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AUSTRALIAN GP REPORT

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...AS RED BULL TAKES ON FIA

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Formula 1's new turbo rules

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POLE POSITION

First-race drama paves way for classic season

WELL THAT WAS BETTER THAN EXPECTED WASN'T IT?

Despite all the doom and gloom about reliability under the new regulations, a respectable 15 cars made it to the finish in Australia.

Mercedes might have dominated, but there was some good wheel-to-wheel racing, nobody coasted to a halt out of fuel before the end, and most of the cars were more evenly matched than expected.

Red Bull's 'revival' after its testing problems was perhaps the most remarkable aspect of the weekend. Daniel Ricciardo's fine Melbourne performance was not only a credit to the local hero, but also suggests the RB10 is a fine chassis. Once Renault gets on top of its issues, Ricciardo and Sebastian Vettel could well be a force.

The fuel-flow issue that led to Ricciardo's exclusion was an unfortunate end to the event and, as Jonathan Noble explains, could create problems depending on how Red Bull's appeal pans out.

Nevertheless, the pace of Williams and a much-improved McLaren squad, complete with star rookie Kevin Magnussen, give cause for optimism, as Edd Straw points out in our new-look F1 report.

For now, Mercedes is on top. Lewis Hamilton will need better luck before the opposition catches up. Or Nico Rosberg gets too far ahead.



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PRIVATE EAR



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FERRARO/LAT

THE BIG PICTURE

F1 returnee Kamui Kobayashi is about to fire his brake-troubled Caterham into Felipe Massa's Williams at the first corner in Melbourne, ensuring both will go no further

This week in F1



Ricciardo excluded over fuel-flow controversy

Red Bull has no doubts that it complied with the FIA's maximum fuel-flow limit, despite Daniel Ricciardo's exclusion from the Australian Grand Prix.

The 24-year-old finished second in his first race for the world

champion team, but was thrown out for his car "consistently" exceeding the new 100kg/h fuel-flow limit mandated in the 2014 rules, according to the FIA.

Team boss Christian Horner said there was "zero" variance from the

100kg/h limit on Red Bull's own equipment, which it relied on after faults led it to mistrust the FIA sensor. The governing body insisted Red Bull broke the rules and ignored advice to reduce the fuel flow on Ricciardo's car during the race.

AUTOSPORT understands rival teams also had doubts about the FIA equipment, but they opted to follow the guidance of the governing body.



P30 RED BULL ROW

FIA to address noses for 2015

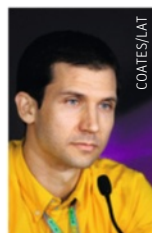
The FIA will address the issue of 'ugly' noses on current Formula 1 cars for next season. F1 race director Charlie Whiting said: "A lot of teams have come up with a solution which is not quite what we intended. It will be addressed for next year."



Force India apes McLaren youth

Force India is aiming to develop a young-driver scheme similar to that of rival squad McLaren. The squad, which already operates the 'One From A Billion' talent hunt in India, has linked up with GP2 outfit Hilmer Motorsport, which will run in Force India colours (above).

"It's a fair assessment to say we are behind Mercedes. Saying it is one second is difficult, but it is not one tenth for sure. We already have the necessary components to recover"



Renault head of track operations Remi Taffin insists the French marque's power unit will soon be good enough to take the fight to current pacesetter Mercedes.

Nurburgring sale complete

The Nurburgring has been sold for "in excess of €100million" to a group that will take over the German track in 2015. The Capricorn Group, which describes itself as a "medium-sized business with its roots in motorsport" plans to develop and expand the site into "an automotive technology cluster".



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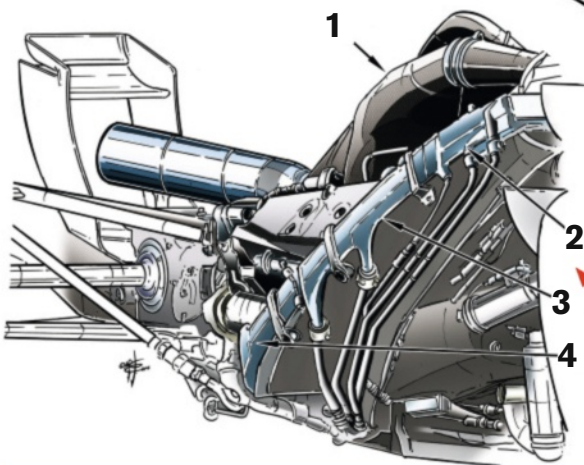
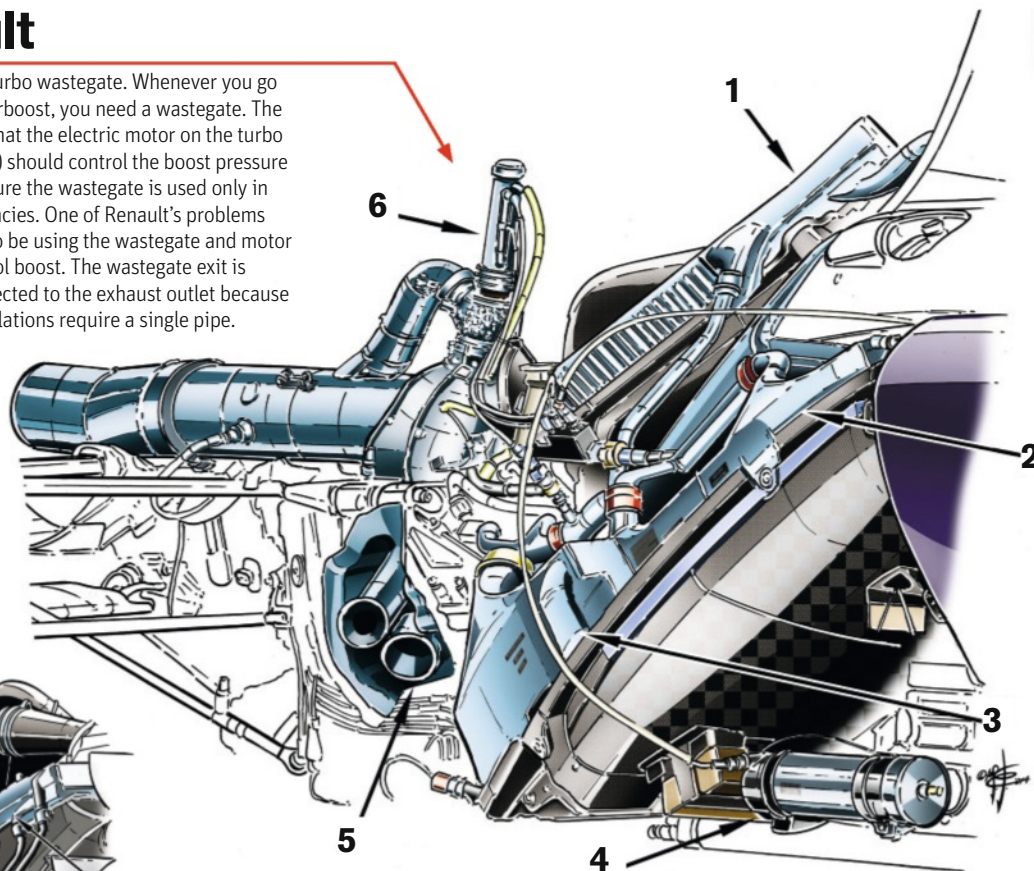
ENGINE PACKAGING COMPARISON Toro Rosso-Renault v Williams-Mercedes

Gary Anderson: This shows the packaging of the Renault engine in the Toro Rosso and the Mercedes powering the Williams. The packaging of the Williams is noticeably better, particularly in terms of its lower centre of gravity.

Toro Rosso-Renault

1. The pipe size suggests this is the oil radiator, which is mounted higher than you would ideally want as it raises the centre of gravity.
2. This appears to be the water radiator, judging by the pipe size.
3. The intercooler, to keep the charge air temperature as low as possible. Some teams seem to have heat exchangers instead. The intercooler, although bulkier, is the best solution.
4. Accumulator for the water system. This keeps the water under pressure to prevent it boiling. The FIA mandates a pressure-release valve at 3.75 bar to prevent excessive pressures and temperatures being used.
5. The connection between the turbo and the intercooler.

6. The turbo wastegate. Whenever you go into overboost, you need a wastegate. The idea is that the electric motor on the turbo (MGU-H) should control the boost pressure and ensure the wastegate is used only in emergencies. One of Renault's problems seems to be using the wastegate and motor to control boost. The wastegate exit is re-connected to the exhaust outlet because the regulations require a single pipe.



Williams-Mercedes

1. The turbocharger. Notice that the wastegate isn't visible in this area while Toro Rosso's is. The turbo is low for centre of gravity reasons.
2. Judging by the size of the pipework this is the oil cooler.

3. Water cooler.
4. The intercooler is mounted relatively low. It's not clear how it connects to the turbo, but the pipe could run through various places, including the gearbox bellhousing.



McLaren runs 'one-off' livery

McLaren ran with a special one-off livery at last weekend's Australian Grand Prix. The team has yet to announce its new title sponsor for 2014, and decided to honour the 20th anniversary of its technical partnership with oil supplier Mobil 1 for the Melbourne season opener.

Schumacher improving

Michael Schumacher is showing "small, encouraging signs" in hospital, two and a half months after his skiing accident. "We remain confident that Michael will pull through and wake up," said his manager Sebina Kehm.



After an unpredictable start to the 2014 season, 'The Massa Martini...very shaken' amassed 187 points to win the first round of the Castrol EDGE Grand Prix Predictor. As well scoring 90 bonus points for correctly predicting the winner, pole position, fastest lap and most positions gained, the team also got six of the top 10 Australian GP finishers right. It also earned 20 points for starting or joining a private league. The GPP is easy to play and free to join and there are prizes to win in every race.

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Jonathan Noble

F1's newshound

It was galling to see Daniel Ricciardo and Red Bull disqualified in Australia but the correct policing of the sport must always be a priority

What a shame for Daniel Ricciardo that a truly sensational home-race podium finish will now, thanks to a row over fuel-flow rates, be decided in the court rooms of Paris.

And I'm miffed for all the boys and girls at Red Bull, who, after the crisis of pre-season Formula 1 testing at Jerez and in Bahrain, saw their brilliant efforts allow them to become Mercedes' main threat in Melbourne only for it all to end in disappointment.

There was a real feel-good factor about what the Australian and Red Bull did to get back in the game; Ricciardo's disqualification was a sad way to end what had been a great weekend for the sport.

But I certainly don't concur with the view that F1's latest technical controversy is an example of grand prix racing shooting itself in the foot.

It's anything but – as it proves once and for all that F1 is a robust sport, where competitors either follow the rules as they are laid out to them, or they can ignore them and face potential consequences.

