press conference that he was mad with his team because mid-race they said, 'Zanardi is out', and then when he saw me in his mirrors he said. 'That's not for position - Zanardi's a lap down, isn't he?' And they told him, 'No, unfortunately that's for position!' I was just trying to take no prisoners."



A terrible testing crash in Brazil left the French F1 racer in a wheelchair. Twenty-five years on he tells a story that is sad – but one of incredible human spirit and optimism – to SAM SMITH



hould you believe in fate, then you could say it runs through Formula 1 like fuel through a pump. In the case of Philippe Streiff, the random cruelty of it was tellingly callous 25 years ago, when a testing accident at Rio's Jacarepagua circuit left him quadriplegic. What made it worse is that his life-changing injuries need never have occurred. The full story has never been told by the man himself — until now. Streiff took many years to investigate and piece together the unedifying

himself — until now. Streiff took many years to investigate and piece together the unedifying details. This is the shocking story of one of F1's forgotten and shameful ignominies.

"When I awoke from my coma it was like a living nightmare, but one that even at that stage I knew I could not wake up from," he recalls. "But then I found out what had happened to me after the accident, and in some ways that was more difficult to comprehend."

Streiff was more than the jobbing, journeyman driver he is often portrayed as. Backed by Renault in the mid-1980s, he made his F1 debut at Estoril in 1984 in a third RE50 alongside Derek Warwick and Patrick Tambay. The following season he replaced the sacked Andrea de Cesaris at Ligier for the final few races, outqualifying Jacques

Laffite three-one and scoring a creditable third place at the season finale in Adelaide.

Two seasons at an underfinanced and struggling Tyrrell followed from 1986, where he scored points and was often a match for highly rated teammates Martin Brundle and Jonathan Palmer. For '88 Streiff returned 'home' to the tiny AGS team, for which he'd campaigned various F2 designs from 1982-84 and in F3000 in '85, and recorded David-over-Goliath results such as a win in the last European F2 race at Brands Hatch in '84.

Streiff regularly qualified in the midfield in 1988, and on a few occasions challenged for a top-six position, particularly at Detroit and Montreal. When you consider that, including the driver, the team consisted of 12 personnel, then there was a lot of punching above weight going on in Gonfaron, southern France.

He had seriously thought of quitting the day after Elio de Angelis's fatal accident at Paul Ricard in spring 1986. As Streiff drove his rental car up the autoroute to Paris, the radio announced that de Angelis had succumbed to his injuries in a Marseille hospital. Twenty-four hours earlier, Streiff's Renault-powered Tyrrell had been immediately behind the Italian's Brabham BT55 when it left the track and cartwheeled with such grave consequences.



"I remember saying to myself, 'Philippe, it is time to stop now. You have a new son who needs his father. Why take crazy risks in these cars when there is nobody to rescue you, if you do crash at these tests?' I was thinking of the words I would say to Renee [his wife] and also to Ken Tyrrell when I got home and retired."

Those conversations never happened. Such is the competitive mentality of a racing driver that, by the time he reached Paris, plans for the Canadian Grand Prix were uppermost in his mind. He was sad for de Angelis and his family, but he thought it wouldn't happen to him.

Just under three years later it almost did happen. At sultry Jacarepagua, Streiff was testing the AGS JH23B, an updated version of the 1988 car. It was just before 11am on March 15, and his team was conducting a pre-Brazilian GP tyre test. It was scheduled to be his final day at the wheel; his new team-mate Joachim Winkelhock had arrived the night before and would take over the following day.

As well as new-spec Goodyears to evaluate, AGS wanted to try new wheels. Streiff pitted and they were applied to the car under the instruction of his engineer, Claude Galopin. And then...

"I remember leaving the pits and then just black, a void," says Streiff, 25 years on. "The accident happened at the fast right-hand kink before the hairpin onto the back straight. There was no footage of the actual accident, just the aftermath, but I ended up rolling many times, tearing the engine, gearbox and all the wheels off. But, most importantly, the rollhoop of the car was gone too. The car was completely destroyed and I ended up over the guardrail."

The violence of the accident was extraordinary; so too was the fact that Streiff came away from it with only a broken shoulder and two fractured vertebrae — his C4 and C5 — exactly the same ones that Frank Williams had dislocated in his 1986 road crash.

The top of the chassis, where the rollhoop mountings were fixed, was broken off at the base by the massive forces of the impacts with track, grass and barrier. There is no doubt that the car satisfied the safety regulations of the day, but it was no coincidence that governing body FISA mandated more stringent lateral and vertical hoop tests from 1990 onwards.

RUSHED RESCUE WORSENS INJURIES

Streiff's neck injuries were to be compounded by questionable care that ensured that he would spend the rest of his life confined to a wheelchair. His AGS had landed inverted on the marshy grass beyond the guardrail at the locallynamed Suspiro ('sigh') kink. There were four marshals in attendance there that day. One was stunned and suffered minor injuries by a piece of flying wreckage from the AGS, the other three rushed to the scene and immediately righted the remains of the car, which was semi-inverted.

The rebounding energy of this manoeuvre on Streiff's head and neck was considerable. According to eye witnesses, who spoke to Streiff's wife at the time, they then pulled his helmet off as he sat strapped to part of the fractured monocoque, the rear of which had mostly been wrenched away, complete with the rollhoop and fuel cell. He was then taken from the cockpit and rested on the grass before an ambulance arrived.

"The people who reached me first were corner workers and they did what they thought was right, of course," asserts Streiff. "But they were not medically trained people who worked to a procedure. Today, after an accident you cannot move the head and you must keep a casualty completely still and block any movement with special padded restraints. So what happened to me immediately after my accident ensured I would never walk again."

As the red flag was shown at the start-finish straight the AGS mechanics hurried to the scene by car, but were denied access to where he was being treated. They could see he was moving his arms and legs but, by the time the ambulance had ferried Streiff back to the paddock, 30 minutes had already passed.

Unbelievably, there was worse to follow as he was loaded onto a medical helicopter bound for one of Rio's top neurological hospitals — the Sao Vicente clinic. The golden hour of treating severe injuries had long gone.

"The pilot of the helicopter was from Sao Paulo and he didn't know where the hospital was in Rio," says Streiff. "He took over an hour to get near to the hospital. It was 22km away from the track!"

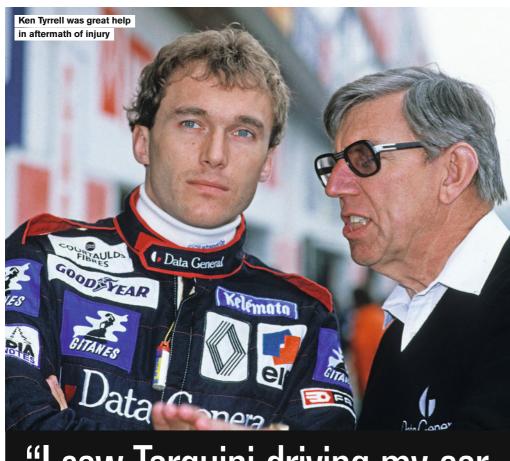
Such were the delays in transferring him there that his wife Renee and physio, Pierre Baleydier, arrived at the hospital before he did. The lost pilot had initially landed, surreally, on Copacabana beach among the sunbathers.

Once at the hospital, Renee demanded to use the hospital's



"I remember leaving the pits and then just black, a void. I rolled many times"





"I saw Tarquini driving my car on TV. I was confused – in my mind I had just left the pits" ▶ international phone. On the other end of the line was Dr Gerard Saillant, who recently oversaw Michael Schumacher's treatment following his skiing accident and is the current president of the FIA Institute. A specialist in spinal surgery and a long-time acquaintance of the Streiffs, Saillant was instrumental in attempting to retrieve the desperate situation for his friend.

SAVED BY 'SCHUMACHER DOCTOR'

In a rare stroke of fortune, one of the doctors at the hospital in Rio had studied under Saillant in Europe and they talked through an initial surgery over the phone. By now, 10 hours had passed while medical consultants deliberated and specialists were brought in from Sao Paulo.

"Renee called Gerard and told him what had been happening and he immediately decided to come over to Rio," recalls Streiff. "He was there the day after the accident and immediately saved my life twice when my heart started to fail. He is a true lifesaver. I am so grateful that Renee called him to come over. Without him I would have died in 1989, for sure."

Saillant also supervised Streiff's return to Europe. That transfer would take place five days after the accident, and was a nightmarish journey.

"Of course I was unconscious but it must have been terrible for Renee because it was a small plane, and they had to ensure I was stable and flat at all times," he says. "Somehow we made it back to Paris safe and I was taken to the Institution des Invalides. But the damage had been done, and Gerard told me that the lack of care in Brazil after the accident had compounded the injuries and brought on full quadriplegia."

A support team formed around the Streiff family, with future French president Nicolas Sarkozy, then mayor of Neuilly-sur-Seine, organising a police escort for the ambulance to



rush Streiff straight to the 'reanimation' care unit.

"We had to leave my son, Thibault, in Brazil with the team, can you imagine?" recalls Streiff. "A two-year-old child left there without his parents. It was tough but the AGS people were superb and looked after him well. Philippe Alliot, Alain Prost and Yannick Dalmas were very helpful, and Nelson Piquet offered his private plane at short notice, but we had to get a specialist medical one. But those offers of help will never be forgotten."

So too will be the community spirit that F1 showed as all the drivers rallied round at Suzuka that year to donate a large sum of money for Streiff's care and medical bills. Renee Streiff had already visited the French GP at Paul Ricard, where she was given emotional support by many in the paddock, notably from Prost, Tyrrell and, of course, AGS.

FIVE WEEKS THAT WENT MISSING

After the trauma, a new challenge was just beginning for Streiff. His life hung in the balance for many weeks. An emergency tracheotomy was performed to aid his breathing - that simple reflex had gone.

As he started to awaken on a tide of queasy amazement, he focused on one of the nurses at his bedside and began to speak: "You have to get me out of here. I need to get to the Jacarepagua circuit for the Brazilian Grand Prix."

The nurse replied that he was in France now and, yes, there was a race at the weekend but it was the San Marino GP, not the Brazilian.

"I was sure I was still in Brazil when I awoke." he remembers. "I couldn't take it all in. They had to get my rallying friend, Bertrand Balas, to make me realise I was in France. And you know what Bertrand did? He brought a TV into my room and we watched the San Marino GP with [Gabriele] Tarquini driving 'my' car. I was so confused

because in my mind I had driven out of the pits with those new wheels just a few hours before."

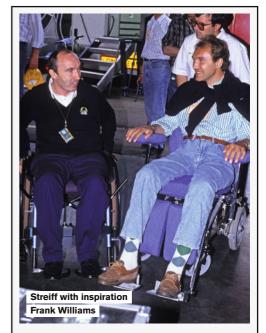
Streiff is under no doubt what caused the crash and some years afterwards talked it through with Galopin and other members of the AGS team.

"It was the new wheels we were testing. They were two-part aluminium ones from a small French company that we wanted to evaluate," he says. "It was the second lap after I switched to these and, with the very bumpy surface of the Jacarepagua circuit, they just couldn't take the loads and it deformed and caused the rear to lock. The wheelrim split when it was fully loaded and that caused the accident for sure. The corner was a kink you could not make a mistake in. Easy flat."

The psychological fall-out from these lifechanging events was immense. It took two full years for Streiff to perfect his breathing reflex and regain some movement of the shoulders. Such was his precarious state that he only returned to his newly adapted home in early 1992. The rehabilitation was hard, but so too were the financial and insurance realities (see panel, right).

Far from bitter, Streiff today exudes a remarkable and inspirational spirit, one that has been valuable in what he calls his 'new life'. A successful business empire was accrued in the 1990s, and his Bercy karting event became a key season finale for the racing fraternity for many years. He even came close to becoming an F1 team owner when, in partnership with ORECA's Hugues de Chaunac, they put together a proposal to buy the Ligier team in early 1994, but plans for it to become a Williams junior team were shelved and Flavio Briatore picked up the pieces.

"After witnessing what happened to Elio that day in 1986, I was sure nothing like it could ever take place again," he reflects. "It did – to me. But being happy really is a state of mind, and I still have that, which allows me to love life again."



The Sarkozy & Williams effect

Nicolas Sarkozy was the president of France from 2007-12, but 25 years ago he was a highly ambitious 34-year-old mayor of Neuilly-sur-Seine in the western suburbs of Paris. His first wife was Corsicanborn Marie-Dominique Culioli, a childhood friend of Philippe Streiff's wife Renee, who was also born on 'Napoleon's island'.

"Nicolas was a very smart and hardworking guy and I realised that he would be useful to look after my commercial and contractual affairs," says Streiff. "His attention to detail even at that stage in his career was incredible. He was a trained lawyer and so was very useful after my accident.

"He brought my son back from Brazil; organised the whole thing. We were very close, and I still occasionally see him. He did OK for himself in the end, didn't he?!"

It was a phone call from Frank Williams that proved to be a crossroads for Streiff's future. Instead of pursuing legal actions for compensation - as Sarkozy had suggested - he was persuaded by Williams to remain part of Formula 1's fabric.

"Frank told me that I could have a good future," recalls Streiff. "He said, 'It is not easy Philippe, but you have to be strong and my advice is to keep in contact with the F1 family. Keep working in racing and it will help you focus and achieve again.'

"So that is what I did, and I started to work and organise events like the Elf Bercy karting. It was a great success and with the support of the F1 family it all came together. I was close with Alain [Prost] and Ayrton [Senna] and we had that fantastic occasion in 1993 when they raced against each other for the last time. Ultimately it was Frank who gave me the strength to do this."



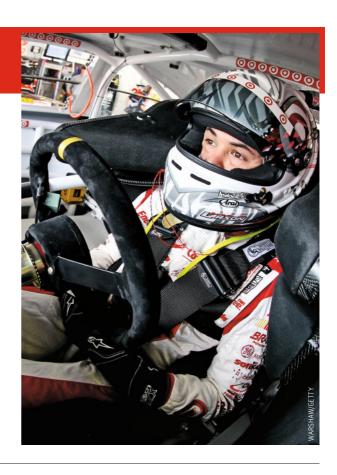
(1985 EUROPEAN GP)

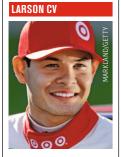


INTRODUCING

Kyle Larson

Chip Ganassi has replaced Juan Pablo Montoya with a 21-year-old Californian who already has a huge reputation





Age 21 From Elk Grove, Sacramento, California

2014 NASCAR
Sprint Cup with
Ganassi Racing
2013 NASCAR
Nationwide Rookie of
the Year; two races in
NASCAR Truck Series
– wins first race,
runner-up in the other
2012 NASCAR
K&N Pro Series East
champion (below);
makes Truck debut
2008-present

Winged sprint car



very so often a driver comes along who's touted as 'the next big thing'. In American stock car racing circles that man is currently Kyle Larson, who is taking over the #42 Ganassi Racing Chevrolet from Juan Pablo Montoya in NASCAR's top-tier Sprint Cup. Aged just 21, this is a huge break for the Californian, who has honed his oval skills in the hotbed of sprint car competition.

His rise through the ranks in stock cars has been meteoric: NASCAR Pro Series East champion in 2012, then Rookie of the Year in the second-tier Nationwide Series last season. He started two Truck Series events in 2013 too, winning the first and finishing a close runner-up at Eldora in the other. Now he faces another step up in class, racing against the elite of Cup contenders.

"I think every kid dreams of getting here, so it's pretty amazing how it's worked out for me," he says. "I'm going to be racing against the guys I've been watching since I was really young. It's exciting and I think this year's going to be a good one. Can't wait to get started; I feel ready now but this off-season's felt like it's taking forever!"