F1's new turbo era delivered an intriguing first weekend and some pretty decent racing to set up what looks like a fascinating campaign.

I don't disagree that F1's popularity in Australia, at a time when the grand prix's long-term future is in doubt, would have been helped if fans had been able to celebrate a hometown hero's joy rather than deciphering lengthy stewards' reports.



from the FIA and that it potentially gained a fuel advantage from its actions – then where does it stop?

Can one team then choose to ignore the FIA weighbridge scales and start running cars underweight but to their own preferred measurements?

Can another team start upping its speed down the pitlane after stops because they reckon the FIA's speed measuring data is wrong?

“Had the FIA let this one slip, it would have robbed F1 of any legitimacy to call itself a sport”

But if there's one thing that everyone who follows the sport should be united about, it's that there has to be a level playing field. Rules must be followed in the same way by everyone with no exceptions.

If the FIA believes a car is in breach of the regulations, then it has to act: it cannot sit back and let things slide just because it might bury a good story, or rob a hometown hero of a good result.

Irrespective of the rights and wrongs of this case (for that will be up to the FIA courts to decide and Red Bull may yet be proven right), had the governing body let this one slide deliberately – for public-relations reasons and to appease the home crowd – then it would have robbed F1 of any legitimacy to call itself a sport.

Whenever a team or driver competes, it's important for their rivals and the sport's fans to know it's being done by the book. And it does not matter if you win or finish last.

If Red Bull had been allowed to get away with this one no questions asked – knowing that it ignored advice

Can backmarkers start running a bit more fuel through their car, and have a bit extra for the race, just because they do not trust the FIA's measurements? No they can't.

It's vital that all teams operate on the same page – irrespective of whether they like those constraints or not. The FIA measurement of fuel flow, weight, length and speed has to be final. End of story.

F1 needs its policemen, just as football matches need referees. In both sporting arenas the participants may not like the decisions when the whistle blows, but it's essential there is someone keeping things in line.

The calibration situation of these new fuel-flow sensors is not perfect, and improvements should be made, but this is part of life at the start of a new era of regulations.

F1 fans worldwide at least now know how tightly the sport's new rules are being policed, that all teams operate under the same limitations, and that shenanigans will not be tolerated.

That's actually a good thing for F1, isn't it? 🍷

This week in motorsport



RML, LADA UNVEIL 2014 WTCC CHALLENGERS



RML and Lada have revealed the cars with which they will take on Citroen and Honda in this year's new-look World Touring Car Championship.

The respective Cruze (above) and Granta (left) models, built to the series' new regulations, feature exaggerated aerodynamics and increased power.

RML, which has run the drivers' champions of each of the past four seasons, completed the first shakedown of its upgraded Cruze at the start of the week, before distributing two models for customer teams Campos Racing and ROAL Motorsport to test at Valencia. Hugo Valente and Tom Chilton will

drive for the respective squads.

Lada, meanwhile, conducted a two-day test at Magny-Cours, with new recruit and 2012 WTCC champion Rob Huff joining compatriot James Thompson. It is likely to be the team's penultimate run prior to next month's season-opener in Marrakech.

Calado set for Ferrari drive

GP2 race winner James Calado is set to race for Ferrari in this year's World Endurance Championship. The Briton (below), who finished third in last year's GP2 standings with ART, is understood to be close to securing a deal to race for the factory AF Corse team in the GTE Pro class of the WEC after a successful test at Vallelunga earlier this month.



STALEY/LAT



JAKOBREY

BTCC 2014 gets underway

Colin Turkington, Andrew Jordan and Gordon Shedden (left to right) hit the track at the British Touring Car Championship's Donington Park media day on Tuesday of this week. Seven champions, and 31 cars, will contest the 2014 series.

MILESTONE



ABBOTT/LAT

Victory in last weekend's Sebring 12 Hours means that Chip Ganassi Racing has now triumphed in all of US motorsport's blue-riband races. The Sebring win follows success in the Indy 500 (pic), the Daytona 500 and the Daytona 24 Hours.

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

Stoneman joins Manor for GP3

Ex-Formula 2 champion Dean Stoneman will compete in GP3 this year with Manor, his first full single-seater campaign since being diagnosed with testicular cancer at the end of 2010. He contested the series' 2013 finale, claiming a podium finish.



Peugeot T16 takes debut podium

Paolo Andreucci drove Peugeot's 208 T16 to a debut podium on last weekend's Rally Il Ciocco. The Italian finished a trouble-free third and posted

four fastest times with the French manufacturer's all-new R5 car. Peugeot sport director Bruno Famin said: "It's a good result for the future."

Legends take on WRC stars

Rally heroes Markku Alen, Marcus Gronholm, Tommi Makinen and Juha Kankkunen will take on current stars Sebastien Ogier, Mads Ostberg, Thierry Neuville and Jari-Matti Latvala in a promotional event ahead of this year's Rally Finland. The 'Battle of Helsinki', on a street circuit, will use VW Polo, Citroen DS3 and Hyundai i20 WRC cars.

We wanted to build up and field a GP3 team. The opportunity was presented to us and we took the chance



Franz Hilmer explains his decision to take over Russian Time's entry for this year's GP3 Series



Verizon IndyCar's title sponsor

Telecommunications giant Verizon has stepped up to become the new title sponsor of the IndyCar Series, filling the vacancy created by predecessor IZOD's

departure. The series will be officially known as the Verizon IndyCar Series under the terms of the multi-year deal. Verizon will continue to sponsor the pole award.

In brief



GARY BETTENHAUSEN

Gary Bettenhausen, a 25-time Indianapolis 500 participant and a member of one of US single-seater racing's prominent families, died last Sunday in Indiana at the age of 72.

WEBB HEADS TO ELMS

Formula Renault 3.5 graduate Oliver Webb will race full-time in this year's European Le Mans Series with reigning champion team Signatech Alpine. The 23-year-old Briton will partner Nelson Panciatici and Paul-Loup Chatin in the five-round series and the Le Mans 24 Hours.

SVENDSEN-COOK WINS

Briton Rupert Svendsen-Cook has been awarded the MRF Challenge title after an appeal court overturned a time penalty he was given in the Indian-based series' final race. "It was the fair and right decision and I'm delighted," said Svendsen-Cook.

FORMULA E TV DEAL

Formula E has agreed a deal with ITV4 that will ensure free-to-air live television coverage for all 10 rounds of its inaugural championship.

NEW POLO SET TO RUN

Volkswagen's 2015 Polo R WRC is likely to be competing before the end of this season, but only on national rallies. Competing on such events is unrestricted and would not count towards the team's allocation of 42 test days. Works driver Jari-Matti Latvala said: "We don't know which rallies, but the thinking is for one gravel and one asphalt event."



Come along to Brands or ask questions on Twitter using **#KXQT**

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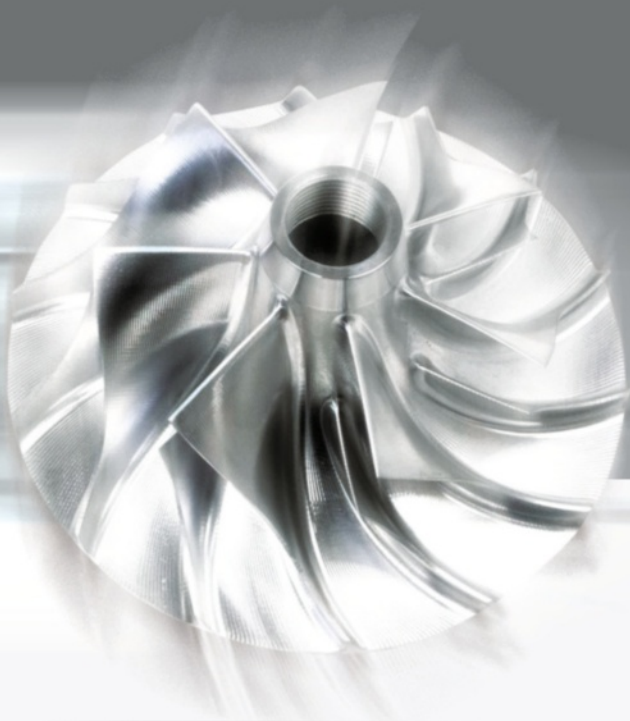
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Karun Chandhok

The racer's eye

The former HRT and Lotus F1 racer hails the dramatic performance made by the youngsters during the season-opening Australian GP

The Australian Grand Prix was a fantastic way to kick off this new era of Formula 1. We expected unreliability and we got it. We expected drama and we got it. We expected the changeable Melbourne weather to show up and we got it. We even expected Mercedes to be the pacesetter and we saw it.

What perhaps we couldn't have expected to see was Daniel Ricciardo, Kevin Magnussen, Daniil Kvyat, Jean-Eric Vergne and Valtteri Bottas play starring roles in the 2014 season quite so early. These five guys along with Nico Hulkenberg, who we already knew about from 2013, have truly arrived in F1 with their performances last weekend.

Disqualification and appeal or not, Ricciardo was superb through Saturday and Sunday in Melbourne. If the Aussie was under pressure at his home GP, he wasn't letting the world know. He recovered from being a few tenths down on Friday to being the hometown hero on Sunday.

Daniel's always been a bit of a smiling assassin with a strong inner belief and determination behind those pearly whites! We've been friends since he raced in Formula BMW back in 2006 and as I watched him on the podium on Sunday, my mind wandered back to a dinner I had with his dad Joe who came to see me in Brackley early in 2007, just before Dan was going to have his first evaluation test to get on the Red Bull Junior programme.

Joe was pretty nervous ahead of the test, not because he doubted his boy's ability, but because this was their big chance of getting the money he needed to keep the racing



second leg, will recognise that confident aggression! What especially impressed me was the start. After getting a sudden burst of wheelspin, the McLaren snapped sharply to the left and Kevin was close to ending up in the wall, along with Alonso. He gathered it up calmly and then defended smartly from Hulkenberg into Turn 3 to set himself up for a fine afternoon.

All through the race, he certainly had the car moving around with a lot of energy and seemed more on the edge than Daniel. That will calm down with experience, you imagine. As the saying goes, it's easier to slow down a fast driver than speed up a slow one. McLaren has clearly done

13

“The collective groan when Bottas hit the wall shows people are cheering for Williams in 2014”

career going. It all panned out superbly of course and I'm very pleased for Dan, Joe and his mum Grace — it's nice to see good things happen to good people even in this cynical, political, harsh business of motorsport.

Yes I know the weather conditions were iffy and Sebastian Vettel had issues, but Daniel seized the opportunity in qualifying. Every time he came across the line in all three parts of qualifying, he was right up in the mix. In the race, the McLaren looked like it had a bit more pace but Dan didn't make a mistake under pressure and held on for a memorable podium — the first Australian to do so at home — before his exclusion. The explanation from Red Bull seems to suggest he didn't really gain performance and I think we'll see more of the same from him.