Usually the arrival of a rookie at this level would come with words of caution from his established rivals, yet Larson's abilities have been widely lauded by the sport's biggest names. "An incredible talent — probably the rawest,

most talented racecar driver I know of," says four-time champion Jeff Gordon, while three-time champ Tony Stewart adds: "You're going to be hearing about him for a long time. He's special."

Larson admits he's flattered: "It's nice to hear those guys talk highly of me, but I try not to pay too much attention to that to avoid putting any extra pressure on myself."

Although he didn't win a race in Nationwide last year, Larson came as close as you can get at Bristol in March, just failing to pip Kyle Busch by 0.023s at the line in a bruising race to the finish.

"At lot of the time I seemed to be battling the Cup regulars [in Nationwide] last year," he says. "I understand it's going to be the toughest competition of my racing career thus far. All those guys were top-five racers in Cup, so hopefully that means I can run up front there too. All the testing we've done this year has gone real good; we've been quick compared to other good teams."

His 2013 season got off to an awful start when he was involved in the huge finish-line wreck at Daytona that injured several fans and tore the front end from his car, but Larson stepped away unharmed and showed no mental ill-effects when he returned to the superspeedway to finish sixth in the July race there.

"I get asked about this quite a lot," he sighs. "But I wouldn't even put Daytona in my top-five worst wrecks. Coming from a sprint car background you get used to crashing. Not that it happens all the time, but it happens regularly enough. It doesn't mess with my mind; doesn't scare me."

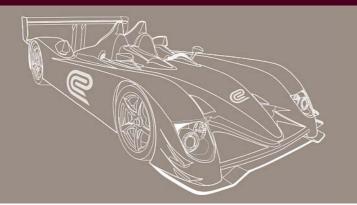
Before NASCAR grew into the commercial colossus it is today, Larson would likely have stuck with single-seaters following his sprint car career. And he retains the desire to race at the Indianapolis 500.

"My dad is really into IndyCar," he says. "I would love to run the Indy 500 − I think it's the biggest race in the world. It would be nice to compete in that one day; Chip's got an extremely good IndyCar team too!" ₩



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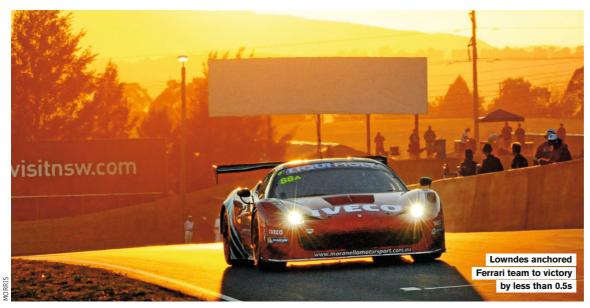


13 juin 2014 9h00-17h00



rème 2014 : Porsche

Invité d'honneur : Jürgen BARTH



BATHURST 12 HOUR MOUNT PANORAMA (AUS), FEBRUARY 9

Maranello wins for Simonsen

FERRARI SQUAD MARANELLO

Motorsport claimed an emotional victory in the Bathurst 12 Hour at Mount Panorama.

V8 Supercar star Craig Lowndes spearheaded the win, holding off the charge of Maximilian Buhk in the HTP Mercedes in the closing stages to hang on by less than half a second. Lowndes, Mika Salo, John Bowe

and Peter Edwards's win was dedicated to ex-Maranello teammate Allan Simonsen, who raced for the team in Australia and was killed in last year's Le Mans 24 Hours.

The Ferrari squad started from the front row of the grid, and five-time Bathurst 1000 winner Lowndes closed out a victory earned by the closest margin in the history of the

12 Hour race at the Mountain.

Five cars finished on the lead lap. The Erebus Motorsport Mercedes of V8 star Will Davison, Jack Le Brocq and Greg Crick overcame an early collision with a kangaroo – and major front-splitter damage as a result to salvage the final podium place.

The polesitting sister car of Bernd Schneider, Maro Engel and Nico

Bastian dominated the race, but brake problems dropped it to seventh.

V8 star Shane van Gisbergen shattered the Bathurst GT lap record on his way to fourth in a McLaren, leaving the mark at 2m03.8506s in the MP4-12C he shared with father and son Tony and Klark Quinn, and McLaren's Andrew Kirkaldv.

Nissan's NISMO-entered GT-R crashed out with Katsumasa Chiyo at the wheel just prior to the three-hour mark, when he clipped the crashed Clearwater Ferrari.

An errant kangaroo ended Peter Kox's challenge, his JBS Lamborghini retiring after just five laps as a result.

Class B went to the eighth-placed Porsche GT3 Cup car of local Stephen Grove, Earl Bamber and Ben Barker, with 28 of the 40 starters finishing.

Aaron Noonan

RESULTS 1 Craig Lowndes/John Bowe/Mika Salo/Peter Edwards (Ferrari 458 Italia GT3),

296 laps in 12h00m29.575s; 2 Harold Primat/ Thomas Jager/Maximilian Buhk (Mercedes SLS AMG GT3), +0.414s; 3 Will Davison/Jack Le Brocq/Greg Crick (Mercedes SLS AMG GT3); 4 Tony Quinn/Klark Quinn/Shane van Gisbergen/Andrew Kirkaldy (McLaren MP4-12C GT3); 5 Rahel Frey/Rene Rast/Laurens Vanthoor (Audi R8 LMS ultra); 6 Markus Winkelhock/Mark Patterson/Eric Lux (Audi R8 LMS ultra).

RACING SERIES MANFEILD (NZ), FEBRUARY 8-9 RD 5/5

Cassidy makes winning return

NICK CASSIDY WON THE NEW ZEALAND

Grand Prix for the third year running, as Singapore's Andrew Tang won the Toyota Racing Series narrowly from Welsh driver Jann Mardenborough.

Cassidy made only sporadic outings in Formula Renault and Formula 3 after winning last year's GP, but he showed no signs of race rust as he returned to the TRS.

He started from pole and controlled the 35-lap race, quickly reasserting his dominance after each safety car period.

"After each restart I tried to put in a fast lap," he said. "I wasn't expecting this; I thought it would be tougher."

The battle for the championship swung back and forth through the weekend and was resolved when Tang, who won the first race, finished third in the GP, just behind Mardenborough, to come out eight points ahead.

"Of course I wanted to win the Grand Prix, but winning the championship is just as good in my view," said Tang, who now begins two years of compulsory military service.

Nissan protege Mardenborough claimed two runner-up finishes from the event and took his narrow title miss in his stride. "When I came here Nissan's aim was that I'd fight for

the championship so it's mission accomplished," he said.

Kiwi Damon Leitch finished third in the series for the second time, despite spinning off in the GP, while Estonian Martin Rump took fourth in points and won the rookie title.

Dutchman Steijn Schothorst recovered from earlier bad luck to win race two and scored the most points for the round.

The series was a triumph for Andy Neale's new Neale Motorsport team, which fielded Tang, Cassidy and 17-year-old Kiwi James Munro, who finished seventh and second rookie. Cassidy helped coach the other two drivers throughout the five-round series.

Bernard Carpinter

RACE 1 1 Andrew Tang, 17 laps in 18m36.215s; 2 Damon Leitch, +11.342s; 3 Ryan Tveter; 4 Steijn Schothorst; 5 Levin Amweg; 6 Jann Mardenborough. RACE 2 1 Schothorst, 12 laps in 17m39.961s; 2 Mardenborough, +0.851s; 3 Leitch; 4 Macauley Jones; 5 James Munro; 6 Tang. NZ GP 1 Cassidy, 35 laps in 41m16.152s;

2 Mardenborough, +0.664s; 3 Tang; 4 Schothorst; 5 Munro; 6 Amweg. POINTS 1 Tang, 790; 2 Mardenborough, 782; 3 Leitch, 708; 4 Rump, 627; 5 Schothorst, 626; 6 Egor Orudzhev, 595.



NZ SUPER TOURERS

Greg Murphy (above) won all three races at Manfeild, continuing his perfect score from round one in January. Simon Evans, also in a Holden, took two seconds and a third to earn praise from the reigning champion. "Simon drove beautifully," said Murphy. "He just pushed and pushed."

Andrew Waite and Jamie McNee fought it out at Manfeild, Waite taking two victories to McNee's one. McNee leads the title race by 79 points from Tom Alexander, who was penalised for knocking Waite off-track in race two, just after Waite dented McNee's door at the hairpin.

FLORIDA WINTER SERIES

Formula Renault ALPS champion Antonio Fuoco took his second successive FWS win in race one at Palm Beach, before Nicholas Latifi beat European F3 king Raffaele Marciello by less than 0.3s to win the reversed-grid sequel. World karting champion Max Verstappen claimed his maiden car racing victory in the finale.



Rally Sweden

+11m18.0s

Karlstad (S), February 5-8 World Rally Championship Round 2/13

RESULTS

24 STAGES, 201,047 MILES

	JARI-MAI II LAI VALA (FIN)/MIKKA ANT IILA (FI	N)
	VW Motorsport Volkswagen Polo R WRC #2 31	h00m31.1s
2	ANDREAS MIKKELSEN (N)/MIKKO MARKK	ULA (FIN)
	VW Motorsport Volkswagen Polo R WRC #9	+53.6s
3	MADS OSTBERG (N)/JONAS ANDERSSON	l (S)
	Citroen Total Abu Dhabi Citroen DS3 WRC #4	+59.5s
4	MIKKO HIRVONEN (FIN)/JARMO LEHTINEN	N (FIN)
	M-Sport Ford Fiesta RS WRC #5	+2m26.9s
5	OTT TANAK (EE)/RAIGO MOLDER (EE)	
	M-Sport Ford Fiesta RS WRC #11	+3m00.5s
6	SEBASTIEN OGIER (F)/JULIEN INGRASSIA	\ (F)
	VW Motorsport Volkswagen Polo R WRC #1	+4m29.9s
7	HENNING SOLBERG (N)/ILKA MINOR (A)	
	Henning Solberg Ford Fiesta RS WRC #16	+4m47.5s
8	PONTUS TIDEMAND (S)/OLA FLOENE (N)	
	Henning Solberg Ford Fiesta RS WRC #16	+5m38.2s
9	CRAIG BREEN (IRL)/SCOTT MARTIN (GB)	
	Craig Breen Rallying Ford Fiesta RS WRC #17	+8m55.4s
10	KRIS MEEKE (GB)/PAUL NAGLE (IRL)	

OTHERS

19 JUHO HANNINEN (FIN)/TOMI TUOMINEN (FIN)

DRIVERS' CHAMPIONSHIP

Citroen Total Abu Dhabi Citroen DS3 WRC #3

1	LATVALA	40	6 MEEKE	17
2	OGIER	35	7 HIRVONEN	13
3	OSTBERG	30	8 TANAK	10
4	MIKKELSEN	24	9 EVANS	8
5	BOUFFIER	18	10 SOLBERG	6

4 M-SPORT

STAGE TIMES

2 CITROEN TOTAL

SS1 KARLSTAD 1 (1.18 miles)
FASTEST: Mikkelsen 1m33.4s LEADER: Mikkelser

SS2 TORSBY 1 (4.36 miles)
FASTEST: Ogier 4m38.1s LEADER: Ogier
SS3 KIRKENER 1 (4.44 miles)

FASTEST: Ogier 5m38.4s LEADER: Ogier SS4 FINNSKOGEN 1 (10.45 miles)

FASTEST: Mikkelsen 8m58.9s LEADER: Ogier SS5 KIRKENER 2 (4.44 miles) FASTEST: Tanak 5m36.1s LEADER: Ogier

SS6 FINNSKOGEN 2 (10.45 miles)
FASTEST: Mikkelsen 8m45.9s LEADER: Mikkelser

SS7 TORSBY 2 (4.36 miles)
FASTEST: Ogier 4m34.1s LEADER: Ogier

SS8 LESJOFORS 1 (9.32 miles) FASTEST: Latvala 9m19.9s Leader: Mikkelsen

SS9 FREDRIKSBERG 1 (11.27 miles) FASTEST: Ogier 10m25.2s LEADER: Mikkelsen

SS10 RAMMEN 1 (14.14 miles)
FASTEST: Ogier 11m55.0s Leader: Latvala
SS11 HAGFORS SPRINT 1 (1.16 miles)

FASTEST: Solberg 2m00.8s LEADER: Latvala SS12 LESJOFORS 2 (9.32 miles)

SS12 LESJOFORS 2 (9.32 miles) Fastest: Ogier 8m55.2s LEADER: Latvala SS13 FREDRIKSBERG 2 (11.27 miles)
FASTEST: Ogier 10m04.9s LEADER: Latvala
SS14 RAMMEN 2 (14.14 miles)
FASTEST: Ogier 11m36.2s LEADER: Latvala
SS15 HAGFORS SPRINT 2 (1.16 miles)
FASTEST: Ogier 2m02.9s LEADER: Latvala
SS16 KARLSTAD 2 (1.18 miles)
FASTEST: Mikkelsen 1m38 miles)
SS17 HARAA 1 (7.38 miles)
ESS17 HARAA 2 (2.18 miles)

Fastest: Latvala 6m33.6s LEADER: Latvala SS18 TORNTOP 1 (11.96 miles) FASTEST: Latvala 10m34.8s LEADER: Latvala

SS19 VARGASEN 1 (15.30 miles)
FASTEST: Latvala 13m50.1s LEADER: Latvala
SS20 HAGFORS SPRINT 2 (1.16 miles)
FASTEST: Onier 2m02.9s LFADER: Latvala

SS21 HARA 2 (7.03 miles)
Cancelled – conditions
SS22 TORNTOP 2 (11.96 miles)

Fastest: Ostberg 10m02.9s LEADER: Latvala
SS23 VARGASEN 2 (15.30 miles)

FASTEST: Ogier 13m13.3s LEADER: Latvala \$24 Varmullsasen 2 (9.86 miles) FASTEST: Ostberg 8m36.8s LEADER: Latvala

RALLY ROUTE

Rally HQ was in Karlstad, but the event remained rooted in Hagfors. Day one was mainly in Norway, but was bookended by a new stage in Torsby. The Hara test returned for the first time since 2007.

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THE POLO'S ENGINE NOTE WAS COMPLETELY

drowned out. It was simply impossible to hear above the cheering and the banging of hands on the bonnet. Jari-Matti Latvala's second win for Volkswagen was his third in Sweden. And this one really meant a lot. He'd found his fast form again and, for a Finn, that's everything. The German team totally dominated last week's winter round of the championship and, had it not been Latvala winning, it could have been Sebastien Ogier — were it not for a second-day visit to a snowbank — or even Andreas Mikkelsen, who showed his best pace to date in a Polo to take second.

LEG ONE (39.71 miles)

Overcast - ambient temperature range on stages -2-3C

VW's steamroller moved up a gear on the opening day of Rally Sweden, with the top three

positions dominated by Polo R WRCs on all but three of the first seven stages. Ogier led at the end of the day, but his narrow advantage of 5.8 seconds over Mikkelsen reflected a tough day at the front of the field for the champion, as much as an inspired day for a local hero who revelled in the roads on the right side (for him) of the Norwegian-Swedish border.

Ahead of the start, Ogier was worried by the potential for heavy snowfall before he led the crews into the woods. He needn't have worried. Winter had left the lightest of touches on the region with a thin coating of ice covered by a thinner layer of snow. The Monte winner wouldn't be ploughing the stages.

Mikkelsen led after the Wednesday-night Superspecial, but Ogier hit the front in SS2 and stayed there until a cracking run through





Finnskogen 2 put Mikkelsen back in front.