Magnussen was a total star the weekend. The confidence with which he attacked the racetrack, with the rear of the car dancing around, right from the word go on Friday was very impressive. Anyone who watched his dad Jan at Macau in 1994, when he went from 18th on the grid to winning the

a superb job of preparing him for Formula 1 and deserves a huge pat on the back for giving him a chance.

The collective groan around the world when Bottas hit the wall early on tells you just how many people are cheering for the Williams team's recovery this season. It was a shame the car didn't have the pace in the wet qualifying because in the dry Valtteri was flying. His race pace was absolutely superb and I'm convinced that, without the error, he would've been battling for a podium spot. Valtteri looked strong alongside Felipe Massa all weekend and his overtaking moves in the race on Kimi at Turn 3 and Hulkenberg, among others, showed a driver with good judgement and confidence.

Williams's winter testing pace has sadly flattered to deceive in recent years, but this time it looks like Pat Symonds and the team have put together a genuinely fast racecar. The Mercedes engine gives them driveability to look after the rear tyres and straightline speed to overtake. Dare I say it, Williams is back and Bottas is here to stay! 🏁

AUSTRALIAN GP

THE RACE REPORT

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

Rosberg is king of the turbos

His dad was a legend of F1's previous turbo era and, when Mercedes team-mate Lewis Hamilton hit trouble early on, Nico Rosberg was left to dominate in Melbourne. **EDD STRAW** reports



AT A GLANCE



"To have such an amazing Silver Arrow to drive is just unreal. The thing was unbelievably quick today" **ROSBERG**

AUSTRALIAN GP
Albert Park

ROUND 1/19

LAPS 57

WINNER
Nico Rosberg
1h32m58.710s

POLE POSITION
Lewis Hamilton
1m44.231s

FASTEST LAP
Nico Rosberg
1m32.478s

RACE RATING
★★★★★ Better reliability than expected and some good racing, but nobody could fight Rosberg

DRIVERS' STANDINGS

Rosberg	25pts
Magnussen	18pts
Button	15pts



Hamilton secured his 32nd pole in closing moments of wet session



QUALIFYING 17:00, 15.03.2014

16



The cheer that erupted from the main grandstand would have been audible even over the wail of the old V8 engines. With the new turbo power units, it was deafening. The trigger was Daniel Ricciardo, on his Red Bull debut, snatching top spot with seconds remaining in Q3.

Ricciardo's gamble on intermediate Pirelli tyres in wet, but improving, conditions potentially gave him an edge, but only if the treacherous middle stages of the lap could be safely navigated. The Red Bull newcomer drove superbly to do just that, but Mercedes was too mighty. Seconds later, Lewis Hamilton knocked him off top spot by 0.317s. Nevertheless, that didn't stop Ricciardo's front-row start becoming front-page news in Australia.

Key to Hamilton's success was timing. He crossed the start/finish line with seconds to spare to get his final lap

under way. In comparison, team-mate Rosberg was a few seconds late and was the first to post his final time. Both opted for wets, but it was a close call and the team had suggested intermediates. Given the F1 Wo5's pace advantage, wets were the smart call.

"It's always easy at the end to say it would be better to go the other way, but they gave me the choice of either tyre," said Hamilton. "I felt it was on the limit and there was no reason to take the risk."

A big moment in the Turn 7 kink cost Hamilton time, but he had enough in hand. It was a moment Nigel Mansell, whose tally of 32 F1 poles Hamilton equalled, would be proud of.

But could Rosberg have beaten Hamilton had he got that extra lap in? Hamilton admitted he lost time with that slide, but perhaps the best chance might have been rolling the dice on intermediates. It was a difficult call,

especially using wet/intermediate rubber that has changed significantly and on which the teams had next to no experience. "I'm not going to say if and what," said Rosberg. "In conditions like that, it's never the perfect qualifying and it is what it is. I'd have hoped to do better than that."

"That [the tyre choice] was a very close call. The guidance from the team was to go to inters but it felt a bit dodgy out there even on full wets. I think the inters was the right call, but it was the risky choice and staying on full wets was the right thing to do."

With three world champions falling in Q2, there were some surprise names at the sharp end. Kevin Magnussen was fourth on wets, with Jean-Eric Vergne sixth on intermediates. But perhaps the biggest surprise was 19-year-old Daniil Kvyat, a remarkable eighth on his debut despite losing his Toro Rosso and glancing the wall in Q3.



Ricciardo starred on his Red Bull debut with second



P28 FULL RESULTS & POINTS



THE GRID

1 HAMILTON MERCEDES 1m44.231s Soft	2 RICCIARDO RED BULL 1m44.548s Soft
3 ROSBERG MERCEDES 1m44.595s Soft	4 MAGNUSSEN McLAREN 1m45.745s Soft
5 ALONSO FERRARI 1m45.819s Soft	6 VERGNE TORO ROSSO 1m45.864s Soft
7 HULKENBERG FORCE INDIA 1m46.030s Soft	8 KVYAT TORO ROSSO 1m47.368s Soft
9 MASSA WILLIAMS 1m48.079s Soft	10 BUTTON McLAREN 1m44.437s Soft
11 RAIKKONEN FERRARI 1m44.494s Soft	12 VETTEL RED BULL 1m44.668s Medium
13 SUTIL SAUBER 1m45.655s Soft	14 KOBAYASHI CATERHAM 1m45.867s Soft
15 BOTTAS WILLIAMS 1m48.147s Soft	16 PEREZ FORCE INDIA 1m47.293s Soft
17 CHILTON MARUSSIA 1m34.293s Soft	18 BIANCHI MARUSSIA 1m34.794s Soft
19 ERICSSON CATERHAM 1m35.157s Soft	20 GUTIERREZ SAUBER 1m35.117s Medium
21 MALDONADO LOTUS no time Soft	22 GROSJEAN LOTUS 1m36.993s Soft

KEY
+5 5-place grid penalty
P Permitted to start from pitlane



RACE 17:00, 16.03.2014



Nico Rosberg's winning margin was an illusion. He crossed the line to win the Australian Grand Prix

24.525 seconds ahead of Daniel Ricciardo (whose position would soon prove to be an illusion all of its own), but such was the pace advantage of the Mercedes that it could have been significantly more than that.

This was a race in which Mercedes and Rosberg could only beat themselves. There wasn't even a hint of a challenge from another car once it became clear to the team that Lewis Hamilton's sister F1 W05, which started on pole position, had a serious and irresolvable engine problem.

Rivals, with some justification, talked in reverent tones about a one-second-per-lap advantage for the Silver Arrows. Those who remained on message in the team were at pains to play this down, but there was little

evidence to debunk that claim in Melbourne. Ricciardo, his every move cheered by the home crowd, was second on the road and later excluded for breaking the maximum permitted 100kg/h fuel flow limit (see page 30), but he wasn't ever racing for anything more than best of the rest. There were times after the intervention of the safety car when Rosberg would pull more than a second on him in a lap.

Formula 1's new-rules revolution always looked tailor-made for Mercedes to thrive, particularly considering the strides it made in the final season of the old regulations. To the great credit of everyone at Brackley and Mercedes-Benz High Performance Powertrains, 30 miles up the road, the F1 W05 was the fastest thing in Melbourne. From the first day of testing, the Mercedes engine has looked ahead of the pack and, even when Hamilton's first day in the car at

Rosberg: 'The problem was I had to push as the tyres were in and out of working range'

Jerez was cut short by a crash thanks to front-wing failure, the team had looked a dead cert to win the season opener.

Heading into the race, it was a question of which Mercedes driver would prevail, Hamilton or Rosberg? But what the watching world didn't know was that the die was cast long before the race finally got under way, after an aborted start caused by Max Chilton's Marussia shutting down on the grid. One of the cylinders in Hamilton's 1.6-litre turbocharged V6 was sick. Hoping against hope that the problem would clear, Mercedes worked through every available electronic means to tackle the problem, but the lack of power was obvious off the line. After rescinding the initial order for him to retire, he was left out for one more lap when the cylinder showed signs of some functionality, but it was an unequal fight. The only driver who could have given Rosberg a run for his money was out.

Rosberg quickly established a five-second cushion over Ricciardo, a gap that he rebuilt and then extended further after the safety car period. It looked as easy as they come, but inside the cockpit Rosberg was performing a

tricky balancing act. The 2014 rules demand drivers to walk a tightrope, trying to manage tyre temperatures as well as keeping a tight rein on fuel efficiency. Ease off too much and you risk the tyres dropping out of the operating window, which brings with it a host of other problems. Go too hard and fuel could be a problem. But Rosberg could not be better equipped to deal with these challenges.

"The problem was I had to push because the tyres were on the edge and coming in and out of their working range," explained Rosberg. "Every time I decided, 'OK, let's chill a little bit', the tyres would drop out so I had to push again. That's why I was a bit inconsistent, because I could never afford to lie back. So it wasn't the easiest of races as a result. It was quite difficult, actually."

Rosberg was revelling in the feeling of having the best car in the field and, talking to him after the race, it was clear he'd be happy to jump on a plane, land in Kuala Lumpur and head straight into free practice for the Malaysian Grand Prix given the chance.

That his win looked so straightforward is testament to the quality of his drive. As the radio traffic attested, there were concerns about front-left-tyre graining. This hadn't been a problem during practice, but didn't come as a great surprise.

"We were expecting it because of the core temperatures," he said. "When that came, then the rear tyres also cooled down because I couldn't ▶





Ricciardo was a popular podium finisher, until disqualification struck



XPB

► push as much, so it was like a spiral effect. I wasn't sure about that, but was reassured when they told me that everyone behind had the same trouble."

With the graining phase lasting only three or four laps each time, it was nothing more than a passing distraction for Rosberg. He made a perfect restart when the safety car — deployed to clear up the remains of Valtteri Bottas's right-rear wheelrim — pulled in, and his gap to Ricciardo briefly stabilised. But while the Red Bull pace dropped off, the Mercedes kept motoring and a gap on lap 19 of four and a half seconds was up to 10 seconds six laps later.