"I didn't have split times in there for the final section," said Ogier at the end of the stage. "I think he will take time, it was not so nice being first in this one."

Mikkelsen was fastest through what has to be one of the most rewarding stages on the route, but it hadn't been plain sailing.

"I thought I had a puncture," he said, "the car felt strange, but the grip came back."

Leading the rally – the rally proper (not just a Superspecial) for the first time, he headed away to the final first-leg stage with a smile. Ogier had the last laugh, though, as he moved back to the front by taking six seconds out of Mikkelsen on the second run at Torsby, courtesy of the leader's decision to stick with worn tyres to save his fresh boots for Friday morning.

While there were plenty of smiles in the VWs running one-two, the Latvala car on the bottom step of the provisional podium wasn't quite such a happy place. The Finn struggled with a gearshift problem, which slowed the second-tothird change slightly – a real issue in the twisty sections of Kirkener. Without a fastest time all day, Latvala admitted he had to be happy to be just 12.2s off Ogier, but he knew he needed to step it up when the event returned to Sweden.

As much as Latvala was trying to cling to his colleagues' coat tails, he spent much of the day fending off returnee Ott Tanak. Tanak was quite brilliant on his first day back in a Fiesta RS WRC. He set a fastest time, ran third for three stages and ended day one just 2.6 off Latvala in fourth. Mads Ostberg was top Citroen in fifth and

feeling much happier when gravel started showing through the icy roads in the afternoon, better replicating the conditions on which he'd tested the DS3.

Mikko Hirvonen ended the day tied on time with Ostberg, the man with whom he switched seats over the winter. Hirvonen's start was steady; he pointed out that he was keen to get further into the event than he had last year, when he crashed on the second stage.

"We're in touch with the leaders," he said. "We have been at 99.5 per cent this afternoon. Going at 100 per cent means taking risks and maybe the time is here for some risks."

Thierry Neuville and Juho Hanninen brought their Hyundai i20 WRCs home P7 and P8 respectively and respectably. The only issue for the Korean team was a broken jack aboard the Neuville car, which meant he couldn't swap fronts for rears in the afternoon. Pontus Tidemand and Kris Meeke rounded out the top 10.

POSITIONS AFTER DAY ONE

1 Ogier/Ingrassia	39m56.6s
2 Mikkelsen/Markkula	+5.8s
3 Latvala/Anttila	+12.2s
4 Tanak/Molder	+14.8s
5 Ostberg/Andersson	+22.5s
6 Hirvonen/Lehtinen	+22.5s

LEG TWO (72.98 miles)

Rain - ambient temperature range on stages 0-3C

Thursday night's press conference had a very Volkswagen feel to it. For the first time since the German team's return to the top of the WRC,



they totally dominated the day's postcompetition formalities. Team principal Jost Capito insisted the trio would be allowed to fight, but Mikkelsen still sought assistance...

"Write that," he said, "If you write it then we can definitely push!"

It was Latvala who pushed hardest on Friday morning's opener, leaving his team-mates trailing as he ripped into the road running around the Dalkarlssjon lake. He pulled time out of everybody as Lesjofors progressed, but drama was awaiting a Polo R WRC near the finish.

It was Ogier who blinked first in this threeway scrap. He planted his VW in a snowbank and waited more than four minutes while his newfound friends dug him out.

"It was my fault," he said at the finish. "I was stupid. I did the hard work yesterday, driving first on the road, and then this."

A momentary lapse in concentration on turn-in meant he clipped a snowbank and spun the rear of the car into the opposing bank. In typical Swedish style that spun the front around and speared him back into the snow.

"I was not the first to do that this morning," he added. "I saw a few holes in the snowbanks, but I am the only one to get stuck."

Having started the stage third, looking at second spot, Latvala ended a great run on the verge of the lead. But Mikkelsen immediately hit back on Fredriksberg, opening his advantage back out to 3.3s.

"He has a young spirit," said Latvala philosophically after hearing his rival's time. "He's driving an amazing rally."

It almost came to an end one stage later when the #9 Polo was ditched in fifth gear.

"We were lucky to get out of that," admitted Mikkelsen. But not lucky enough to keep the lead as Latvala moved 1.8s ahead.

For the rest of the day, Latvala would beat Mikkelsen through the forest stages, but having used his tyres between the trees he was left with little grip in the short, spectator-pleasing sprint stage on the outskirts of Hagfors. Second time through, Mikkelsen attacked hard and slashed a 10s lead to four before taking another 1.2s at the Karlstad finale.

"I'm pushing hard, but not like this..." said Mikkelsen raising his fingers to his head in the shape of a gun. "I will keep the pressure tomorrow, but not crazy. Well, maybe a little crazy!"

Latvala was a subdued leader. "I am disappointed with myself for this sprint stage," he said. "I couldn't get the car out of the corners."

Tanak's hopes of staying in the podium fight were knocked when he suffered a spin on the opening stage of the day. His co-driver then struggled with the delivery of pacenotes



▶ for the rest of the morning.

Ostberg passed Tanak in SS8, but the lead Citroen driver lost time to the VWs throughout day two, his cause not helped when he came across a stricken Robert Kubica in SS12 and SS14 in the afternoon. Hirvonen remained in touching distance of the DS3, with the Finn doing his best to get Ostberg's eye off the ball by betting him some beer that he'd beat him.

"I think my money is safe," smiled Mads about his cheaper-than-expected Saturday night.

Tanak was just six seconds down on Hirvonen, with Meeke a minute down in sixth place and embroiled in a battle with Tidemand and the Junior WRC champ's step-father Henning Solberg, who was making up time after a dayone puncture. Elfyn Evans and Craig Breen closed out the top 10.

Out of the top 10 for good were both Hyundais, with Neuville and Hanninen putting their i20s off the road. They would be back for the final day.

POSITIONS AFTER DAY TWO

1 Latvala/Anttila	1h48m47.6s	
2 Mikkelsen/Markkula	+3.6s	
3 Ostberg/Andersson	+43.0s	
4 Hirvonen/Lehtinen	+1m02.7s	
5 Tanak/Molder	+1m08.7s	
6 Meeke/Nagle	+2m31.2s	

LEG THREE (88.33 miles)

Overcast - ambient temperature range on stages 0-3C

Just when we thought winter was turning to spring on Rally Sweden, the snow came back — and it flurried down for much of Friday evening.

Saturday's early stages were nicely covered. With temperatures staying stubbornly above freezing, it was hardly beautiful light powder, but heavy wet snow was better than gravel.



Leaving Hagfors service in the dark, VW boss Capito stood and waved his cars away.

"Now we see," he said with a smile. The German virtually skipped off to mission control to watch this one play out.

The accepted theory was, like yesterday, with the full compliment of 1456 studs beneath his Polo, Latvala would ease his way clear. Then Mikkelsen, who admitted he had woken four or five times the night before thinking about the day ahead, took nine tenths of a second out of him in the first four miles of Hara. Yikes!

Latvala saw the split and hit the gas. He blitzed the remainder to take 3.9s out of his team-mate.

"That was... stressful," said Latvala taking off his balaclava and wiping his brow.

The gap moved up to 7.5s, but with more than 80 miles still to come, anything could happen.

And it did. On the very next stage. Mikkelsen's car crossed the finish line in plumes of steam and smoke. Driver and co-driver were straight out of the cockpit and hauling handfuls of snow out of the radiator and air intake.

Mikkelsen dropped 25s, the result of trying to slice an inch too much out of a third-gear right.

"I caught the snowbank on the inside," said the two-time IRC champion, "and it spun me around and filled the front of the car with snow. The engine temperature went up and we had to go into 'road mode'. Now we think about the podium."

Half a minute now separated the top two, but Latvala was in no mood to relax.

"Still," he insisted, "anything can happen."
Fortunately for him, the unusually long last leg
– shortened by the cancellation of Hara 2 –
passed without incident. The win was his.

Crossing the final finish line, he was out of the car and on the bonnet, pausing only for a big hug from his father.

"This one means a lot," he said, not needing to say more.

Mikkelsen came for a podium and got second. Any disappointment at missing the win was soon forgotten. It was the same story for Ostberg, who admitted he'd dreamed of a victory, but was delighted with third — and a Powerstage win meant more points.

Hirvonen and Tanak were fourth and fifth with Ogier completing his exceptional recovery drive with sixth — helped a little when Meeke went off the road for seven minutes in SS18.

Meeke dropped to 11th, but finished 10th at the cost of fellow Brit Evans, who rolled out of ninth on the final stage.

So, the snow might not have been perfect, but the pace and the competition was more than a match for the way-too-warm weather. It was a classic, a muddy classic, but a classic nonetheless. Latvala wins usually are.

IN THE SERVICE PARK

David Evans



THE GLOVES WERE OFF. AND THEY WOULDN'T be going back on. No need. Who needs gloves when it's five degrees?

The world was warm last week. Too warm in Sweden. The lack of winter didn't spoil an exceptional round of the WRC, but it didn't do it any favours either. Once a year, the WRC is supposed to freeze. The world's finest and fastest drivers are tasked with taking their cars flat-chat over a surface you and I would barely be able to stand on.

That's what Sweden is all about. Just like Disney's latest blockbuster (and my six-year-old daughter's all-time, all-time favourite) Frozen, the magic is in the ice. And this time the magic was gone, taking with it with more than a few of the 364 studs from every car.

Yes, last year was good and the year before okay, but maybe the time has come for the Rally Sweden organisers to take a longer look north. Or the championship to look east to Russia, or west to Canada.

If dancing on ice is an art for a rally driver, getting through a gravel-strewn winterless mud-fest is probably even tougher. And Jari-Matti Latvala came out on top with an exceptional win. Let's hope this is the trigger for the Finn to fly again. Just for a moment, let's pretend Sebastien Ogier didn't set more fastest times than anybody else on a rally he would likely have walked had it not been for one simple mistake...



"I drove like my grandmother going to the supermarket"

Robert Kubica admonishes his Rally Sweden debut. To be fair, granny Kubica is probably quite fast!





Mind coaching boosts Latvala

WORLD RALLY CHAMPIONSHIP LEADER

Jari-Matti Latvala reckons he is ready to take on reigning champion Sebastien Ogier, after linking up with former champion Marcus Gronholm's psychological coach.

Latvala took his first win of the season on Rally Sweden following a tense battle with VW team-mates Ogier and Andreas Mikkelsen. Ogier dropped out of contention for a second Sweden win in as many years when he went off the road on the first stage on the second day. Latvala's victory was his third success on the Karlstad-based event.

The Finn has sometimes been accused of not having the mental strength to take on Ogier, who outscored Latvala nine wins to one last season, but feels he has turned a corner in those terms. He is now working with Gronholm's former psychological coach Christoph Treier and he feels he is already reaping the benefits.

"Christoph has taught me to keep the focus," said Latvala, "and if I'm losing the focus, how to bring it back. Normally I am too excited before the event and he tries to

keep me relaxed. I don't want to go into the details, but we do relaxation and concentration training methods. It is helping. When I was having a problem in the Hagfors Sprint, when I lost time because my tyres were bad, I was upset and angry and I started to doubt myself, but I was able to bring back the feeling - it was a very important role from Christoph. When I was younger in this position, I would have increased the throttle and ended on top of the snowbank."

Latvala, who holds a five-point lead over Ogier, reckons the true test of his ability to beat him will come on the next round in Mexico. "After this rally he will be even stronger coming to Mexico," added Latvala. "It's important to think about things and if there's a rally where I can't beat him then I back off and wait for the next one.

"Ogier is very strong mentally and with all the elements he has, he is very difficult to beat. But the first thing is that you should never be afraid - if you are afraid then you can't achieve anything. You need to have the respect, but you



HANNINEN WINS McRAE PRIZE

Hyundai's Juho Hanninen gave the Korean team something to cheer in Sweden when he won the Colin's Crest Award for flying further than anybody else over the famous Vargasen jump. He made 36 metres - one short of Ken Block's record.

BRITS FIND SWEDEN TOUGH

British drivers Kris Meeke and Elfyn Evans both gave a decent account of themselves on their Rally Sweden debuts last week. They were both lying inside the top 10 for much of the event, but Meeke slipped from sixth to 11th after a frustrating and minor off on Saturday and Evans lost what would have been ninth when he rolled on the final stage, promoting Meeke back to 10th.

BREEN TO PEUGEOT AFTER TOP 10

Irishman Craig Breen finished ninth on his World Rally Car debut in Sweden last week. He will now swap his own Fiesta RS WRC for the Peugeot 208 T16, which will break cover on next month's Acropolis Rally following a planned March 1 homologation.

CALL FOR RALLY TO MOVE NORTH

Unseasonably warm conditions have renewed calls for Rally Sweden to move north in search of more snow and ice. M-Sport's Mikko Hirvonen, a two-time winner of the event, said: "You never really know how it is going to be when you get here. Going north would be a good idea."

SOLBERG WINS HISTORIC RALLY

Petter Solberg scored his second consecutive victory on the Historic Rally Sweden last weekend. Driving his Ford Escort Mk II, Solberg was co-driven to a comfortable win by his wife Pernilla.

FIESTA CUP DECISION SOON

The 12 Drive DMACK Fiesta Cup competitors have been announced, with Ari Vatanen's son Max and Britain's Tom Cave among the recognised names. Former Junior WRC drivers Yeray Lemes and Jose Suarez are also listed for the series, which offers its winner a seven-round WRC2 drive in 2015. April's Rally of Portugal is the first round.

WILSON IN PRAISE OF TANAK

M-Sport team principal Malcolm Wilson praised Estonian Ott Tanak on his return to the WRC. Tanak lost his drive with M-Sport after a troubled 2012 season, but clinched fifth - and a fastest time - on his return in Sweden. "He's a different driver," said Wilson, "I'm very impressed."



Kubica happy despite crashes

ROBERT KUBICA SAYS HE LEARNED PLENTY

from his Rally Sweden debut, despite three crashes. The Pole, who led the WRC opener in Monte Carlo last month, was running on the fringes of the top 10 before he crashed twice on Friday and once on Saturday.

"It is not harder than I thought it would be," he said. "I knew it would be hard, but for sure it was more difficult than Monte Carlo. It was changing all of the time, but I have to learn to drive in these conditions and having the conditions change so much is very good experience.

"Normally I would need 20 days of testing to get such varied experience of driving like this."



Hyundai confident of i20 pace



HYUNDAI TEAM CHIEFS WERE BUOYED

by a strong Rally Sweden showing from the i20 WRC.

Team principal Michel Nandan said the performance in Karlstad showed the car had pace, despite both Thierry Neuville and Juho Hanninen crashing on day two and returning under Rally 2 regulations,

"On the performance side, I don't think we are really far away [from the competition]," said Nandan.

"But the first three events are a bit specific - they are not a good representation of the whole championship, so we cannot analyse properly what this means for the whole year."

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Michael Schumacher's former race engineer has started a new series in America designed to train



hen I checked in at
Heathrow Airport via a
woman whose daughter
was godfathered by late
Formula 1 star Didier Pironi,
I knew this was going to be
a trip to remember. After
holding up the check-in
desk for about 15 minutes,
talking about Rush-era F1
drivers with this American Airlines attendant,
I headed off to find my flight to Florida.

I'd been invited to contest the opening round of the Florida Winter Series: a new, four-round single-seater racing initiative run by the Ferrari Driver Academy, the young-driver development arm of Ferrari's F1 team.

The FDA is run by Luca Baldisserri, the Italian chief engineer who helped mastermind Michael Schumacher's five consecutive world championships for Ferrari between 2000 and 2004, and the Florida Winter Series is his baby.

Baldisserri wants to give aspiring professional single-seater drivers the chance to develop their skills in the warm climes of North America during the cold and miserable European winter, simultaneously pitting their wits against the FDA's best drivers and gaining exposure to working methods developed by one of F1's greatest teams.

The FWS takes inspiration from New Zealand's successful Toyota Racing Series, in which reigning FIA European F3 champion and FDA racer Raffaele Marciello competed ahead of his rookie F3 season in 2012.

The FWS is based around a fleet of 'identical' 1.4-litre, turbocharged Tatuus-Fiats. The cars ran in Formula Abarth and will form the basis for the new FIA Italian F4 championship, except the ones we're using in Florida are turned up to

around 190bhp and run on Hankook F3 tyres.

Considering the short time Baldisserri and his team had to get this off the ground (plans were only finalised last October), everything is looking pretty slick as I drive into Sebring International Raceway to meet the team and have a seat fitting in my 'Silver Bullet'.

I've barely had time to survey my new surroundings when I bump into Rene Rosin, manager of Prema Powerteam. His father Angelo's squad ran Marciello to his F3 title last season and also helped Brit Alex Lynn to win the Macau Grand Prix. Their engineers and mechanics are responsible for running the cars, while Rene himself acts as a race director for each event.

The chance to work closely with Ferrari's *de facto* junior team, and one of the best single-seater outfits in the world, is another big selling point for the series.

Ferrari's F1 academy

single-seater racers using F1 expertise. He invited BEN ANDERSON to contest the inaugural event



He tells me things got off to an ignominious start in the pre-season collective test at Homestead, where karting world champion Max Verstappen (son of ex-F1 driver Jos) crashed into Formula Renault ALPS champion Antonio Fuoco in the pitlane, a matter of minutes into the first session!

But the FWS is all about learning, and you only do that by making mistakes. I was sure I'd make plenty over the course of the event (and I did, including three spins on cold tyres. THREE!).

PREPARATION BEGINS

The serious business begins with a collective track walk. Ex-F1 engineer Francesco Pon and Prema driver coach Nuno Pinto (a former Iberian Formula BMW champion who has worked with drivers such as Daniel Juncadella and Robin Frijns) take the lead, pointing out bumps, changes of surface, vicious kerbs,



▶ and other things to be aware of.

When you're dealing with a mammoth 3.7 miles of runway asphalt, there are lots of things you need to be 'aware of'. Turns one and 17 are singled out for particular attention, owing to their high-speed nature, nasty bumps, and the lack of sightlines from which to take a reference.

At times, the group is like a bunch of unruly school children, but we're all encouraged to take detailed notes on the track and review them overnight, before taking to the track for practice.

Saturday's schedule features four free-practice sessions, each an hour long. We are all briefed by Baldisserri first thing in the morning, and asked to set specific targets with our engineers for the sessions, reviewing them in between.

Everyone agrees this will be a particularly challenging circuit for stiff, carbonfibre, monoshock-front single-seaters, so rideheights are raised and we are all briefed to build up speed gradually and not risk ending our day early by shunting into one of Sebring's fearsome concrete walls.

Pon tells me to "drive naturally" so we can establish what I'm doing and what I need to do better. "Like a baby learning to walk; we need to discover together," he says.

GETTING ON TRACK

The first session is interrupted by red flags as the boldest drivers explore the outer limits of Sebring's surroundings, so it's difficult to find a rhythm. I concentrate on building up gradually because it's a lot to take in: the circuit is 'old-school', extremely bumpy, and apart from the back straight there is nowhere to rest, so you have to be alert at all times.

My 2m10.8s best puts me 11th of the 12 drivers, which includes Marciello, Fuoco, Verstappen, F3 racers Nicholas Latifi (who sets the pace on 2m05.1s), Ed Jones, Dennis van de Laar and Tatiana Calderon, Formula Renault 2.0 racer Alex Bosak (coached by Marko Asmer) and karting graduates Lance Stroll (another FDA member), Vasily Romanov and Takashi Kasai.

"I must say I'm very impressed with what they've done here. It's half a season against some of the top drivers in Europe"

JOS VERSTAPPEN

A review of my technique suggests I'm braking in the correct way (high initial pressure and gradually 'bleeding off' the pedal) and picking up the throttle well, but holding onto the brakes for too long and killing too much speed.

In the second session I improve to 2mo8.2s on old tyres, which moves me up to ninth, 3.4s adrift of Marciello, who is the first driver to break into the 2mo4s. A second of that deficit is coming in the first three corners alone. New Hankooks are fitted for the second part of the session, but I embarrassingly spin off at Turn 3 on my out-lap and stall the engine trying to rejoin. That lack of concentration costs me my first new-tyre run.

A collective debrief during lunch allows all to learn from the best performer. Marciello's onboard video is played to the group and the FDA tutors point out the lines he is taking and how he is positioning his car. We are all encouraged to review data and our technique with the engineers and think about how to improve in the afternoon.

I manage to keep the car on the track long enough to make use of some new tyres this time and improve to 2mo7.os in the third of four sessions, which puts me within 2.8s of Latifi, who has leapt back to the top of the times. That stands as my best of the day once my new-tyre run in the final session is spoiled by another spate of red flags. Max Verstappen goes a second clear of the rest, on a 2mo3.385s, to end the day fastest of all.

My principle issue is a familiar one to me: relying too much on the front tyres to stop and turn the car, and not utilising the lateral grip available from the rear to carry more speed into the corners, rotate the car quicker in the later phase of braking, and thus set myself up for better corner exits.

Overnight, Pon encourages me to visualise driving the track and complete some timed laps in my mind. He also suggests a few exercises to "wake up" before Sunday's two 30-minute qualifying sessions, which are run consecutively with a 30-minute break in between.

My performance is utterly Jekyll and Hyde. Mr Hyde makes his appearance in Q1: A 360-degree spin at Turn 16, lots of mistakes, pushing too hard too soon, and I'm sitting on a best lap of only 2mo8.8s when the session is red-flagged with roughly three minutes left.

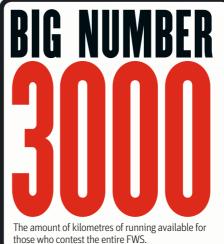
I head back out for one more flying lap before the chequered flag and manage to improve to 2mo7.8s, which puts me ninth on the grid but still o.8s away from my personal best and a whopping 4.6s adrift of Fuoco's pole time.

The pressure of going straight into qualifying has told and I'm all at sea. In steps Pinto with a pep-talk. "Just try coming off the brakes earlier for every corner," he advises. "That's what I would say from watching trackside. Brake in the same places, but brakes less. Focus on that."

He also gives me some advice on preparing the new tyres properly for a qualifying run: "First lap: don't push at all and do some big weaves on the straights; second lap: try to scrub the fronts; lap three: normal driving but don't push too hard; fourth lap: the tyres should be ready to push."

This is a big help and Dr Jekyll replaces Mr Hyde for Q2. The session still features plenty of traffic and other distractions, but I focus on what





TECH SPEC

CHASSIS: Tatuus FA10B
monocoque carbon composite
SUSPENSION: Double wishbone
with pushrods
BRAKES: AP four-piston calipers,
cast-iron ventilated discs
ENGINE: 1.4-litre Fiat turbo

ENGINE: 1.4-litre Fiat turbo POWER: 190bhp GEARBOX: Sadev six-speed

sequential

ELECTRONICS: Magneti Marelli ECU and data logging TYRES: Hankook (180/550R13 front, 240/570R13 rear) WEIGHT: 525kg (including driver)

RACING IN THE FWS

I've been told and the strategy enables me to drive more effectively and with a cooler head.

I improve to a 2mo6.4s lap, my best of the event so far. This is only good enough for 10th on the grid and well adrift of Verstappen's 2mo2.4s effort (which is nearly half a second clear of the rest and stands as the best lap of the entire meeting), but I am delighted to have achieved my pre-session goal of cracking the 2mo6s.

RACING GETS UNDER WAY

The clouds descend over Florida during lunch and the track is sodden for the start of race one. Of the three 30-minute races, this is easily my best. The wet weather and treaded tyres take grip away from the car and bring it closer to my Formula Ford and Formula Vee frames of reference.

We start behind a pace car for safety reasons and, after some early battling with Bosak, I break away and spend my race trying to hunt down Stroll for seventh (Calderon's car breaks down early so she doesn't finish). My best lap is half a second quicker than Stroll's (and within a second of Marciello and Latifi), but I lose too much time fighting with Bosak to make up the ground.

After the race, we sit down with our engineers and work through a checklist. This is designed to encourage the drivers to think about what they have just experienced and what can be improved. The engineer asks a set of pre-defined questions regarding different aspects of the car and its behaviour, and the drivers simply have to answer as honestly as possible, even if they have nothing to say to a particular query.

This is a hugely beneficial exercise, because it teases out much of the information that would otherwise remain locked in the driver's memory. Based on the answers, you can come up with ways to improve the car and also targets for the driver to focus on in the next session.

The reversed-grid second race takes place in beautiful sunshine on Monday morning. In the pre-race collective briefing we are lectured on the importance of rotating the car to drive corners quicker - braking less on the same line and using

the rear of the car to steer and set the car up for straighter and faster exits.

Pon talks about the centre of rotation of the car and where the driver feels that movement. He asks drivers to draw on a diagram where they like to feel rotation. We discuss how that point can move, both through use of technique and also through set-up.

"We're only talking about small angles maybe five degrees," he explains, "but transversal grip helps to slow the car down and allows the driver to use yaw to corner instead of steering."

LEARNING THE HARD WAY

We're encouraged to think about where we perceive this rotation during the second race, but mine doesn't really last long enough. After a solid start, which lifts me to third behind Calderon and Bosak, I am battling to hold off Jones, Marciello and Verstappen when I miss the apex at Turn 1 on lap five and have a massive oversteer moment.

This gives Marciello and Verstappen a run on me heading up to Turn 3. Marciello dives for the inside and I brake earlier in an effort to cut back

"Maybe for the more experienced drivers it's less useful, but I think it's good. It's similar to TRS except these cars are a bit faster"

RAFFAELE MARCIELLO

underneath, but I fail to make the corner as Verstappen clatters into me under braking, damaging his front wing and my rear wing. We both limp back to the pits to retire.

Verstappen Jr apologises for his mistake. For me the event evokes memories of his dad's lapped Arrows crashing into the back of Juan Pablo Montoya's Williams at the 2001 Brazilian Grand Prix. Probably not for Max, though, he was only three at the time!

After the race, the FDA reviews all the incidents (Jones and van de Laar have also come together) and we discuss the mistakes made and how they can be eliminated. This is very important for young drivers without much car racing experience, as it helps them understand which behaviours are acceptable and which are not. Race three features another embarrassing spin on cold tyres for me, this time on my way to the grid! Having overcome that little hiccup and made my way successfully around for the start, I elect to concentrate on improving my driving, rather than racing hard for position. This pays off and I make another big step, working down to 2mo5.4s on used tyres, which puts me only 0.5s behind Stroll and within 1.8s of the fastest, set by race winner Fuoco.

The car makes more sense in this race. I'm able to commit more speed into the corners with the correct braking technique; the only thing that's lacking is a bit of confidence picking up the throttle in the quicker turns (particularly Turns 1, 16 and 17) and accessing that final bit of extra grip available with the downforce. I only finish ninth, but alight the car delighted to have achieved my goal of cracking the 2mo5s.

And that's what the Florida Winter Series is all about really: setting (realistic) targets and working out how to achieve them with some of the best young drivers and single-seater engineers in the business on hand to help you.

I left Sebring a better driver than when I arrived, and I'm sure I'm not the only one who can say that. That means Baldisserri's brainwave is doing exactly what he intended. W

2014 CALENDAR

Homestead (test)
Sebring
Palm Beach
Homestead Road Course
Homestead RC (modified)

Each event consists of four hours of practice, two 30-minute qualifying sessions and three 30-minute races



VOLVO'S EXPORT TO AUSTRALIA

After a decade spent mainly on the domestic touring car scene with Volvo, Robert Dahlgren

has been chosen as the Swedish half of the manufacturer's line-up in the very different

arena of V8 Supercars in Australia. ANDREW VAN DE BURGT talks culture shocks with him

ast summer, AUTOSPORT was invited to the Scandinavian Touring Car Championship race around the harbour streets of Gothenburg. It was an entertaining wet-but-drying contest, although the talk among the Volvo drivers after the race was more about the marque's recently announced V8 Supercars programme than it was about its just-accomplished one-two finish.

The feeling was that a seat was available in the Garry Rogers Motorsport team, which would be running the Volvos Down Under, next to the promising Scott McLaughlin. There was no official confirmation from Volvo, only hints that it would be a good thing if a Swedish driver was involved.

Trouble was, former works Audi DTM racer Alex Premat reckoned he had a contract at GRM. And while things weren't going that well for the Frenchman, there were occasions when glimpses of his potential shone through. At the Bathurst 1000, for example, he was in with a great shout of a top-three finish when the car let him down.

Then, just a week into the new year, Premat announced he was severing his ties with GRM, which has been renamed Volvo Polestar Racing.

"After examining my driving options, both here

and overseas, and having had discussions with Garry, I have decided to explore other avenues and I have informed Garry that I will not be driving for GRM in 2014," reads his statement.

A little over a week later the dreams of those STCC drivers came true, and the honour of representing Volvo in its first-ever V8SC project fell to Robert Dahlgren.

The 34-year-old faced stiff competition for the seat. Aside from DTM star and 2013 Bathurst sensation Mattias Ekstrom, Volvo's roster of STCC drivers contains pretty much the cream of Swedish touring car talent, including reigning STCC champ Thed Bjork.

But having spent 10 years with the manufacturer, during which time he raced and developed the promising if ultimately unsuccessful C30 in the World Touring Car Championship, Dahlgren was given the nod. And within a few days he'd swapped the cold dark winter of Skelleftea for the summer sun of Melbourne.

GETTING USED TO THE HEAT

"I am actually sitting on the balcony looking out over the skyscrapers in just a T-shirt right now," he says as AUTOSPORT rings in for an interview. The change in temperature is something he'll have to get used to quickly. The thermometer barely made it into double figures in Gothenburg last June, but when Dahlgren gets behind the wheel for the Hidden Valley race in Darwin, ambient temperatures could be over 40 degrees Celsius, while the humidity soars to energy-sapping highs.

"I think it's very difficult to prepare yourself for such a thing," he admits. "What I do is keep to my workout programme more or less as I'm used to. I'm training in more heat than I normally would. It will be a bit tougher in the first few races because my body isn't used to it, but after a while it will get better and better. I don't know what it's like inside a V8 Supercar yet; I haven't been in the car."

With less than three weeks before the first race of the season — the enormously popular Clipsal 500 in Adelaide — Dahlgren faces a near-vertical learning curve.

The climate and the tracks won't be all that's new to him. While a V8 Supercar may look like a generic touring car at a glance, it remains a uniquely challenging beast to tame. The new generation of cars that was introduced in 2013 diluted some of the more animalistic DNA, but quirks such as the locked rear diff remain, and







make the car handle unlike anything Dahlgren will have experienced in the STCC or WTCC.

The record of Europeans making the switch to V8s doesn't make for especially impressive reading, although Ekstrom's eye-catching showing last year proved it's far from impossible.

"I hope I will be able to get out in an olderspec car early on," he says. "They're working hard but getting reliability is the aim at the moment. Putting me in the car is really not the highest on the list right now. It's not through a lack of asking though!"

MOVE TO MELBOURNE

Dahlgren moved to Melbourne to be close to the team and has spent pretty much every day at the factory trying to understand the nuances of the car. As is the way these days, inevitably this means trying it out on the simulator. But as an old-school type, Dahlgren isn't prepared to judge the performance of the car from his 'virtual' outings.