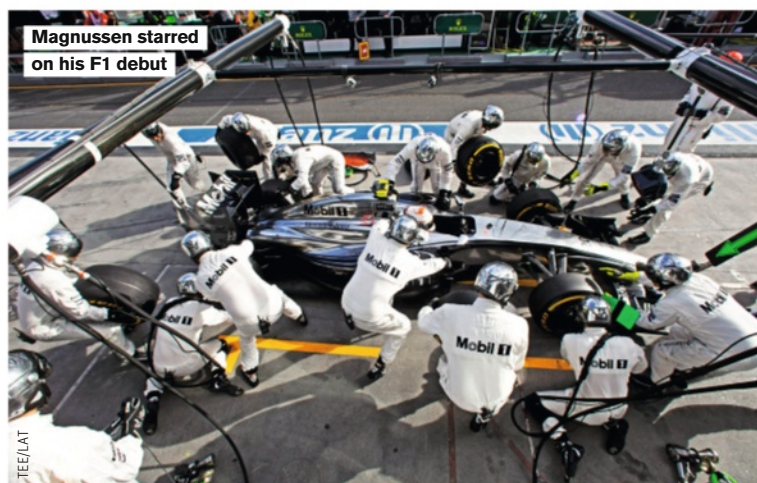
The only thing that could have given Rosberg a real headache was Hamilton. So had both Mercedes been in the race, would Rosberg still have won? It's impossible to say, as it was nip and tuck between the pair during the previous two days, with Hamilton always looking the favourite for pole position but Rosberg having done the quicker race run on Friday afternoon. Hamilton would surely have had the advantage of track position with a normal start and a healthy engine.

Last year, in Malaysia, the spectre of team orders had visited the team when Rosberg was ordered to stay behind Hamilton in the closing stages

of the race after his team-mate had burned more fuel attacking the Red Bulls early on. With the pair now confirmed as world championship favourites, it's surely only a matter of time before we see a Hamilton-versus-Rosberg fight at the front — and how the team manages the situation.

For now, the key thing for Mercedes is to keep winning. The strides made by Red Bull since the end of testing have been massive. The Renault engine's straightline-speed deficit could easily account for the pace difference, given how strong the Red Bull looks aerodynamically. So what Mercedes can't afford is for an intra-team scrap to cost points while the going is good.

That Red Bull has come charging up on the rails in a matter of days is a reminder to everyone at Mercedes that complacency is not an option. Only Lotus and Marussia completed fewer test miles than Red Bull, with operational and overheating issues in some cases restricting it largely to the garage. Heading into the race weekend, the feeling for Ricciardo was one of sympathy (as, indeed, it would be after). This was his big chance, his shot at the big time, and he had a car that was not quick enough and wouldn't finish. Yet he showed exactly why he



Magnussen starred on his F1 debut

TEE/LAT

had been promoted from Toro Rosso to stay in second place throughout the race. Moments after his trademark grin made its first appearance on an F1 podium, he admitted that the weekend had exceeded even his wildest dreams.

"Definitely," he said. "We'd never done a race distance up until today, so we didn't really have much confidence we'd see the chequered flag, let alone see it in a podium position. Obviously, we still don't have the pace of the Mercedes, but it's a result that we will definitely take today and we can make a lot of progress from here."

But in the short term, Mercedes has stronger rivals than Red Bull. You only had to look at the race Ricciardo drove, disinterested in chasing Rosberg even if he could have, but covering those behind. But these more credible rivals were just hidden from plain sight during the race.

Valtteri Bottas showed how quick the Williams really is with his twin charges from the mid-teens into the top six, and he was on course to finish second when he glanced the wall at Turn 10. Bear in mind, this was on lap 10 after starting 15th thanks to a



Bottas goes wheel to wheel with Raikkonen during his great Williams charge

19

Hulkenberg drove a fine race for Force India



combination of wet qualifying and a five-place grid penalty. It was a small mistake for the otherwise-inspired Bottas, but not quite as ruinous as it could have been — he salvaged fifth, reprieved by the safety car caused by his own error. His drive really was impressive and he was a prolific overtaker, passing Nico Hulkenberg in the closing stages, but the bottom line is that he had a car to be second. However small his mistake, that's what cost him, and he was the first to criticise his own blunder.

At the time, he was five seconds

behind Magnussen and 10 behind Ricciardo. Provided he could use the power advantage of the Mercedes to dispatch Alonso, he would have been clear to emerge as Rosberg's biggest challenger. His fastest lap was only 0.09s slower than the race winner's, although Rosberg's mark was set 37 laps earlier, suggesting that he could have lapped significantly faster were it necessary to do so.

But with Williams team-mate Felipe Massa out of the race at the first corner after being torpedoed by Kamui Kobayashi's Caterham, which

suffered a braking problem, Bottas was at least able to show signs that Williams could be the only team able to get within a second of an uninhibited Mercedes, perhaps with a deficit closer to three quarters of a second.

With the excellent Ricciardo finally slung out of the race five minutes before midnight, on paper McLaren was best of the rest in the final reckoning. This was thanks to the remarkable Kevin Magnussen, who drove with stunning assurance on his debut. Fourth on the grid in wet conditions, he caught the eye for the wrong reasons off the start when his car snapped left as he fed the power in too aggressively. With that moment gathered up, he drove like a 150-race veteran to the finish. There were those in the team who wondered whether his inexperience would tell and he would fade, but not a bit of it. This was a debut of the highest calibre.

As Magnussen rapidly became bored of being reminded after the race, a certain L. Hamilton started fourth and finished third on his F1 debut for McLaren at the same venue. The fact that he was bumped up to second to ruin the oft-quoted symmetry probably came as a huge relief.

McLaren gave him a few laps with maximum ERS deployment late on

and he did get within DRS range of Ricciardo, but couldn't attack and then had to return to a more conservative engine strategy. It didn't matter in the end, given Ricciardo's fate, but he did at least make a serious challenge for the position on the road. Team-mate Jenson Button was retrospectively promoted to the podium after a typically assured drive to fourth on the road, aided by some excellent strategy calls from McLaren.

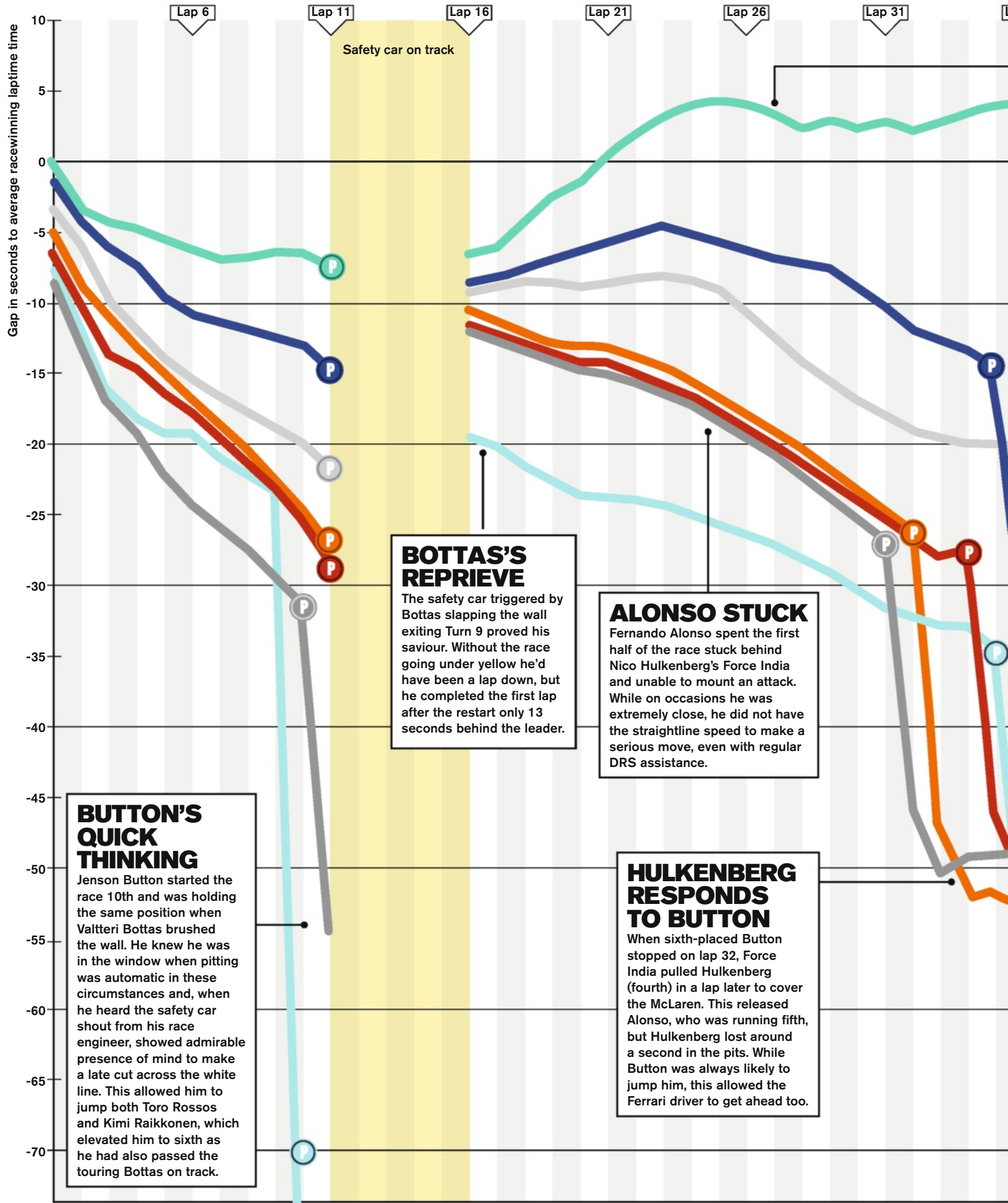
But while you could make a case for several teams to have ended up in McLaren's position, there was no doubting that, right now, Mercedes rules the roost in grand prix racing.

"It was not an easy cruise mode," claimed Mercedes chief Toto Wolff after the race. "Yes, I would say we have a little bit of a margin performance-wise, but it's not an awful lot."

That's most generously called 'managing expectations'. For while there is no guarantee the Mercedes advantage will continue to be of this magnitude, and most likely others will close up, Mercedes is now in a position it hasn't occupied since the glory days of Fangio and Moss in 1955.

Back then, it was Fangio who was the senior partner and Moss the support act. Wonder how it will pan out this time... ❧

HOW THE RACE WAS WON



BUTTON'S QUICK THINKING

Jenson Button started the race 10th and was holding the same position when Valtteri Bottas brushed the wall. He knew he was in the window when pitting was automatic in these circumstances and, when he heard the safety car shout from his race engineer, showed admirable presence of mind to make a late cut across the white line. This allowed him to jump both Toro Rossos and Kimi Raikkonen, which elevated him to sixth as he had also passed the touring Bottas on track.