"How equal the simulator is to the real thing? It's difficult to say when you can't physically compare," he says. "When I see the data it looks a little bit different to what I'm used to seeing. Not a massive amount, but just the brake graph looks a little bit different, throttle trace looks a little bit different, and it's definitely

understandable. But it doesn't mean I will learn it all the first day in the car."

As the Nissan and Erebus Mercedes projects showed last year, taking on the might, history and experience of Holden and Ford in their own back yard is no mean feat. While GRM has been a genuine frontrunning team with its Holdens for many years, it would be expecting a lot for it to hit the ground running with its two new Volvo aero kits and their Swedish-built V8 engines.

With this in mind, Dahlgren's performance will need to be judged against that of New Zealander McLaughlin — the breakout star of 2013 — rather than on outright results.

"Having a competitive team-mate in this case is very good for me and hopefully good for him," reckons Dahlgren. "I think we will be a strong team together."

Just over a month from now, Dahlgren will be lining up on the grid at Albert Park as part of the Australian Grand Prix bill. For the 2001 British Formula Ford champion, it will be a strange sensation to be at an event he always aspired to competing in, but in a car with four doors...

"I never thought the day I got to race at a grand prix it was going to be with a roof over my head! When I was younger the aim was to get into Formula 1, but this is still fantastic."

PREMAT POWER

For all his claims that he was severing his ties with GRM, Alexandre Premat will rejoin the team this year as part of its line-up for the enduros at Bathurst and Surfers Paradise.

DAHLGREN

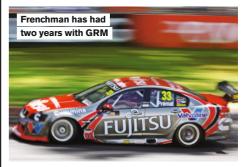
As a result, the GP2 race winner will be perfectly positioned to advise Robert Dahlgren on how to make the switch from racing European-style to the Aussie-rules version.

"It's going to be hard because he'll have the same issues as when I arrived in 2012," he says. "I thought, 'I'm gonna be all right, I'll be pretty fast.' But it's hard racing and you have to learn the tracks, a new team, the racing, the new drivers. It was really hard. Wow!"

Premat is uniquely positioned, having raced the old and new-spec V8s as well as a DTM Audi. He's in no doubts that the changes to the cars will make life easier for Dahlgren.

"There was a big change between the old V8 Supercar and the new," he says. "There was a big improvement in braking, downforce and consistency. The previous car was very tricky to drive – every lap it was doing different things. But last year with the new car everything was better and it's brought the whole pack within six or seven tenths.

"In the DTM there is a lot of downforce, carbon brakes, etc. I prefer to drive the DTM car for one lap but racing the V8 Supercar is just awesome – the best in world."





Good fry day for Tom

When the F3 season kicks off this Easter at Silverstone, Tom Blomqvist will line up with Antonio Giovinazzi and Sean Gelael in a KFC-liveried Carlin 'mini-team'. He tells MARCUS SIMMONS how

efore he'd even celebrated his 17th birthday, Tom Blomqvist was being toasted as the Formula Renault UK champion. He had youth on his side, plenty of natural speed and the cachet of being the son of a revered World Rally champion (1984 king Stig Blomqvist). Surely the logical next step was into a leading team in a top-level Formula 3 championship...

Three years later, that's finally going to happen — and he needs to make it pay. After all, he's now 20, the impression is that from 2011-13 his career has had little in the way of momentum, and he's been dropped after a short stint on the Red Bull Junior scheme.

There are mitigating circumstances: his finance-enforced focus on German F3 for 2011 ended when he broke his back in a shunt. Although he linked up with Mark Blundell on management, a relationship that still exists today, his subsequent two seasons in the European F3 ranks have come with hard-trying but

underfunded teams short on resources. Now? He lines up with Britain's F3 top dog Carlin, thanks to the faith of a generous and ardent motorsport enthusiast from the other side of the world.

The road to such salvation began when Indonesian businessman Ricardo Gelael, a former rally driver, put together a consortium of backers three years ago to support his son Sean and Italian talent Antonio Giovinazzi, first in karting, then in Formula Pilota China (the region's Formula Abarth series), and onwards into European and British F3 last season with Double R Racing.

Blomqvist is the latest addition to their stable,

and the trio's Dallara-Volkswagens will line up under the name of Jagonya Ayam with Carlin in homage to Gelael Sr's KFC interests (Jagonya Ayam is Indonesian for 'tasty chicken').

Blomqvist's *Great Expectations*-style break stems from he and F3 star Felix Rosenqvist attending Gelael's 17th birthday party last November, before heading straight from Indonesia to the Macau Grand Prix. "I was invited over," he says, "and one thing led to another. They started mentioning plans for 2014; they wanted to add another driver and go to a top team. Once I knew where I was with Red Bull, we could move forward. I've ended



ecapital peps Blomqvist (right) with Giovinazzi (left), Gelael... and Colonel Sanders







up with a once-in-a-lifetime opportunity. It's a bit surreal and I'm really looking forward to it."

So now Blomqvist can finally enjoy a season without worrying about finance. He estimates that his 2012 season with Ma-Con "was probably on a quarter of the budget of what is received by a top team", and his '13 campaign with EuroInternational was spent mainly as the team's sole runner and, again, with a money shortfall, despite the Red Bull support. "The team tried as hard as they could, but we struggled at times," he admits.

The tie-up with UK teams for the Gelael/ Jagonya Ayam initiative is facilitated by the scheme's manager: Piers Hunnisett won the Formula Vauxhall Lotus title in 1992, beating Olly Gavin and Dario Franchitti, but had no cash to progress to F3. So he went to Asia to forge a career, initially as a driver. Twenty years on he lives in Singapore, fully immersed in the Asian motorsport scene as a team boss and driver manager (including Narain Karthikeyan when he was in F1).

Hunnisett is a founder of Eurasia Motorsport, with which Giovinazzi and Gelael raced in the Pilota China series in 2012. When Gelael Sr wanted to move to British F3, it was logical to go to Double R, with which the Eurasia squad had enjoyed a technical tie-up when both ran Formula BMW teams. The collapse of British F3 meant a refocus to the European championship, a daunting prospect for a pair with a combined total of 15 race weekends in cars under their belts...

Although Giovinazzi was able to claim race wins and the runner-up spot in British F3, Double R's lack of an experienced ace since the latest generation of F3 chassis appeared in 2012 made things rather more difficult in Europe, so the Jagonya Ayam package has moved to Carlin.

"The problem we had is that all three Double R

drivers [including Tatiana Calderon] were very new to F3," says Hunnisett. "They narrowed down the gaps, even though position-wise it stayed very similar, but it was hard in European F3 because of the short gaps between sessions [meaning a lack of time to study data].

'We ran Daniel Ricciardo in BMW in 2006, and you could see he had potential from the first day. Similarly, Antonio is a natural racer who had a fantastic karting record. Sean started in rally cars from a very young age and has natural talent and car control. He's very good in the wet; it's just a case of gaining confidence with downforce. It hasn't helped that he had to fly back and forth to school, but he's moving to England now [Gelael Jr starts at Bath University this year]."

Of Gelael's father, Hunnisett adds: "Ricardo is passionate about his racing. Very professional, and his attention to detail is amazing. He even designs the liveries."

Blomqvist knows that he will be expected to guide his Jagonya Ayam stablemates, and all three will benefit from the presence of Jake Dennis, Ed Jones and Jordan King in the Carlin squad.

"Everyone assumes you must be rich if you're the son of a world champion," Blomqvist says, "but his title was a long time ago. I feel so fortunate now. I've done two tests with Carlin and I've been really impressed. It went well and there's no reason why we can't get some good results, because everyone in the team will push each other along.

"It's been really tough ever since I came into cars. A lot of people have helped a lot, and without them it would have ended a long time ago. I've done four or five years of racing on what some would spend in one.

"It's incredible to have this opportunity now I've got to make the most of it." W

AND THAT'S A RAP

The 'Jagonya Ayam with Carlin' launch in the Indonesian capital of Jakarta went off with much fanfare - and it began with Tom Blomqvist trying his hand at rapping!

His new team-mate Sean Gelael is a very likeable young dude and, as his nation begins to awaken to motorsport, is a regular under the media spotlight back home. He's also a dab hand at MCing.

"Antonio [Giovinazzi] and I arrived on the Sunday before the launch and we had to go to the recording studio," says Blomqvist. "I had to say a few things on the recording, and then Sean performed his rap live over the backing music. It was pretty good!

"Ricardo [Gelael] and Sean are trying to build an audience for motorsport over here, and I'm massively impressed with how they go about it. There's a lot of media interest in Sean and, the day after the launch, the biggest paper in Jakarta did quite a big piece.

"The sponsors they've attracted are quite considerable and there's a lot of interest growing in Indonesia. That's great - without sponsors we wouldn't be going anywhere.'



10 things we now know about the USC

Last month's Daytona 24 Hours kicked off the new United SportsCar Championship.

So what did we learn and, over the page, what questions remain? By GARY WATKINS

1 The fans appear to like it

The Daytona 24 Hours — or the Rolex 24 as the Americans like to call it — attracted a record crowd for what was the inaugural event of the merged United SportsCar Championship, which followed 16 years of schism in US endurance racing. Track owner International Speedway Corporation didn't put a figure on it, true to its policy, but there's no doubting its word.

The infield — the traditional home of the US sportscar nut and his ageing RV — was rammed and had sold out weeks in advance. That might have explained why there was a real crowd in the acres of grandstand seating at the Daytona International Speedway. It was almost mobbed down at Turn 1 for the start of the race, a first in the 20-odd years this writer has been reporting at Daytona.

The acid test for the USC's appeal, though, will come when USC visits the heartland of the old American Le Mans Series. Crowds need to hold up at Mosport and, perhaps most pertinently, Road Atlanta for Petit Le Mans in October.

2 No one is happy in the paddock...

...especially among the teams in the Prototype class. The Daytona Prototype boys feel they haven't been looked after by their former bosses from the Grand-Am side of the merger on the grounds that they'd spent a fortune making their cars faster, only to be pegged back ahead of the event. The P2 teams, led by two stalwarts of the ALMS, were convinced they were heading into the race with little if any chance of challenging the DPs.

The complaints weren't so vociferous in the GT Le Mans class. There was, however, confusion as to why Chrysler's SRT Viper GTS-Rs had got a double helping of performance breaks — a 30kg weight reduction and a 10-litre hike in fuel capacity — despite being among the fastest cars in class at the official pre-race test.

3 USC and IMSA can balance the rules

In spite of the whingeing and whining, USC sanctioning body IMSA got the Balance of Performance — or Adjustment of Performance as it calls it — pretty much as spot-on as possible in the Prototype class. It proved that it has the tools and the will to balance two very different

kinds of racing machine: the DP and the P2.

A well-driven LMP2 was all but a match for a top DP over a lap, witness Oliver Pla's second-fastest race lap in the OAK Racing Morgan. What a P2 car couldn't do was overtake a DP, but then straightline speed is king up on the Daytona banking. A car that is more powerful, and has to be because it's heavier, is always going to have the advantage there.

4 The rules won't be changed mid-meeting

That's something that wasn't always the case in the days of Grand-Am. There was some fierce politicking throughout the week leading up to the race, but IMSA held firm and more or less stuck to the final rules bulletin it had issued the Friday before. There was a tweak to the DeltaWing's rate of refueling and the odd clarification in the GT Daytona class, but IMSA technical boss Scot Elkins remained true to his pledge.

5 Ford is in the mix

The Ford-powered DP teams — Chip Ganassi Racing and Michael Shank Racing — are on the pace, though they found themselves with a similar, though less-severe problem as the P2s: they lacked a tad of straightline speed to their Chevrolet rivals.

That had something to do with the pre-event rule changes that closed up the restrictors, argued MSR team boss Michael Shank. He said that the smaller air-restrictor hurt the twin-turbo V6 more than the large-capacity Chevy V8s.

The engine looks reliable, even if one of the Ganassi cars did go out late on with an undisclosed internal problem.

6 NASCAR mentality still holds sway in race control

The last-gasp safety car — now, it seems, a permanent fixture of the 24 Hours — arrived with 20 minutes go, setting up an eight-minute dash to the flag. Cynical in the extreme is the only way to describe the 16th deployment of the yellows.

The Porsche that left the track at the East Horseshoe barely nudged the barriers and was rejoining the track as the call for the yellows to fly was made. It was totally unnecessary, unless, of course, it was sent out to bunch up the field in the name of entertainment...

7 The DeltaWing is fast

The ugly-duckling coupe version of the DeltaWing was more competitive than expected. The Mazda/Elan-engined DWC13 was super quick in a straight line and fast enough in the infield for Katherine Legge to qualify ahead of all the P2s and only one second from the pole.

If that pace was a surprise, it's unreliability wasn't, even if the works DeltaWing Racing Cars team reckoned it was on top the problems that dogged the car in its three races last year.

8 No one was sandbagging – too much

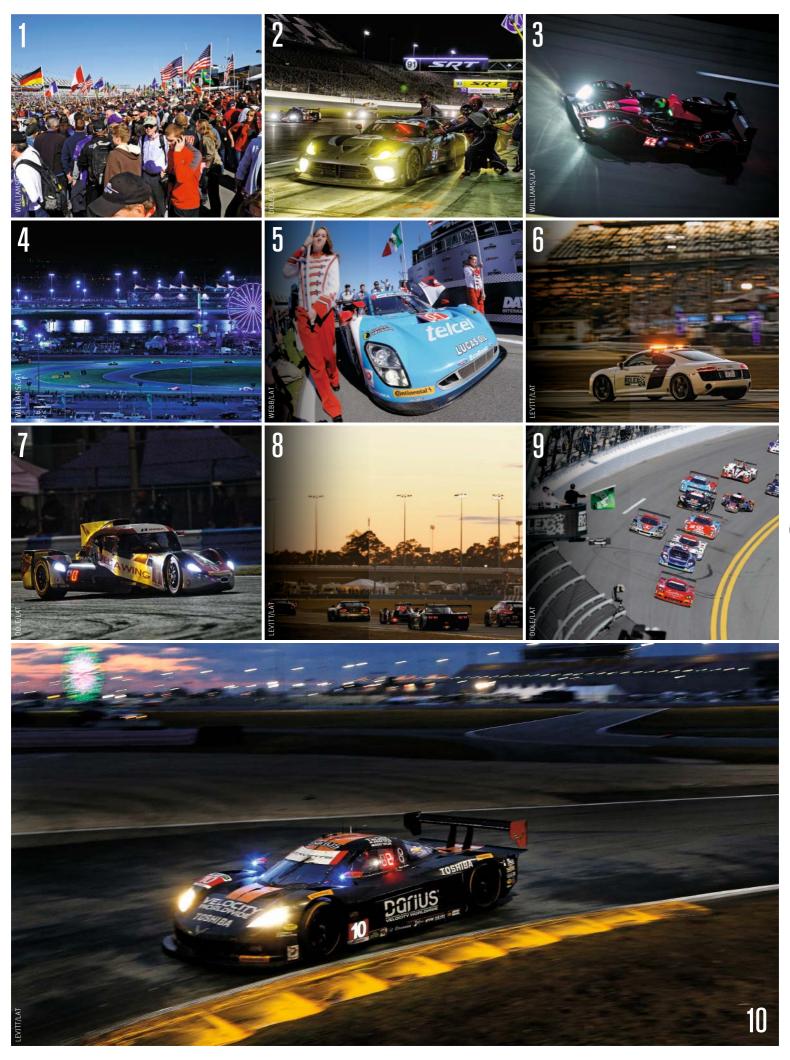
IMSA's draconian no-sandbagging rule, announced in the run-up to Daytona, wasn't brought into play. Anyone who held back at the official pre-race test — the Roar before the Rolex — was threatened with a five-minute stop-go penalty during the race. Whether we saw the genuine pace of every car across all the classes isn't clear, but there wasn't enough evidence for IMSA to act.

9 The USC and ACO are still best of friends

The long-standing relationship between the Automobile Club de l'Ouest and ALMS has been successfully carried over into the merged series. Diminutive ACO president Pierre Fillon waved a flag that was as big as him to start the 24 Hours and, more significantly, ACO and World Endurance Championship boss Gerard Neveu brokered a deal for the WEC event at Austin in September to run on the same day (Saturday) as the USC race. If that hadn't happened, the USC-ACO relationship could have fallen over at the first hurdle.

10 Wayne Taylor is now definitely an ex-racing driver

The double winner of the Daytona enduro and three-time US sportscar title winner hadn't raced since 2011, and then only to do a couple of laps at the end of the 24 Hours. He was tempted out of his second retirement to drive with sons Ricky and Jordan — the full-time line-up in his eponymous team's Dallara-Chevrolet — and completed one stint early in the race. Standing on the podium with them was, he said, "a special moment". The box has been ticked, so that's it for Taylor Sr at 57.





WHO IS ON TOP IN GT LE MANS?

That's a massive unknown based on the events of Daytona. Porsche won with its new 991-shape 911 RSR and had the advantage from the Bus Stop chicane right round to Turn 1. The new Chevrolet Corvette C7.R was the quickest of the three frontrunners in the infield, while Chrysler's SRT Viper GTS-R was in the ascendant from Turn 6 to the Bus Stop. How those advantages will translate into performance on very different types of racetrack remains to be seen.

And then there were the BMW Z4s. The Rahal-run factory team may have ended up second, but its V8-powered machines weren't ultimately on the pace. That should change for the high-downforce machine on the proper road courses.



HOW WILL THE ENTRY HOLD UP?

There were 67 cars at Daytona, up on recent years, and a full-season entry of 60 cars. There's already been a bit of natural wastage in the one-make Prototype Challenge class, so whether they all keep coming back after the blue-riband races at Daytona and Sebring remains to be seen.

5 things we don't know

WHO WILL BE CHASING WHO?

The assumption that the advantage will flip around in favour of the LMP2s post-Daytona has been challenged by some of the drivers of the European-style machines. They argue the DPs' extra grunt will hold sway, at least at Sebring.

"They have 150bhp on us and at Sebring you have three long straights," said Muscle Milk/Pickett Racing ORECA P2 driver Lucas Luhr. "And people are expecting us to be quicker!"

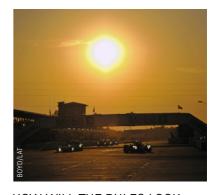




WHAT IS GOING TO HAPPEN TO THE PROTOTYPES FOR 2017?

The Prototype formula based on DPs and P2s will remain in force for three seasons, up from the original two after DP teams called for more time to amortise their upgrade costs. What follows could be a switch to the new ACO/FIA P2 regulations, which coincidently are due to come into force for the 2017 season, or perhaps something entirely different.

IMSA's Scot Elkins would only say that the next generation of USC cars would have carbon safety cells, and he made that statement prior to the accident in which Memo Gidley sustained serious injuries at the wheel of one of the semi-monocoque DPs (above). One option, Elkins said, could be to take elements of the DTM rulebook, including its carbon safety cell and tubeframe structure.



HOW WILL THE RULES LOOK FOR ROUND TWO AT SEBRING?

IMSA is working on a second Adjustment of Performance that will come into force for the Sebring 12 Hours in March and stay in place, with only relatively minor tweaking, for the remainder of the season. The diffusers that were removed from the DPs for Daytona in the wake of two tyre blowouts in testing in November will return, and the LMP2s will run in high-downforce configuration rather than the homologated Le Mans aero they used last month. That's what we know.

What we don't know is whether IMSA will deploy a potential 60kg weight penalty against the P2s should they prove too fleet for the DPs in the natural territory of a high-speed road course. Whether that is needed will be decided after a two-day test at the Sebring International Raceway for IMSA to acquire data on February 20-21.

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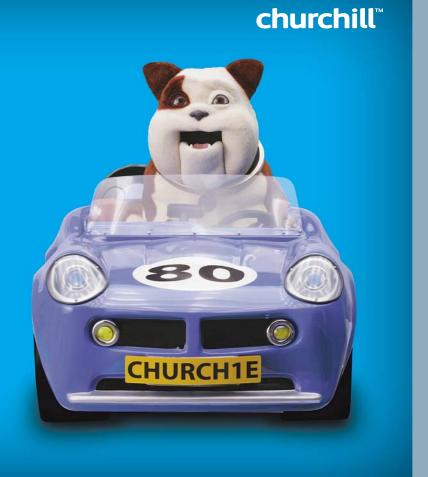
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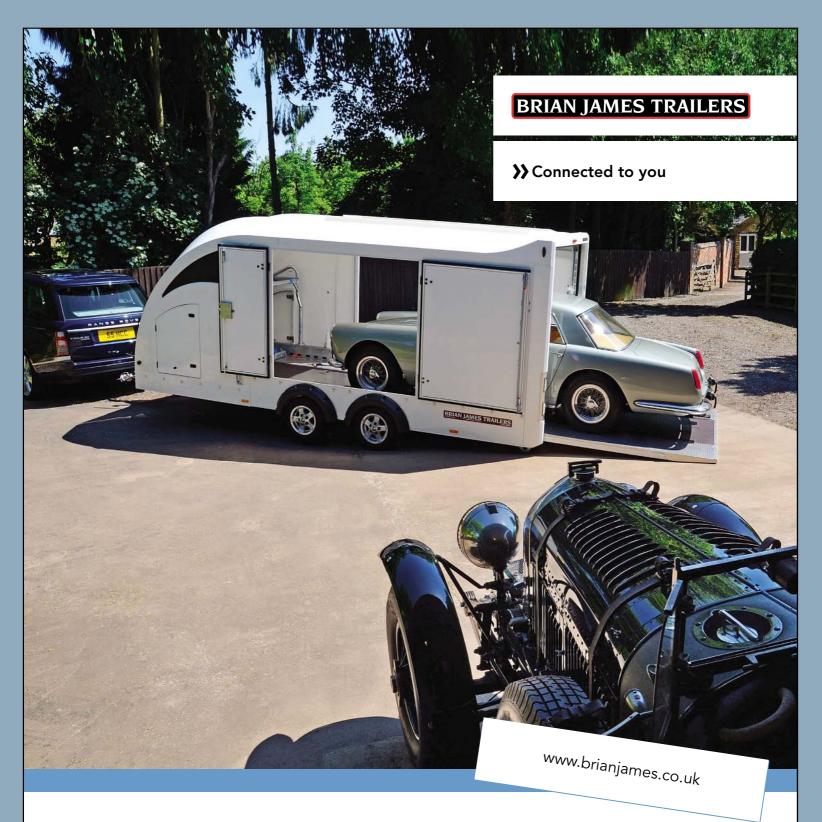
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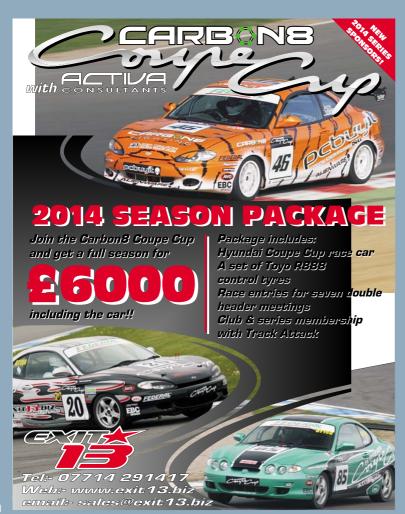
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Nine marques set for British GT

Nissan becomes latest potential 2014 entry as JRM weighs up options

BRITISH GT COULD HAVE NINE

different manufacturers represented in the GT3 class this season if Nissan development partner JRM Racing's plans come to fruition.

JRM, which has been part of the GTR NISMO's development from the start, has previously been unable to find a customer partnership for the Japanese's marque's GT3 car.

It ran Jody Fannin and Mark Cole in the Oulton Park opener last year and had hoped that would turn into a season-long campaign, but a full programme never materialised.

Team boss James Rumsey told AUTOSPORT his priority was still to find a customer team to run a Nissan, but if that doesn't happen it might look at working with a paying driver.

"There is interest from various people to run with us, but we would prefer to have a customer out in British GTs with one of our cars," he said. "If that is not possible and there is a driver or drivers with budget, it

is something that we would look at to showcase the GT-R."

If a deal comes together, the car would join factory/customer entries from Aston Martin, BMW, Porsche, Bentley, Audi, Mercedes, Ferrari and Ginetta. Trackspeed is expected to run its trio of Porsches again, while Fortec is understood to be in negotiations to return with its Mercedes AMG SLS. A Lamborghini outfit was sought but it is understood that will not happen.

However, customer Ferrari outfit FF Corse will run podium finishers Rob Barff and Gary Eastwood in a 458 Italia again. The team had been hopeful of fielding a second car, but will make it at least a trio of Ferrari entries alongside the factory AF Corse squad and Hector Lester's Rosso Verde outfit.

RATCLIFFE JOINS TRIPLE EIGHT

British GT4 champion Ryan Ratcliffe has joined Triple Eight in a GT3 test and development role.

The Welshman won the class title

last season in a Ginetta G50 alongside Rick Parfitt Jr but will not contest a full campaign this year.

"I want to be the whole package," explains Ratcliffe, who became a BRDC Rising Star last week. "I've got pace, I've shown that, but I need to develop on and off the track.

"This year I wouldn't be able to go into GT3 with a realistic chance of taking the title. I'm not a Richard Westbrook or a Nick Tandy, and I want to be there with them."

Ratcliffe will drive the Z4 (below) in selected non-British GT races, with Blancpain, VLN or GT Cup outings his main options.







THE ADDITION OF A SUNBEAM

Harrington to an event has rarely been greeted with such enthusiasm. But those who are fortunate enough to stand trackside at the Goodwood Members' Meeting next month are in for a serious treat.

Guy Harman's car is an absolute peach of an entry, and in the rarity stakes would be right near the top, with the two-time Sebring 12 Hours racer being a small part of Ferrari history in a roundabout way.

It further boosts the quality of the event, for which organisers have worked tirelessly to ensure that its revival (no pun intended) is marked in as fitting a fashion as possible.

It's also good news to see former McLaren AUTOSPORT BRDC Award finalist Scott Malvern has negotiated a full-time racing programme in the Radical SR3 Challenge for 2014.

The tale of Malvern's career tends to evoke outrage among racing fans who have grown tired of watching talented young drivers fall by the wayside.

After a trying 2013, in which he was restricted to Formula Ford 1600 and Atom Cup outings, Malvern who turns 25 later this month - has finally been able to make the first step towards what could become a successful sportscar or tin-top career.

A change of discipline was a must. Having been marooned in junior single-seaters, he made a serious push to race in the Renault Clio Cup UK, having accepted a change of tack.

Malvern has found out the hard way that is not as easy as it sounds, but now he has the chance it would be a surprise if he is not a championship contender - providing Kevin Mills's eponymous FF1600 squad can get to grips with the Radical quickly.

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Goodwood Members' Meeting

Ex-NART Sunbeam to Goodwood

A RARE SUNBEAM HARRINGTON, which was the only non-Ferrari ever entered by Luigi Chinetti's North American Racing Team, will be raced at the Goodwood Members' Meeting next month.

The car, now owned by Guy Harman, contested two Sebring 12 Hours, in 1962 and '63, in the hands of Filippo Theodoli, and will be tested at Goodwood for the first time on March 3 ahead of the 72nd Members' Meeting on March 29-30.

Run by the North American Racing Team in 1963, the Harrington has been restored by CCK and Harman will race it in the Moss Trophy for early-'60s Tourist Trophy cars.

Julius Thurgood, who helps put the Goodwood grids together, said: "Guy is the third owner of the car and it's so original. It's racing for the first time since it's last race at Sebring, which is fantastic." Meanwhile, another trio of drivers has been confirmed for the Gerry Marshall Trophy races for Group 1 Touring Cars.

Aston Martin's GTE Am World Endurance champion Stuart Hall will race an ex-Andy Rouse 1975 Opel Commodore 2800 GSE. He will share the car, raced in period by his father Pete, with Martyn Spurrell.

Ex-British Touring Car racer Patrick Watts has landed a drive in a replica of Richard Longman's Datapostlivered 1980 Ford Fiesta Mk1, while Nissan factory driver Alex Buncombe will drive Paul Pochciol's 1981 Ford Capri 3.0S, which will run in Vince Woodman's period Esso colours.

"I think the meeting is a thrilling concept because it brings back that evocative era of the Goodwood Members' Meetings," added Thurgood. "This is not the Revival — it's back to basics but with historics."

VW Cur

Bumper grid expected for VW Cup as entry becomes oversubscribed

VOLKSWAGEN CUP UK BOSSES

expect a capacity grid this season after receiving more than 30 entries already.

The championship does not start until the end of March, but the 30 registrations have already been paid for and at least six more are yet to be confirmed.

Championship manager Matt Walker said the unprecedented level of interest means the series may have to turn drivers away at circuits that have a lower grid capacity.

"We have never experienced such levels of interest this early in the season," said Walker. "We have a genuine 30 paid-up championship registrations with half a dozen more on their way.

"It really is a remarkable vote of confidence in the stability of the series



and the value for money that it offers competitors. We are a little worried that we may be over capacity at some circuits, notably Snetterton, where we can start only 32 cars."

AWM is the championship's biggest team with eight entries, including 2013 top two Aaron Mason and Joe Fulbrook. **British Formula Ford**

Kruger joins champion squad JTR for British FFord title assault

BRITISH FORMULA FORD RACE

winner Jayde Kruger will return to the championship this season to spearhead a title assault for Nick Tandy's JTR team.

JTR has run the past two British Formula Ford champions and has high hopes that South African Kruger, who missed the first three rounds of last season but won a race and finished sixth in the standings, can succeed unbeaten 2013 champion Dan Cammish.

Kruger joined the 2013 series with Jamun Racing, in a car purchased from GP3 racer Ryan Cullen. He will bring that Mygale with him to JTR, which plans to run two other drivers alongside Kruger, who had been expected to join

Radical Sportscar's Formula Ford team. JTR also hopes podium finisher

Sam Brabham will return for a second season. The son of sportscar ace David is due to test for the squad next week.

"We would like to have him back," confirmed Tandy. "He did a great job in his first season."



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Clio Cup UK

Leading squad TCR out of Clio Cup thanks to lack of interest

LEADING RENAULT CLIO CUP UK

team Total Control Racing will not contest the championship this year.

TCR had purchased one of the new turbocharged cars but has now taken a deposit from someone else and will sell it on before the start of the season.

Clio Cup Series driver Mike Robinson tested the new Clio at Donington Park last week but team boss Lee Brookes said it will not be raced by his squad.

"We've opted out because we've got everything else," said Brookes, whose team will field cars in the BARC-run Clio Series and Ginetta Juniors, GT5 Challenge and GT4 Supercup.

"We haven't got the interest in the car to be honest and everything was happening so late in the day. It means we can get a bit more organised."



FR BARC

Cliff Dempsey Racing returning to FRenault BARC with two-car entry

CLIFF DEMPSEY RACING WILL

return to Formula Renault BARC full-time this season with a two-car entry.

American single-seater champion Travis Jordan Fischer and Canadian Patrick Dussault will make their UK racing debuts with Cliff Dempsey's eponymous squad.