BOTTAS'S REPRIEVE

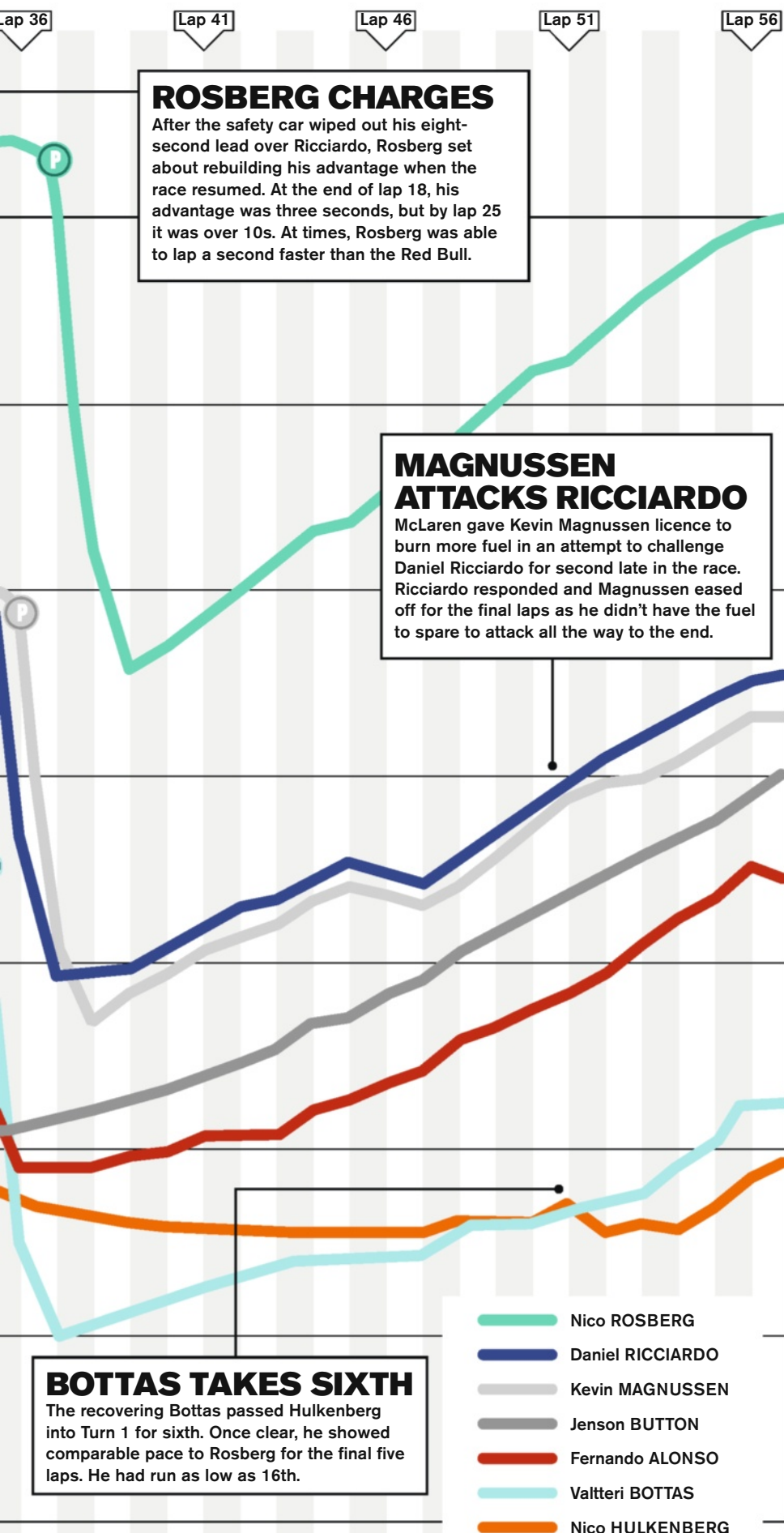
The safety car triggered by Bottas slapping the wall exiting Turn 9 proved his saviour. Without the race going under yellow he'd have been a lap down, but he completed the first lap after the restart only 13 seconds behind the leader.

ALONSO STUCK

Fernando Alonso spent the first half of the race stuck behind Nico Hulkenberg's Force India and unable to mount an attack. While on occasions he was extremely close, he did not have the straightline speed to make a serious move, even with regular DRS assistance.

HULKENBERG RESPONDS TO BUTTON

When sixth-placed Button stopped on lap 32, Force India pulled Hulkenberg (fourth) in a lap later to cover the McLaren. This released Alonso, who was running fifth, but Hulkenberg lost around a second in the pits. While Button was always likely to jump him, this allowed the Ferrari driver to get ahead too.



TRACKSIDE VIEW

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The last time a 2014 Formula 1 car had run in anger was on the final day of the Bahrain test. That things had changed was obvious even in the early minutes of first practice on Friday. Starting out at the entry to Turn 9/10, a medium-speed right/left S-bend, two things struck home immediately. First, the Red Bull-Renault was running significantly sweeter than it ever did during testing, even on an installation lap. But even more attention grabbing was the first driver to visibly lean on his car.

Valtteri Bottas, driving the Martini-liveried Williams, wasn't lapping especially quickly early on, running a couple of seconds off the fastest cars, but it was clear from the way he rotated the rear of the FW36 on turn-in that he was super-confident in the rear end under braking and in corner entry. The first time he took the corner lit up, it looked like it was going to go too far and he'd got crossed up, but the rear end was beautifully controllable and gave him the perfect entry angle to the corner. While the rear end is a little lacking in traction on corner exit on the power, on entry the Williams looks the most driver-friendly car in the field.

It was a similar story a short walk round the lap at the high-speed entry to the Turns 11/12 left-right sweeper. This is a great indicator of a car's high-speed poise. Bottas was able to turn in confidently, and he was far from the only one, but the way he was able to attack the inside kerb, the car visibly lifting as it struck it, without appearing to pay any price in the middle of the S, was the mark of a potentially very good piece of kit.

'The way Bottas attacked the kerb shows the FW36 is a good piece of kit'

"It's a more consistent car than last year. It's not doing many unexpected things. It definitely gives you confidence," explained Bottas. "I really enjoy driving this car."

"In the braking and the entries of the corners, we are quite strong. You can really lean on it, trust it. But on the power we still have some weak points in the car with the traction – that's something we need to work on."

That weak point would catch him out a few days later at the exit of Turns 9/10. But judging by Melbourne, his, and the Williams team's, time will come soon enough.

HOW THE GRAPH WORKS

← This graph plots the positions of the key players in the race, relative both to each other and the average race-winning pace (0 seconds). The race-winning pace is calculated by taking the winner's race time and dividing it by the number of laps (except first and SC laps).

STORIES OF THE RACE

Rounding up the action from the Australian GP

EDD STRAW
F1 EDITOR



Bottas error costs likely Williams podium

VALTTERI BOTTAS THREW AWAY A LIKELY PODIUM finish when he drifted into the wall exiting Turn 10 during the Australian Grand Prix.

Williams emerged as the closest challenger to Mercedes on pace in Australia. Such was the FW36's speed that had both Felipe Massa, who was eliminated in a first-lap crash, and Bottas not hit trouble they would likely have finished second and third.

Bottas started 15th after a being hit with a five-place

gearbox-change penalty following problems during free practice on Saturday. He climbed to 10th on the opening lap and was sixth and pressuring Fernando Alonso on lap 10 when he clipped the wall exiting the Turn 10 left-hander. The team suspects that a loss of downforce caused by following the Ferrari contributed to this. The impact broke the wheelrim and Bottas coasted back to the pits for a replacement.

"I was pushing a bit too much," said Bottas. "I was quite close to Alonso and just went slightly wide and just touched the wall. I was quite angry with myself. I think we had a car here to fight for the podium."

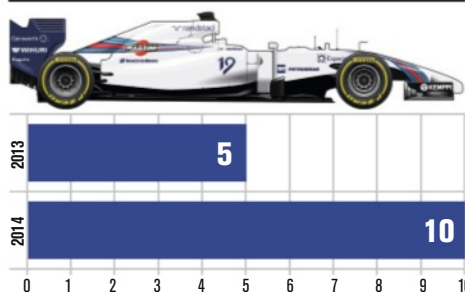
There was no other damage and he rejoined. Thanks to the safety car caused by a chunk of his wheel remaining on the track, Bottas regained the time he lost and recovered to sixth, which became fifth when Daniel Ricciardo was disqualified.

At the point Bottas crashed, he was five seconds behind Kevin Magnussen and 10 behind Ricciardo. He set the second fastest lap of the race, just 0.09s slower than Rosberg's benchmark and while that flattered the pace of the Williams relative to the Mercedes, it was the second strongest car in Australia.

Bottas pointed to traction, saying "we still need a stronger rear end of the car on the power". This is supported by the fact that both drivers struggled in wet conditions in qualifying.



WILLIAMS POINTS RECORD



Valtteri Bottas's fifth place in Australia means that Williams has already scored double the points it managed last season.



Maldonado's off only added to Lotus woes

Lotus suffers disastrous start

LOTUS LOCKED OUT THE BACK ROW OF THE grid and failed to get either car to the finish on the debut of the twin-tusk E22.

Romain Grosjean and Pastor Maldonado managed just 16 and 17 laps respectively before qualifying. Grosjean lapped over six seconds off the pace and was almost three seconds off making Q1, while changes to Maldonado's control electronics system meant he missed the dry conditions in qualifying. Both drivers retired from lower midfield positions with MGU-K problems, Maldonado from 14th place after 29 laps and Grosjean from 12th after 43.

"We've had various problems, some power unit mapping issues, some problems with our brake-by-wire system and we just haven't had enough mileage this weekend," said technical director Nick Chester. "We know there's some good potential in the car, we just need to get ourselves operating properly so we're getting the best out of the power unit and car."

Brake failure caused Kobayashi crash

KAMUI KOBAYASHI ESCAPED PUNISHMENT for hitting Felipe Massa's Williams at the start after a problem with his rear brakes was found.

The Japanese started 14th after a superb performance in Q1 despite the Caterham team having completed only three laps during Friday practice, but locked up at the start. He glanced Kimi Raikkonen's Ferrari before torpedoing Massa, putting both out of the race.

Massa initially suggested Kobayashi's mistake should result in serious action, likening it to Romain Grosjean causing an accident at the start of the 2012 Belgian Grand Prix and being banned, but this was before the cause became

clear. It is believed to be connected to the new rear brake-by-wire system.

The FIA stewards, including former Benetton F1 driver and five-time Le Mans 24 Hours winner Emanuele Pirro, accepted that the failure was outside of Kobayashi's control. They also directed the team to work with FIA technical delegate Jo Bauer to help in "determining the cause of the system's failure".

"I had a brake system issue, which obviously meant I couldn't do much about the contact," said Kobayashi. "When we got the car back and looked at the information in much more detail, it was clear that was the problem."



Kobayashi was later cleared of blame for taking out Massa



Bottas spoiled chance of podium finish after hitting the T10 wall



Magnussen took debut podium

FERRARO/LAT

McLaren back on top after dismal '13

McLAREN LEADS THE CONSTRUCTORS'

championship by eight points and ended a 19-race podium drought after Kevin Magnussen and Jenson Button finished second and third.