The team made a one-off appearance last season, fielding Finn Jesse Anttila at Croft, and also ran Scott Malvern for the first part of his title-winning 2012 season.

Fischer won a trio of regional titles in 2013 while Dussault has no slicks-and-wings experience.

"I wanted to be back in Renault this year with two cars, so I'm delighted", said Dempsey. "It's fantastic to have TJ and Patrick on board. It's going to be a real learning year for them both but we're looking forward to helping them develop and improve during the season.

"I don't know how quickly they'll learn, and Formula Renault is always very competitive, but we'll do the best we can and do as much testing as we can before the season, weather permitting."



Ginetta GT5 Challenge

World karting champion Hirst steps up to Ginetta GT5 Challenge

WORLD KARTING CHAMPION

Luca Hirst will contest the Ginetta GT5 Challenge this season.

The 19-year-old beat BRDC Formula 4 title winner Jake Hughes to the British Easykart title in 2012.

Hirst's car-racing debut is part of a new tie-up between Ginetta, Easykart and



Formula KGP – the class in which Hirst raced last season.

"My goal is to finish all the races I start and gain as much experience as I possibly can," said Hirst. "As it's my first year in sportscars I expect to be off the pace to start with, but I hope to improve as the season progresses.

"It's a one-make championship, which ties very nicely with my background as it's possible to be competitive on a budget, without worrying about the equipment."

Ginetta boss Lawrence Tomlinson said the new partnership was a big step: "We already have a strong motorsport ladder in place. This allows us to nurture young talent even before they are eligible for our championships."

HUMBLE PYE The voice of club racing



Domestic Super Libre revival could remove grid uncertainty

conomies of scale are as crucial to motorsport as any business. Now, more than ever, event organisers need to fill grids consistently to cover high circuithire fees, or increase the costs to competitors if numbers fall below those budgeted at perhaps 20-plus.

The danger of uplifts of course is pricing the less pecunious, upon whom viability depends, out of the market. As witnessed in recent seasons, support for the most popular high-profile championships has been cyclical in challenging financial times. For those trying to establish new series – even for a genre of accessible cars that deserve a strong following – getting a foothold on calendars without embarrassingly small fields has been extremely difficult.

Right now historic touring cars are on the up. Masters and Motor Racing Legends already offer action for those of the late 1960s to the early '80s, while French promoter Peter Auto is looking to add a similar class to its successful sports racing-focused roster. Some interaction and rationalisation between them might bring benefits to all in the short and longer terms.

Historic sportscar racing is a good case in point, because types of cars go in and out of favour as players continually strive to obtain the most competitive steeds in any era. When enthusiasm dwindles for great cars-turned-makeweights, the

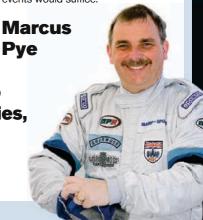
"For those trying to establish a new series, doing so without embarrassing grids has been difficult"

number of races for them drops, as does perceived value.

Sometimes there is a domestic escape route. The HSCC's Guards Trophy championship is a great option for owners of cars of the Pre-'66 treaded-tyre era rendered uncompetitive when piggybacked with categories for younger kit.

Ironically, when individual fields could not sustain themselves, this type of amalgamation begat one 1980s success story. Motor Circuit Developments' Thundersports initiative provided a platform for 'historic' sports racers of the '60s and '70s – from Chevron B6/B8 to early big bangers, a two-litre Group 6 miscellany and contemporary Can-Am and Sports 2000 chassis.

Run from '83 to '89, the mini-enduros were fast, spectacular, different and attracted interesting hybrids. Good competitor and spectator followings merited British Grand Prix support races at Brands Hatch in 1984 and '86, a promoter's option before F1 programmes became closed-shop. I was recently asked whether this domestic 'Super Libre' concept could work again? For those unable to trek around Europe, or with otherwise redundant cars, why not? If four to six special events would suffice.



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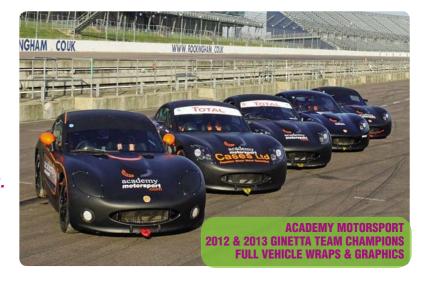
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CLUB AUTOSPORT

In brief

Radical SR3 Challenge

Malvern to take on new Radical challenge

MULTIPLE SINGLE-SEATER

champion Scott Malvern will make a full-time switch to sportscar racing this season in the Radical SR3 Challenge.

Malvern, who won back-to-back titles in British Formula Ford and Formula Renault BARC in 2011 and '12, had targeted a move to another category after spending almost all of last year on the sidelines.

The 24-year-old will partner Castle Combe Pre-'90 Formula Ford 1600 champion Nick Jones at Kevin Mills Racing. The move keeps him with the team that ran him to victory on his Walter Hayes Trophy debut at the end of 2013.

Malvern will also run selected FF1600 events with KMR, which expands beyond single-seaters for the first time.

"I've known for a while that I need to prove myself in something other than single-seaters and I'm really pleased that Nick and Kevin are giving me this chance to do so," said Malvern.

"Radical is a great company and the SR3 is a great car to start what I hope will be a new phase of my career. Sportscars

or GT racing is where my future probably lies so this is a good place to be.

"It's important I remain active and visible. If it wasn't for the Walter Hayes victory, 2013 would have been a write-off so I'm keen not to be in that position again."

Mills, whose eponymous team has also been linked with a return to British Formula Ford, said: "I've wanted to try something other than Formula Ford for some time now. When Nick came to me with the idea of running a Radical for him I thought it was the ideal opportunity."

Chevron B1 for sale

The first car made by the Chevron marque is up for sale (above). B1 chassis #01 has been fully restored and is available to be bought for £189,000. The 1965 car features the original chassis, aluminium body and a Geoff Richardson-built 1500cc Cosworth pre-crossflow engine. It is ready to race and eligible for events such as the Goodwood Revival.

BRDC F4 car tweaked

The MSV F4-013 cars used in BRDC Formula 4 have been upgraded over the winter. Ralph Firman Racing has fitted all the cars with Ohlins dampers, valving will be fixed and the dampers will be sealed. Other upgrades include modifications to the front-wing installation, onboard-camera mounts and a refined steering-wheel display.

Closed-roads chance

A government-led public consultation will be held later this month as part of the Motor Sports Association's campaign to bring closed-road racing back to the UK. The movement had stalled after Department for Transport personnel had been redirected to work on the HS2 rail project but has gained fresh momentum in recent weeks.

Simms's battle Royale

Multiple HSCC Formula Ford 1600 and Classic Formula 3 champion Benn Simms is rebuilding a Royale RP30 for his first shot at Historic FF2000 this year. Father Paul already has the Pinto engine on the dyno. The championship will also visit Castle Combe for the first time on October 5.

Grainger to Fiestas

Double MG Metro Cup class champion Tom Grainger will race a Ford Fiesta this season. The youngster, who works for BTCC and GT squad Motorbase Performance and tested the team's British Touring Car S2000 Ford Focus in 2012, will run the Fiesta (below) for the first time next month.



Lynn drove B34 for first time last week

Ex-Patrese Chevron for Lynn

SHAUN LYNN, THE FATHER OF

Macau Grand Prix winner Alex Lynn, is to race in Classic Formula 3 this season with the ex-Trivellato Racing Chevron B34 in which Riccardo Patrese won the 1976 European title.

It is a new step for Lynn, best known for success in machines such as the Ford GT40, AC Cobra and Jaguar E-type.

"I had a couple of goes in a Formula Ford last year and it made me realise how precise you need to be, and I want to improve myself as a driver," he said.

"I'm used to V8s and I'm finding the F3's power band a bit tricky. On top of that I've got my son saying I'm braking far too early - he's been getting his own back in a nice way!"

Lynn hopes to races at events such as Pau and the Silverstone Classic, depending on business commitments.

"I wanted to do Monaco," he added, "but it's Alex's first GP3 weekend at Barcelona and I want to be there."

KONSTANTIN KOTITSAS 1969-2014



LEADING PORSCHE CARRERA CUP engineer Konstantin Kotitsas has

died at the age of 45. 'Kosta' engineered the cars that

won the past four Carrera Cup titles, working with Tim Harvey (2010), James Sutton (2011) and Michael Meadows (2012-13).

Greece-born Kotitsas also had experience in the Porsche Supercup, where he worked with the late Sean Edwards, as well as in the marque's series in the Middle East and US.

Redline Racing team boss Simon Leonard said: "We worked together for many years and he was probably the best Porsche race engineer in the world. We learned an awful lot from him. He will be truly missed."

Alex Martin raced Porsche in UK

Ferrari Challenge

Martins in AF Corse move

EX-PORSCHE CARRERA CUP

racer Alex Martin will contest the Ferrari Challenge this season with the factory AF Corse team.

Martin, along with older brother Rupert, is managed by former PCCGB champion Barry Horne. They have both raced in the 458-based European series since 2012,

first in their own Dextra Racing squad and then with the Stratstone Ferrari team, before their new move to the World Endurance Championship-winning AF set-up.

Alex Martin spent two full years racing in the Carrera Cup, earning a best finish of ninth with Team Parker Racing. He also had a one-off outing in the French series.



he question is simple, but it seems the most fitting place to start what will become a remarkable trip down memory lane: 'If someone had told you in 1967 you'd still be racing in 2014, would you have believed them?'

"Definitely not," replies Peter Baldwin. "Not a chance."

What started 47 years ago has developed into something truly astounding. It's not just that Baldwin, a rolling-road technician by day, has become one of the most successful club racers in the country. It's that retirement still does not appear imminent.

The 72-year-old clinched his seventh Mini Miglia title last season, making it back-to-back championships after three years out of the car. He has won 58 races since he first raced the Miglia in 1995, having missed six seasons from 2006 through to 2011 because of his 'first' retirement, and he has 35 class and overall titles to his name from a career lasting almost half a century.

Now there's a new challenge awaiting, in Europe no less, but before we get on to his future AUTOSPORT wants to know more about his incredible past.

Such a vast career was beyond Baldwin's wildest imagination within seconds of his first start in 1967. Lining up at Brands Hatch in an 85occ Mini, having had his racing ambitions fostered by two Ducksford sprint events the year before, Baldwin's maiden race lasted just a few hundred yards.

"I was in third place I think," he says, casting his mind back. "I went into Paddock and away it went. I spun off onto the infield and

someone hit me straight on.

"I couldn't believe it, I was so disappointed."

But Baldwin, by nature, is not easily deterred, as a racing career fast approaching five decades attests. So he soldiered on.

Though the original 850 lasted just a year — a huge crash at Thruxton required a like-for-like replacement — the next model would take him through to 1975.

Thereafter, a new spaceframe car, fitted with a 1300cc Escort engine, became his Special Saloons ride for

the next 15 years. It was then that his career in club motorsport started to gain serious momentum.

"I started to go all over the place," recalls Baldwin, who had turned the 850 into a one-litre in '71, but experienced mixed fortunes with both Ford and BDA engines.

"I wanted to do as many as I could. I remember I raced at Donington Park and Oulton Park on the same day! We didn't think about what would happen if the car had a problem in the first race."

As Baldwin racked up the miles, not to mention several titles, his employer and backer — Marshall of Cambridge — pushed for something more serious. The garage wanted him to be involved with British Leyland, and after two years racing in the 1275GT series in the late '70s with limited success, the '80s would soon bring improved fortune.

Racing in British Leyland's newly-launched Metro Challenge, Baldwin was enjoying the benefits of his deal. Spare parts were available cheaply, and he would go on to contest every round of both the British and European iterations over the next 10 years.



Baldwin's 850cc Mini on Brands front row in '68...



"Anything I do I want to do competitively. I don't just go out for a fun drive" PETER BALDWIN

Back-to-back European titles in 1986 and 1987 when the turbo version was introduced are a clear highlight, both coming against opposition such as Tim Harvey, Steve Soper and Patrick Watts.

A trio of runner-up finishes in the British series followed until 1991, when he finally clinched the domestic title - and Baldwin stayed on as Rover launched a replacement 216 GTi series from 1992.

Baldwin pushed to give a strong account of himself and claimed third in the '93 season. With the new 220 model introduced for 1994, mobile giant Orange snapped him up for a bumper sponsorship deal.

For reasons outside his control it proved far from a great success (see panel), and by the end of the next

campaign his 13-year affiliation with MG was over. By his own admission he was keen to "get back to grassroots racing". It was an easy decision to make: Baldwin would just go back to Minis.

Sixth in the 1995 Miglia championship was followed up by winter-series success, and though it took him a while to win the main title (he was runner-up three times before the first success in 2000), he went on to claim four of the next five, including three in a row.

'In 2005 I thought 'I'll retire from Miglias," Baldwin says. "I ran a friend [James Hall] for three years and Sarah Munns drove the car from 2009-'11. But it was difficult watching other people driving it."

And so Baldwin returned. Seven wins in 2012 earned him a sixth crown and he doubled up after a stellar battle with Aaron Smith and Kane Astin on the very last day of last season. The trio dominated throughout 2013, winning every race between them, but Baldwin's incredible consistency (nine of his 10 counted results were in the top two) meant he snatched the title.

Back to Baldwin's immediate

Dream turns to nightmare

HOW MASSIVE ORANGE DEAL WENT SOUR

Peter Baldwin's success in British Leyland machinery earned him what he thought was an Orange dream ticket.

After two competitive seasons in the Rover 216 GTi, he landed a huge sponsorship deal with the fledgling mobile phone company as the series adopted a new model, the 220 Turbo.

At the request of his new sponsor, he moved away from the independent set-up he had used to such success in the past, and into a multi-car team.

Unfortunately, despite a promising start, the partnership went west when a financial dispute meant Baldwin was dumped by the team before the end of the year.

"It went pear-shaped," he recalls. "If I'd have known then what I know now, I'd have just run my own car. But I'd never heard of that sort of money before..."

That ranks as a low point in a career that, for the most part, leaves Baldwin with only happy memories. One in particular stands out, though he can't remember the exact date.

"I can remember it clear as day," he remembers fondly. "It was against Steve Soper and Steve Harris in a Mini at Aintree in the early days.

"I went down the inside of both of them at the final corner on the last lap. I thought I had it, and then Soper got me on the line. That was a brilliant race."





future: he's stepping back from Miglia racing, though will run Dan Wheeler in his car. But racing a Mini (of course) in the FIA's Pre-'66 Historic Touring Car Challenge calendar is his main focus for 2014.

It is a series he has dabbled in since driving Dieter Dahlemann's Mini in 2000, but is yet to contest a full campaign. He admits another Miglia return is unlikely, but insists retirement is not imminent.

"There was a French guy I once raced against, Jacques Lacoste," he remembers with a smile. "He was

65, and I remember thinking 'poor old Jacques, why does he do it?

"Anything I do I want to do competitively. I have always been like that. I just don't go out for

"You've got to stop at the top, but until you start to go downhill you don't know where the top is and then it's too late!

"I don't want to be a has-been. but while I'm competitive I'll continue. I'm backing off this year, but I've got no intention of stopping altogether." 🕱

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LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Can F1 learn from the BTCC?

Bernie has been blaming Sebastian Vettel for F1's falling viewing numbers and putting forward crazy rule changes, which is just tinkering at the edges instead of looking at a back-to-basics overhaul.

Numbers will inevitably fall when live racing moves to pay viewing. There are too many races in inaccessible parts of the world, at circuits where you can't get near the pits unless you're a movie or pop star. Merchandise is also massively overpriced.

What's needed is the genius of Alan Gow, who has done a fantastic job in

transforming the BTCC. He created parity by introducing standard components, which also cut development costs.

Testimony to his success is when multiple champions like Alain Menu and Fabrizio Giovanardi want to return to the series.

Given a choice of spending £47 per month for a Sky subscription or £30 for a weekend's live racing at the BTCC, there's no contest. You can visit the pits, get close to the cars, meet the drivers and watch aspiring F1 drivers in the support races.

Charles Goodall, Runcorn

While I agree with the

sentiments expressed by Jonathan Noble and Edd Straw (and John Bolster) - F1 must change for it must always be exploring new technologies; new and quieter doesn't mean bad -I have to point out a couple of things.

The first is that most fans in the grandstands don't carry on conversations with the great and the good in the paddock, and secondly will probably never hear the (absolutely fantastic) sound of the turbos winding down in the pits, or up on the grid, in real life.

Look at what we have already -Red Bull is on the back foot, Williams in the ascendency and perhaps

Ferrari and Mercedes stealing a march on everyone. All after only four days of testing.

What on earth is there not to love about the new regulations - if we'd stuck with the old (or even held Jerez 2014 in private, Dieter) what would we be talking about now?

Paul Irwin Bexleyheath

If Formula 1 is worried about

teams opting not to run in Q3 to save tyres, a simple rule would fix it.

Assuming the same conditions in Q2 and Q3 (both dry or both wet), require every car to set a time in Q3 within one per cent of its best

time in Q2 on penalty of starting from the pitlane.

One per cent is close enough (something like 0.7 to 1.3 seconds, depending on lap length) that the tyres will go through a heat cycle so then you might as well run hard enough to try for pole.

JPOnstwedder By email

I see that the FIA is looking

at ways of spicing up Q3 qualifying. The easiest would be to award points for Q3. This would surely encourage the drivers to go out.

Bruce Burrows Hemel Hempstead, Herts

In pictures

Images around the globe, focusing on Rally Sweden - and Nico Rosberg





SAFETY CREW KEEPS HEAT ON

Rally Sweden safety marshals may well be a hardy bunch but even they need a bit of warming up while waiting for the competing cars to arrive



SMILE NICO - IT'S **FOR CHARITY**

A signed photo taken by Nico Rosberg was one of several F1 driver snaps auctioned for Great Ormond Street hospital. The sale raised over £20,000



In the shops

Desirable new releases

RUSH MOVIE ON DVD

£16.99 - dukevideo.com

If you're reading this you're probably a race fan and you've probably seen Ron Howard's glamorised recreation of the 1976 scrap for F1 honours between Niki Lauda and James Hunt. If that's the case, you don't need reminding that the DVD is now available. If you missed the film in the cinema, you'd better right that wrong and get a copy. Ignore purists' cries of 'fake' and 'inaccurate' - it's a jolly good caper.



DONOHUE McLAREN M161:43

£52.99 - autosport.com/shop

Spark has released the first subject in its new Indianapolis 500 winners collection in 1:43-scale. The Sunoco-sponsored McLaren M16B carried Mark Donohue to victory in the great race in 1972 and the replica of the Roger Penske-run car comes in fantastic packaging, with official Indianapolis logo and a picture of the yard of bricks just after the finish line.



MASERATICENTENARY BOOK

£50 - autosport.com/shop

Maserati: A Century of History celebrates the Italian marques' milestone year with an officially endorsed tome. the three-section book deals with the history, the road cars and the racing machines. At over 300 pages and with hundreds of great photos, this one will have Maserati enthusiasts clearing a sizeable space on their shelves.



WHAT'S ON

ON TRACK AROUND THE WORLD

NASCAR SPRINT UNLIMITED

Non-championship race
Daytona, Florida, USA
February 15
nascar.com

MRF CHALLENGE

Round 4/4 Chennai, India February 15-16 mrfracing.in

FLORIDA WINTER SERIES

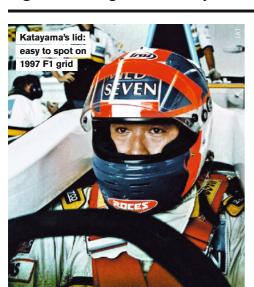
Rounds 3 & 4/4 Homestead, Florida, USA February 13-14 & 18-19 floridawinterseries.com



Room

MAUTOSPORT

Imagine you had the chance to banish your worst nightmares, what would they be? News editor GLENN FREEMAN gives his arguments to get rid of his pet hates to motorsport's Room 101



CHAMPIONSHIP START-UPS

Can you imagine professional football being watered down by the creation of new leagues on a yearly basis? No. The governing bodies create their leagues or cup competitions, and that's that. If anybody with deep enough pockets could start up a new football league, you could get situations where the best teams that have contested the conventional leagues suddenly don't have to face each other, or those that are less competitive could head elsewhere to chase watered-down success.

I'm not suggesting that applying the same restrictions to motorsport is feasible – FIA Single-Seater Commission chief Gerhard Berger is finding out just how difficult that is – but wouldn't it be great if motorsport's governing body chose which series were allowed to run? At the moment, it's too easy for somebody to buy some cars (old or new) to set up their own championship.

PR SPEAK

If there was one word I'd like to see banned from use in press releases or media interviews, it would be 'challenging', because its meaning has been butchered in motorsport. It has become the go-to replacement when more accurate words such as 'difficult' or 'rubbish' are deemed to be too negative to describe things that have proved, well... difficult or rubbish. Surely motorsport is always challenging, otherwise there wouldn't be a lot of point in doing it in the first place.



BORING RETWEETS

Twitter has been a great addition to the world on some levels. When it comes to sport, it has allowed fans closer access than ever before to their heroes. It's also great when those megastars are prepared to acknowledge the interaction they get from their supporters. But must they clog up the feeds of the rest of their followers by retweeting messages of support, congratulations, or random pictures people have taken of them?

It's great that fans reach out like this, and even better if the subject of their admiration is prepared to press a button as a show of appreciation. But how about hitting the 'favourite' button, or even taking those few extra seconds to actually reply? Please, leave the rest of us out of it.

ONBOARD CAMERAS IN THE WAY

As a fan of both grand prix-winning Villeneuves (sorry, Jacques Sr), one of my favourite images from the illustrious history of the Goodwood Festival of Speed is the younger Jacques sitting parked up in his father's 1978 Ferrari 312T3 as Jean-Pierre Jabouille drives past in the Renault RS01 of similar vintage.

That was back at the 2004 festival. But, were such a moment to take place now, I fear that both cars would be littered with onboard cameras all over them, somewhat spoiling the clean lines of the exotic machinery in the shot.

This is by no means an issue that's exclusive to the Festival of Speed. Today, pictures from pretty much any motorsport demo run or lower-level club race feature a variety of cameras bolted to cars in all sorts of places, usually for the sake of little more than a YouTube video.

Don't misread this as criticism of the companies producing the cameras. Some of the less subtle-looking ones (and we're not talking early-1980s unsubtle here) produce high-quality videos for a competitive price, and that should not be dismissed.

I'm sure they make for great footage, but the same can't be said for the pictures they appear in.

MODERN HELMET DESIGNS

A couple of years ago, during an AUTOSPORT office clearout, somebody discovered a cartoon image featuring the entire 1997 Formula 1 grid wearing their crash helmets. From Jacques Villeneuve to Ukyo Katayama, via the Schumacher brothers and Pedro Diniz, every single helmet design was immediately distinguishable. The helmets were clear, colourful and striking, and it really felt as if each paint job meant something to that driver and really belonged to him.

If the cartoonist in question were to produce a similar image with the 2014 crop of crash helmets, how many of them (without team sponsors/logos) would be easy to immediately attribute to a driver?

Modern cockpit protection has of course reduced the visibility of these designs when the drivers are in their cars, but I doubt that this is the cause of the move towards vague designs full of random flashes of colour. A crash-helmet design should be part of a driver's identity, not an excuse for a painter to show off his latest tricks.

Your guide to the best events taking place in the UK and around the world - plus TV and online

ON TELEVISION

Catch WRC action on Motors and ITV4

THURSDAY FEBRUARY 13

0300-0400 Sky Sports 3

Max Powe

0700-0800 BT Sport 2

WRC: Rally Sweden Review 0835-0935 Motors TV

Toyota Racing Series:

Highlands Review

0845-0915, 2100-2130 ESPN

NASCAR Now

2000-2100 Motors TV

Dubai 24 Hours: Highlights 2230-2300 Sky Sports F1

F1 2014 Season Preview

FRIDAY FEBRUARY 14

0845-0915, 1300-1330 ESPN

NASCAR Now

0930-1030, 1400-1430 Premier Sports
NASCAR Sprint Cup: 2013 Highlights

2230-2300 Sky Sports F1

F1 2014 Season Preview 2235-2340 Motors TV

WRC: Rally Sweden Highlights

SATURDAY FEBRUARY 15

0930-1030 ITV4

WRC: Rally Sweden Highlights 1425-1620 Motors TV LIVE

Legend Boucles de Spa

1530-1600 Sky Sports F1

F1 2014 Season Preview

1620-1720 Motors TV

WRC: Rally Sweden Highlights 1855-2000 Motors TV

Toyota Racing Series:

Hampton Downs Review

SUNDAY FEBRUARY 16

0100-0330 Premier Sports LIVE NASCAR Daytona Sprint Unlimited 0730-1000 Premier Sports

NASCAR Daytona Sprint Unlimited 1340-1445, 2100-2205 Motors TV WRC: Rally Sweden Highlights

MONDAY FEBRUARY 17

0800-0900, 2045-2145 ESPN

NASCAR Daytona Sprint Unlimited 0900-1000 Premier Sports

NASCAR: the closest finishes in history 0935-1105, 1310-1445 Motors TV Legend Boucles de Spa: Highlights

1210-1310 Motors TV WRC: Rally Sweden Highlights

2100-2205 Motors TV
Toyota Racing Series: Hampton Downs

WEDNESDAY FEBRUARY 19

2000-2100 ITV4

Touring Car Legends: episode three

ONLINE

HOT ON THE WEB THIS WEEK

YOU TUDE FINAL-LAP SCRAP FOR BATHURST 12 HOURS VICTORY



SEARCH FOR: 2014 Bathurst 12 Hour - Finish - Final 12 Minutes (17:34)
The final few minutes of the Bathurst 12 Hours sportscar race at the hallowed Mount
Panorama circuit featured a nail-biting duel for victory between local hero Craig

Lowndes in the Maranello Motorsport Ferrari and Maxi Buhk in the HTP Mercedes.

WAUTOSPORT+

Exclusive content coming up in our premium website this week

Edd Straw argues that the return of qualifying rubber is the solution to Formula 1's Saturday tyre-saving ills, while Mark Glendenning asks whether NASCAR really needed to fiddle with its Chase system. Plus, we talk to the seven British Touring Car champions who will line up on the 2014 grid.

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Revved up over what's on the box

Back in the early days of digital telly

there was a channel called Men and Motors. Its output consisted of repeats of seventies and eighties shows like *The Sweeney* and *The Professionals*, while after the watershed there'd be a bit of very softcore blue for the dads.

When it comes to doing what it says on the tin, you don't get much blunter.

Fast-forward a few years and the show was subsumed into ITV's burgeoning digi output and was renamed ITV4.

The Sweeney and The Professionals continue to play, but the blue has gone the same way as Channel 4's red triangle as telly ceded its place for those seeking a cheap thrill to the moral abyss that lurks online (Mary Whitehouse would be proud).

Instead, ITV4 has become the finest free-to-air channel for motorsport. Its coverage of the TOCA package has been fantastic and this has been taken to the local next level by the three-part *Touring*



Car Legends series that is currently airing (you can watch it on the ITV player if you missed out).

Running chronologically, episode 1: Gentlemen and Players, kicked off with the crowds who flocked to that boxing day meeting at Brands Hatch where it all began in 1957.

Tie-wearing wasn't mandatory, but Jack Sears cut a dashing sight as he belted up in his Sunday best for that remarkable 1958 head-to-head decider with Tommy Sopwith for the inaugural championship.

The arrival of Jim Clark and the three-wheeling Lotus Cortinas gave rise to some cracking footage interspersed with interviews with the legendary figures, some of whom were watching the classic

action on iPads while they were reminiscing – a truly 2014 twist on a 1960s story.

There was probably too much time spent celebrating Clark's genius rather than luxuriating in the footage of the cars, especially as the sight of Sears wheelspinning his improbable Ford Galaxie made for great telly.

As the decades moved on, the coverage improved. The Minis and Imps gave way to Rover SD1s and Ford Capris and the rise of professional drivers.

Chief among these was Gordon Spice and his wide-aperture helmet so that he could smoke a fag at the wheel!

Beautifully made, I can't wait for parts two and three.

Revved up

Jos Verstappen

"I really enjoyed the fight with Hakkinen - we came close to touching"



WHICH RACE AM I GOING TO

pick? I think the Malaysia Grand Prix in 2001, in the wet.

We had a fantastic race. I was with Arrows. It started to rain after a couple of laps. I came into the pits and I think I came out second [third after leader Jarno Trulli slid off the circuit and everyone had stopped to change tyres under a safety car].

I had a small fight with [Michael] Schumacher [recovering from an off while leading in the early laps] but he was a lot faster. He had some very nice things to say about me after the race! And then I was for many laps fighting with [Mika] Hakkinen and [Heinz-Harald] Frentzen in the wet.

My car was very fast in a straight line, while the others had a lot more drag because they had more downforce. We had such a good fight trying to overtake. It was really good. You can see it on YouTube. If you type in 'Jos Verstappen Malaysia 2001' you can see for yourself! It was a very good fight.

It stands out because I was racing

in a lesser car. I was racing against a McLaren with an Arrows, and I think I stood my ground! They showed it on television and for me also it was a very fun race to do.

Battling is what it's all about, and this one stands out in my memory. Sometimes during that season we were able to get up amongst it at the front. Also, Murray Walker added some enthusiasm! 'Frentzen is there in fifth, followed by one of the Arrows. How on earth did that get there? And who is it? It's got to be Verstappen — he must have done an absolutely sensational start.'

I had a very good start, because I had to start from 18th. And I think after half a lap I was already in sixth. Then it started raining...

I must say I really enjoyed fighting with Hakkinen, because you have

two long straights — the back straight and the start/finish straight. He obviously had a much faster car, you know, and was passing me, but halfway along the straights I would get back past him. It was very close, and we came very close to touching. Very close!

But I ended up seventh. No points! Only the top six who scored in those days. We had to pit again because the fuel tank was too small. It was a design flaw with the car. To know why you'll have to ask Mike Coughlan! He was responsible...

I look back fondly on that time in Formula 1 with those guys, though. I enjoyed being at that team. Tom Walkinshaw ran it and we had a good relationship. We had a deal for the next year, but then he didn't put me in the car so it ended really badly. It wasn't a promise; it was a signed contract. But they were running out of money. That was really bad, but up to that point it was really good. **

Jos Verstappen was talking to Ben Anderson

PROFILE



JOS THE BOSS' VERSTAPPEN

won multiple karting and singleseater titles on his way to F1. He started 106 grands prix from 1994 to '03, with Benetton, Simtek, Footwork/Arrows, Tyrrell, Stewart and Minardi. He went on to win a race in the inaugural season of A1GP in 2005, and the European Le Mans Series LMP2 title in '08. Now 41, he supports the career of world karting champion son Max.

NEXT WEEK WEBBER AT PORSCHE Plus: Spotlight on Lotus; F1's nearest misses



1977 Ford Escort Mk2 Escort RS1800 Gp4 Rally Car - Estimate (£): 65,000 - 85,000

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