Magnussen qualified fourth and ran in the top three for the whole race, but Button started 10th after struggling for grip in wet conditions. His climb to third was based on a combination of solid race pace and a pair of excellent strategy calls.

Button made a late cut into the pits when the safety car was deployed to clear up the debris of Valtteri Bottas's damaged wheelrim, which allowed him to jump both Toro Rossos and Kimi Raikkonen in the pits and climb to sixth. The team brought him in early for his final stop, allowing him to undercut Nico Hulkenberg and Fernando Alonso to run fourth, which became third after Daniel Ricciardo's exclusion. The team now has a significant upgrade package planned for next week's Malaysian Grand Prix.

Magnussen joins debut-podium elite

KEVIN MAGNUSSEN BECAME ONLY THE NINTH driver to finish in the top two on his world championship grand prix debut in Australia.

The 21-year-old McLaren driver started fourth, catching a slide on the straight seconds into the race after the rear broke traction thanks to being over-eager on the throttle. After passing the ailing Lewis Hamilton on the opening lap, Magnussen held down a top-three position throughout and did not put a foot wrong for the rest of the race. He finished third on the road, but was

promoted to second when Daniel Ricciardo, who finished 2.252s ahead and was under pressure from Magnussen late in the race, was excluded. The last driver to finish so well on his debut was Jacques Villeneuve at the same venue 18 years ago.

"I don't think there's any question that he has delivered more than expectations," said McLaren Group CEO Ron Dennis. "Mainly because of attitude, not making mistakes, all these things, he has done a great job. But as always it's a team effort."

Q&A

KEVIN MAGNUSSEN
DEBUT PODIUM FINISHER

What happened at the start?

The start was pretty scary for me! I had a bit of a moment off the line. I caught it and the start was so slow after that, I was lucky that a few others had a bad start as well so I didn't lose anything in the first corner. Then Lewis [Hamilton] had a problem, so I overtook him and brought it home from there.

How close were you to overtaking Daniel Ricciardo at the end?

It was pretty close. I had DRS for a while but just couldn't get close enough. At the time I started pushing, my tyres were overheating and I couldn't find a balance to get there. I had a go.

It's your first podium. How does it feel?

It's so surreal to think that I have just done my first

Formula 1 race and ended up on the podium. It's pretty crazy.

Congratulations to the team for doing such a good job with me over the winter, doing a good job with the car and I hope they will keep pushing as hard as they have done so far.

How was the concentration during the race?

It was good. But it felt long, I was wondering, 'how much longer is left in this race?' It was just a joy to drive. The car was good throughout the whole race and I was able to drive it how I wanted. We came here and we weren't really happy with the car, but I ended with a car that I really liked.



FERRARO/LAT

STORIES OF THE RACE

Kvyat breaks Vettel points record

DANIIL KVIAT BROKE SEBASTIAN VETTEL'S record for the youngest driver to score world championship points with a faultless drive to ninth for Toro Rosso on his debut in Australia.

The Russian, whose promotion from GP3 champion straight into F1 drew criticism in some quarters, was 25 days younger on race day than Vettel was when he finished eighth on his debut in the 2007 United States Grand Prix driving for BMW Sauber. At 19 years, 324 days, Kvyat joins Vettel as one of only two teenagers to score points.

Kvyat qualified eighth for the race in wet conditions despite losing the rear of his Toro Rosso on the run from Turn 10 to 11 during one of his Q3 runs and hitting the wall. In the race, he ran ninth on the opening lap and spent much of the distance battling with team-mate Jean-Eric Vergne and Kimi Raikkonen. In the closing stages, he was close behind Vergne but with both marginal on fuel there was no attempt to overtake. For a driver in his first season, having not raced at GP2 or Formula Renault 3.5 level, to compare so well to Vergne was unexpected, particularly after completing only 207 laps during pre-season testing.

"It was a really long race, the longest I ever had [before] was 35 minutes or so, and now it was one-and-a-half hours," admitted Kvyat. "I finished my drink quite early on so it was quite tough on the last lap. It's a great feeling."

With Vergne finishing eighth, the race was a successful one for Toro Rosso after a difficult time during pre-season testing. The switch from Ferrari to Renault engines over the winter in order to work more closely with sister team Red Bull appeared to have set the team back, but it was the only Renault-powered team to get two cars home or score points.



Kvyat became the youngest points scorer in F1 history

24

Raikkonen struggles on Ferrari return

KIMI RAIKKONEN ENDURED A DISAPPOINTING return to Ferrari after an absence of four seasons, finishing only seventh.

The Finn crashed during Q2, losing the rear at the exit of Turn 3. As it was on a slowdown lap it was not responsible for him failing to make the top 10 shootout as his previous lap had been compromised by traffic.

"It was just my mistake," he said. "I got a little bit of wheelspin. I wasn't pushing anymore but I just couldn't catch it."

Raikkonen had several lock-ups during the race,

one leading to an off-track moment that cost him a position, but he blamed set-up rather than braking problems, as well as front-left tyre-graining issues. He expects these issues to take time to solve.

"The problem is with the tyres and the set-up," said Raikkonen. "I am a little bit stuck with that now, but we are working on it and we know where we want to go. But it won't happen in two weeks."

Raikkonen was less confident than usual on the entry to corners, suggesting that the front end of the car is not giving him the feel or turn-in characteristics he needs to thrive.



Alonso took an age to pass Hulkenberg

Ferrari lacks the power to pass

FERNANDO ALONSO'S RUN TO FOURTH IN THE Australian GP revealed that the Ferrari engine is struggling to pass Mercedes-powered machinery.

The Spaniard spent the first 33 laps of the race stuck behind Nico Hulkenberg's Force India-Mercedes and unable to make a serious attempt to pass even when within DRS range. Once he had jumped Hulkenberg, he pulled away rapidly and finished over 15 seconds clear.

While Alonso's car was fourth fastest in the main speed trap approaching Turn 1, albeit 12.4km/h slower than Kevin Magnussen, this was with the advantage of the DRS and was not enough to let him challenge Hulkenberg.

"I was not able to overtake or attack Nico on the straights, even using the DRS," said Alonso. "With the pace advantage I had, we were one, 1.5s faster, so the pace was there. Overtaking was not possible."

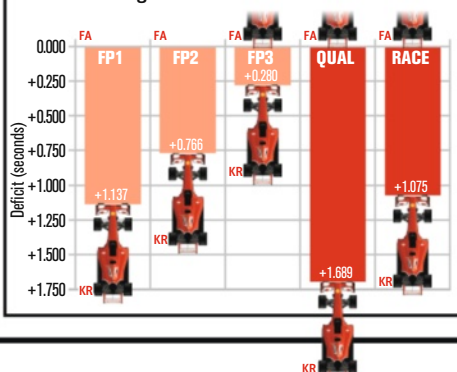
While all six Ferrari-powered cars finished the race, there are concerns about the performance deficit to Mercedes.



Raikkonen struggled to match team-mate Alonso all weekend

RAIKKONEN V ALONSO

Kimi Raikkonen was outpaced by Fernando Alonso throughout the Australian GP weekend





DUNBAR/LAT

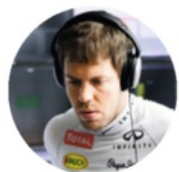
Engine failure gives Vettel an early bath

SEBASTIAN VETTEL'S BID TO CLAIM A 10TH consecutive F1 victory came to nothing when he retired early in the race with an engine problem.

The four-time world champion started 12th after his final attempt in Q2 was hindered by yellow flags for Kimi Raikkonen's crash at Turn 3. After showing promising pace on Friday, a change of engine software hurt the driveability of his car on Saturday.

As well as hitting an MGU-K problem, Vettel lost power in at least one cylinder before the second formation lap following the aborted start caused by Max Chilton. His race lasted three laps.

On the second formation lap, we lost power. It's going to be a long season. All of us expected cars to ditch at some point and it hit us



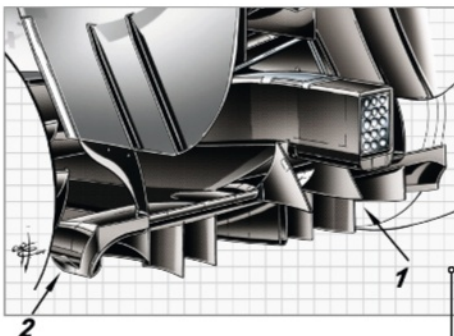
Sebastian Vettel after retiring from the Australian GP

HONE/LAT

DRAWING BOARD



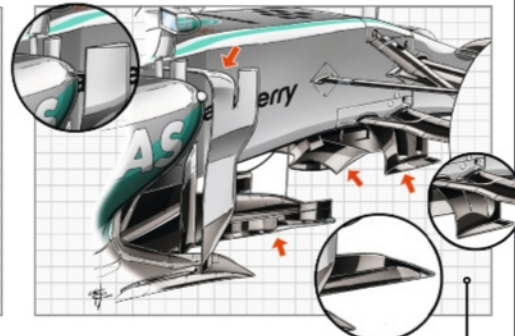
Gary Anderson, technical consultant



Mercedes diffuser gets hole shot...

➔ The Mercedes ran with a diffuser featuring a vertical starter hole in a vane, which attracted attention from other teams but is legal. The vertical splitters (1) compartmentalise the diffuser so any airflow separation does not spread across the whole width. One of these vanes is offset and has a vertical starter-hole slot. Usually, cars have an elliptical hole in the surface of the diffuser, but this interrupts the airflow so Mercedes has removed that negative. The starter hole can be offset, provided it leads into the layshaft that runs through the gearbox.

The outboard edge of the diffuser (2) has a large gurney flap. This is to make the low-pressure area behind the rear tyre work with the diffuser. The flap turns the airflow coming out of the diffuser edge so it connects to the low-pressure area. This pulls more air through the diffuser, accelerating the airflow under the flat floor and increasing downforce through ground effect.

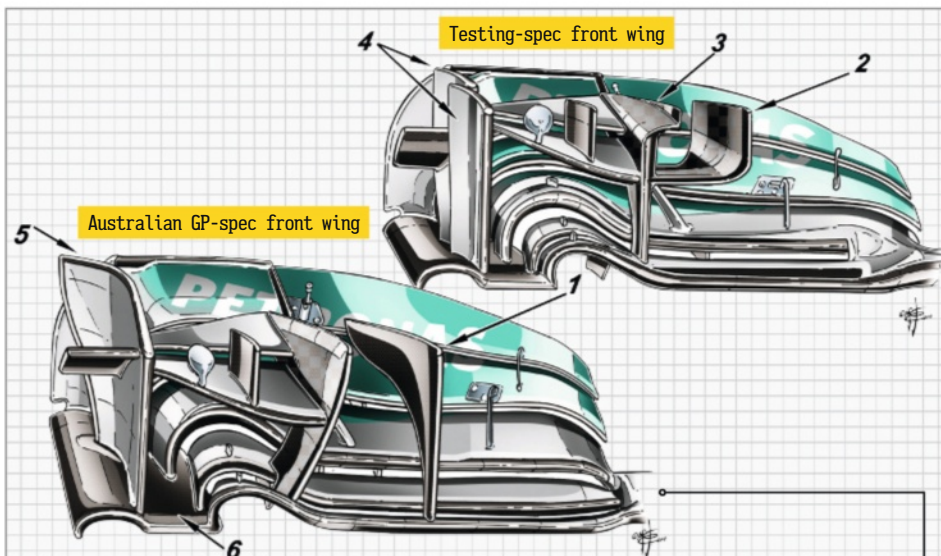


...while no vane equals no gain

➔ The Mercedes features detail work between the front wing and sidepods designed to improve airflow to the rear of the car. The three lower arrows show how this is being achieved.

The airflow comes off the front wing and is then squeezed between the tyres. These two vanes expand it back out and feed it to the leading edge of the sidepods. The aim is to get as much air at as high a velocity as possible around the tyres to the leading edge of the sidepods.

The upper arrow indicates a vane on top of the sidepod. The airflow coming off the front wing is at an angle of around 15 degrees and if that accelerates over the top of the sidepod, it creates lift. The airflow over the top and sides of the sidepod is already being accelerated by the Coke-bottle design. This vane is designed to prevent the airflow from the front wing making that worse.



Mercedes upgrades test-spec wing

➔ Mercedes ran a new front wing in Australia (pictured above).

The changes are focused on turning the airflow outside the front tyre. The main change concerns the outboard edge, which was previously two sections (4) but is now a continuous surface and more powerful (5).

Making the outboard part of the front-wing endplate work more aggressively will have an impact inboard. A vertical vane (1) replaces the previous horizontal one (2), while a horizontal vane (3) has been removed. There is also a small detail change at the bottom of the endplate (6) as a consequence of the developments.

DRIVER BY DRIVER

RED BULL


RED BULL-RENAULT RB10


SEBASTIAN VETTEL
Start: 12th **Finish:** DNF
Strategy: 0 stops
 (medium/retired)



DANIEL RICCIARDO
Start: 2nd **Finish:** DSQ
Strategy: 2 stops
 (soft/soft/medium)

It's no surprise that Red Bull has turned things around, but the speed of the upturn was astonishing. Less than two weeks since pre-season testing ended, Ricciardo finished second on the road to Rosberg, while Vettel retired early with an engine problem after his Saturday was compromised by yellow flags in qualifying and an overnight software change that made his car less driveable.

Tweaks to the Renault engine, coupled with a new front wing, changes to the sidepods and work on brake ducts, made the Red Bull RB10 a credible challenger.

As explained on page 30, the stewards excluded Ricciardo because Red Bull was found to have exceeded the 100kg/h maximum fuel-flow limit.

MERCEDES


MERCEDES F1 W05


NICO ROSBERG
Start: 3rd **Finish:** 1st
Strategy: 2 stops
 (soft/soft/medium)



LEWIS HAMILTON
Start: 1st **Finish:** DNF
Strategy: 0 stops
 (soft/retired)

Mercedes came, saw and conquered in Australia in the way everyone expected the team to after pre-season testing. But it wasn't a weekend without its troubles.

Hamilton stopped on Friday morning thanks to a miscalibrated sensor triggering a precautionary shutdown, while Rosberg couldn't quite fit in his final planned Q3 lap, costing him a front-row slot. Then there was Hamilton's engine problem that ruined his chances.

But Rosberg's imperious race performance showed that Mercedes' status as favourite was entirely justified. The F1 W05 is the fastest car by perhaps as much as a second per lap. Just as it did in its Brawn guise in 2009, the key for the team is to reel off a succession of wins.

FERRARI


FERRARI F14 T


KIMI RAIKKONEN
Start: 11th **Finish:** 7th
Strategy: 2 stops
 (soft/soft/medium)



FERNANDO ALONSO
Start: 5th **Finish:** 4th
Strategy: 2 stops
 (soft/soft/medium)

After pre-season testing, there were question marks over where Ferrari stood in the competitive order. Australia showed that Ferrari was pretty much where testing suggested: it could get among the Mercedes customer teams, outperforming Force India, but not go much further.

The giveaway was how much of the race Alonso spent stuck behind Hulkenberg, combined with how quickly he pulled away after leapfrogging him in the pits.

The other concern for Ferrari is about Raikkonen's start to the season. He didn't have a disastrous weekend, but he did have a difficult one, struggling under braking and with the feel of the front end. Tellingly, he warned that this would not be a quick fix.

SAUBER


SAUBER-FERRARI C33


ESTEBAN GUTIERREZ
Start: 20th **Finish:** 12th
Strategy: 2 stops
 (medium/soft/soft)



ADRIAN SUTIL
Start: 13th **Finish:** 11th
Strategy: 1 stop
 (soft/medium)

Sauber had a tough time during pre-season testing but an encouraging final day in Bahrain allowed the team to head to Melbourne in reasonable shape. It was no surprise to see the car didn't quite have top-10 pace, and it's clear that the team needs more mileage to unlock the potential of a car that looks solid aerodynamically.

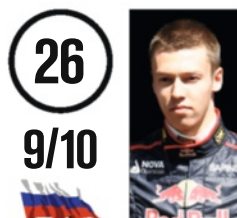
Sutil did his usual tidy job, with a marathon first stint on soft tyres allowing him to flirt with the points. He did keep Perez at bay for a while, but was on a hiding to nothing. Gutierrez got caught up with the same Force India on the first lap, hitting it from the rear, which didn't help his race.

Getting both cars to the finish on the fringes of the points was a decent effort.

TORO ROSSO


TORO ROSSO-RENAULT STR9


JEAN-ERIC VERGNE
Start: 6th **Finish:** 8th
Strategy: 2 stops
 (soft/soft/medium)



DANIIL KVYAT
Start: 7th **Finish:** 9th
Strategy: 2 stops
 (soft/medium/soft)

Reliability was expected to be a relative strength of the Toro Rosso, but pace less so, so to see both cars in Q3 was something of a surprise. Conditions made this possible, as did the excellence of both drivers in qualifying, and it was an encouraging step for the team.

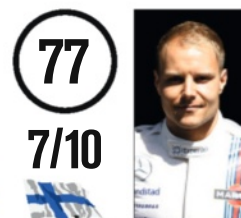
Kvyat in particular impressed with his maturity despite glancing the wall in Q3, and in the race he looked like a driver with 10 years in F1 under his belt. Vergne also ended a pointless spell stretching back to last year's Canadian GP, which gets his season started the right way.

Whether it can continue to be a points-scoring threat as cars get more reliable is a big question mark, but Toro Rosso at least has the base to build from.

WILLIAMS


WILLIAMS-MERCEDES FW36


FELIPE MASSA
Start: 9th **Finish:** DNF
Strategy: 0 stops
 (soft/retired)



VALTTERI BOTTAS
Start: 15th **Finish:** 5th
Strategy: 2 stops
 (soft/soft/medium)

Had Bottas not hit the wall and Massa not been wiped out by Kobayashi's Caterham, Williams might well have claimed second and third and the lead of the constructors' championship. Yes, the car is that quick.

Thanks to Bottas, the car showed the most encouraging race-run pace on Friday but while the car was excellent on corner entry, a lack of rear-end traction when applying the throttle was a weakness.

In wet qualifying, this showed up all too clearly and both drivers struggled. But in the dry, the car flew and Bottas proved the FW36 will be able to challenge for podiums.

It's just unfortunate that his small mistake proved so costly, especially with Massa already out of the race.

For the reasons behind the driver weekend ratings, visit **AUTOSPORT.COM**

LOTUS



LOTUS-RENAULT E22

8

6/10



ROMAIN GROSJEAN

Start: 22nd (pits) Finish: DNF
Strategy: 1 stop
(soft/soft/retired)

13

6/10



PASTOR MALDONADO

Start: 21st Finish: DNF
Strategy: 1 stop
(soft/soft/retired)

Having missed the first pre-season test at Jerez because its car wasn't ready, Lotus was always going to be on the back foot in Australia. With so much work to be done with the new 2014 packages, it was a huge problem.

Grosjean and Maldonado managed to complete a significant number of laps in just one of the three free practice sessions each, with a litany of problems, many related to the Renault engine. But while the car was unreliable and not particularly quick, the encouraging thing was that the problems were all different rather than recurring. The first four flyaway races of 2014 are now a glorified test run and with both cars covering a decent number of laps in the race, there are signs of progress.

McLAREN



McLAREN-MERCEDES MP4-29

20

9/10



KEVIN MAGNUSSEN

Start: 4th Finish: 2nd
Strategy: 2 stops
(soft/soft/medium)

22

8/10



JENSON BUTTON

Start: 10th Finish: 3rd
Strategy: 2 stops
(soft/soft/medium)

McLaren exceeded expectations, with further refinements to the car helping to net a double podium finish. For a team that hasn't had a driver make the top three since the end of 2012, it couldn't have gone better.

Reinvigorated by the return of McLaren Group CEO Ron Dennis, the Australian GP weekend proved the team has found its way again after a trying 2013 campaign.

Magnussen was its star turn, qualifying a strong fourth and then finishing second following Ricciardo's exclusion, while Button climbed from 10th to third following a well-judged drive and some excellent strategy/pit work.

McLaren's upgrade package for next week's Malaysian GP could prove crucial if it is to build on this strong start.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11

5/10



SERGIO PEREZ

Start: 16th Finish: 10th
Strategy: 3 stops
(soft/medium/soft/soft)

27

8/10



NICO HULKENBERG

Start: 7th Finish: 6th
Strategy: 2 stops
(soft/soft/medium)

Headed into the weekend with high hopes of being an outside contender for the podium, but despite a solid run throughout practice and the race the car never quite showed the pace to be a threat.

Perez's weekend was undone by timing in Q2 and being rear-ended by Gutierrez on the first lap, but even then his pace in recovery was disappointing. He did at least salvage a point for 10th after Ricciardo's exclusion.

Hulkenberg did his usual excellent job, although the fact he was jumped by both Button and Alonso at the second round of pitstops showed that while the Force India could hold track position when it had it, in clear air it simply wasn't a match for the Ferrari or the McLaren.

MARUSSIA



MARUSSIA-FERRARI MR03

4

6/10



MAX CHILTON

Start: 17th Finish: 13th
Strategy: 2 stops
(soft/soft/medium)

17

6/10



JULES BIANCHI

Start: 18th Finish: NC
Strategy: 2 stop
(soft/soft/medium)

With both cars failing to get away from the grid, it was always going to be a race best described as character-building. Chilton's car hit trouble while completing a clutch bite-point test and then jammed in gear. Bianchi had a similar problem but it took longer to fix, meaning he started the race too far back to have a chance of being classified.

There were a number of gearbox-related woes for the team during the weekend. Chilton had issues during Saturday practice, while Bianchi set his qualifying time in a slow-shift safe mode, costing him time on the straights.

But both cars made it to the finish, albeit not in contention for the points finish that the team had hoped getting to the end might make possible.

CATERHAM



CATERHAM-RENAULT CT05

9

8/10



MARCUS ERICSSON

Start: 19th Finish: DNF
Strategy: 1 stop
(soft/soft/retired)

10

7/10



KAMUI KOBAYASHI

Start: 14th Finish: DNF
Strategy: 0 stops
(soft/retired)

Car trouble ruined Caterham's Friday, with Kobayashi hit by a fuel-system problem in the first session that could not be repaired in time for the second and Ericsson suffering electronic and then hydraulics issues.

But to the team's credit, it did what it could during the one-hour Saturday free-practice session and Kobayashi made it through to Q2 to give the team a boost.

Kobayashi's rear-brake problem was responsible for him hitting Massa at the start, while Ericsson impressed by climbing to P11 early on before a loss of oil pressure put him out at around half distance. For a rookie with relatively little mileage in preparation and no running on Friday, that was a very good performance in the circumstances.



FERRARO/LAT

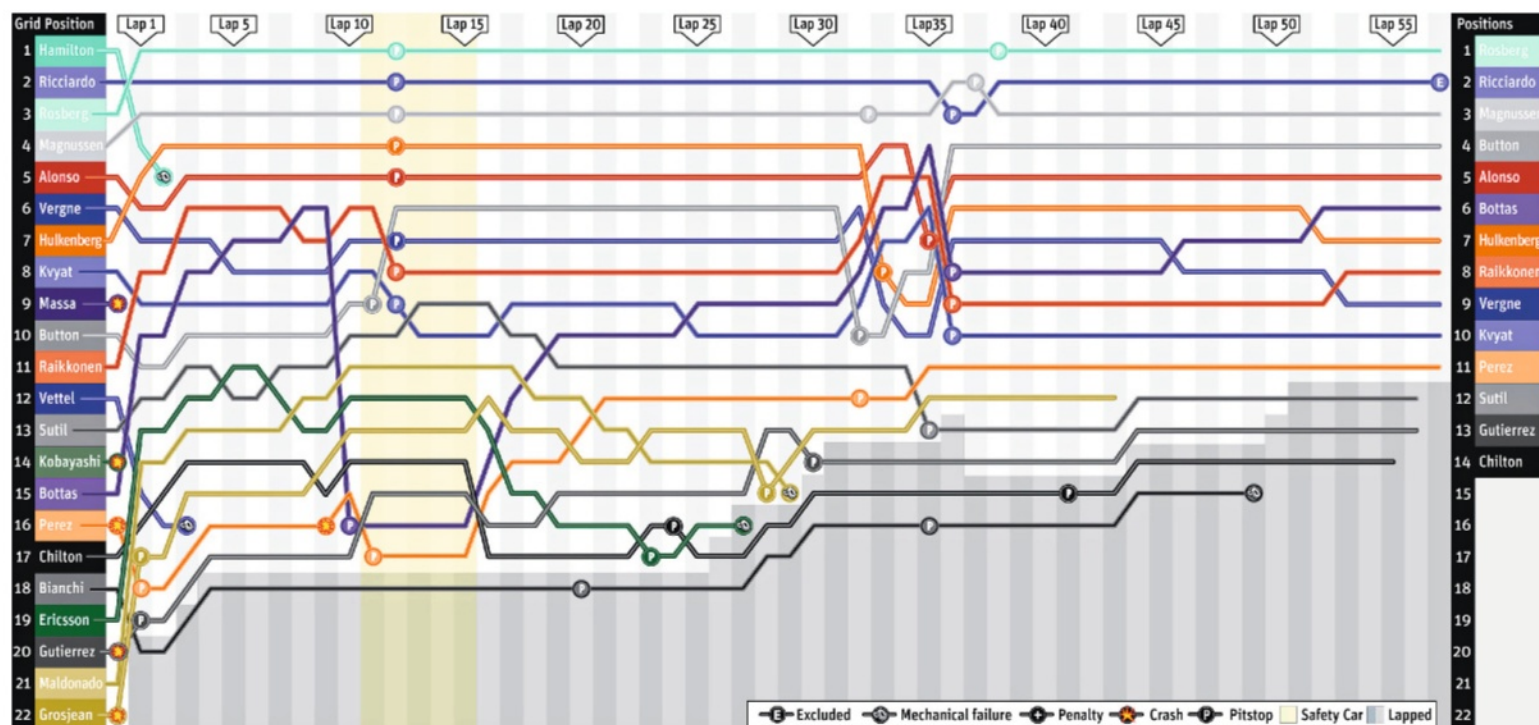
STANDOUT PERFORMANCE

Kevin Magnussen

Did a good job in wet qualifying but there were doubts about whether he could stay at the sharp end. Aside from a lairy moment off the line as he fed in the power, he had an immaculate race to take a rare debut podium finish. Looked utterly assured throughout.

"It just seems so unreal. The car was so much better than it's been at any point. I can't believe it. It's not a win but it definitely feels like a bit of a win because the team is coming off a difficult season"

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ALONSO	1m31.840s
2	BUTTON	1m32.357s
3	BOTTAS	1m32.403s
4	MASSA	1m32.431s
5	RICCIARDO	1m32.599s
6	ROSBERG	1m32.604s
7	VETTEL	1m32.793s
8	MAGNUSSEN	1m32.847s
9	RAIKKONEN	1m32.977s
10	VERGNE	1m33.446s
11	HULKENBERG	1m33.533s
12	PEREZ	1m33.855s
13	KVYAT	1m34.272s
14	GUTIERREZ	1m35.578s
15	SUTIL	1m36.445s
16	BIANCHI	1m40.859s
17	CHILTON	1m46.922s
18	ERICSSON	no time
19	HAMILTON	no time
20	KOBAYASHI	no time
21	MALDONADO	no time
22	GROSJEAN	no time

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m29.625s
2	ROSBERG	1m29.782s
3	ALONSO	1m30.132s
4	VETTEL	1m30.381s
5	BUTTON	1m30.510s
6	RICCIARDO	1m30.538s
7	RAIKKONEN	1m30.898s
8	BOTTAS	1m30.920s
9	MAGNUSSEN	1m31.031s
10	HULKENBERG	1m31.054s
11	VERGNE	1m31.060s
12	MASSA	1m31.119s
13	PEREZ	1m31.283s
14	SUTIL	1m32.355s
15	GUTIERREZ	1m32.468s
16	KVYAT	1m32.495s
17	BIANCHI	1m33.486s
18	GROSJEAN	1m33.646s
19	CHILTON	1m34.757s
20	ERICSSON	no time
21	KOBAYASHI	no time
22	MALDONADO	no time

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m29.375s
2	BUTTON	1m30.766s
3	ALONSO	1m30.876s
4	HAMILTON	1m30.919s
5	RICCIARDO	1m30.970s
6	HULKENBERG	1m30.978s
7	RAIKKONEN	1m31.156s
8	MAGNUSSEN	1m31.251s
9	PEREZ	1m31.665s
10	MASSA	1m31.723s
11	KVYAT	1m31.925s
12	VETTEL	1m32.255s
13	VERGNE	1m32.417s
14	BIANCHI	1m34.184s
15	SUTIL	1m34.188s
16	KOBAYASHI	1m34.413s
17	CHILTON	1m34.717s
18	MALDONADO	1m34.754s
19	ERICSSON	1m36.159s
20	BOTTAS	no time
21	GUTIERREZ	no time
22	GROSJEAN	no time



Weather: 24C, sunny

Weather: 26C, sunny

Weather: 25C, cloudy

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m31.699s (7)	1m42.890s (4)	1m44.231s
2	RICCIARDO	1m30.775s (1)	1m42.295s (2)	1m44.548s
3	ROSBERG	1m32.564s (10)	1m42.264s (1)	1m44.595s
4	MAGNUSSEN	1m30.949s (2)	1m43.247s (5)	1m45.745s
5	ALONSO	1m31.388s (4)	1m42.805s (3)	1m45.819s
6	VERGNE	1m33.488s (11)	1m43.849s (7)	1m45.864s
7	HULKENBERG	1m33.893s (14)	1m43.658s (6)	1m46.030s
8	KVYAT	1m33.777s (13)	1m44.331s (10)	1m47.368s
9	MASSA	1m31.228s (3)	1m44.242s (9)	1m48.079s
10	BOTTAS	1m31.601s (6)	1m43.852s (8)	1m48.147s
11	BUTTON	1m31.396s (5)	1m44.437s	-
12	RAIKKONEN	1m32.439s (9)	1m44.494s	-
13	VETTEL	1m31.931s (8)	1m44.668s	-
14	SUTIL	1m33.673s (12)	1m45.655s	-
15	KOBAYASHI	1m34.274s (16)	1m45.867s	-
16	PEREZ	1m34.141s (15)	1m47.293s	-
17	CHILTON	1m34.293s	-	-
18	BIANCHI	1m34.794s	-	-
19	GUTIERREZ	1m35.117s	-	-
20	ERICSSON	1m35.157s	-	-
21	GROSJEAN	1m36.993s	-	-
22	MALDONADO	no time	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	0	1 RICCIARDO
ROSBERG	0	1 HAMILTON
RAIKKONEN	0	1 ALONSO
GROSJEAN	1	0 MALDONADO
MAGNUSSEN	1	0 BUTTON
PEREZ	0	1 HULKENBERG
GUTIERREZ	0	1 SUTIL
VERGNE	1	0 KVYAT
MASSA	1	0 BOTTAS
CHILTON	1	0 BIANCHI
ERICSSON	0	1 KOBAYASHI



Weather: 26C, overcast then rain

RACE: 57 LAPS - 187.831 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	NICO ROSBERG	MERCEDES	57	1h32m58.710s	1m32.478s	2	48.004s	3
2	KEVIN MAGNUSSEN	McLAREN-MERCEDES	57	+26.777s	1m32.917s	2	45.423s	4
3	JENSON BUTTON	McLAREN-MERCEDES	57	+30.027s	1m33.186s	2	44.810s	10
4	FERNANDO ALONSO	FERRARI	57	+35.284s	1m32.616s	2	44.865s	5
5	VALTTERI BOTTAS	WILLIAMS-MERCEDES	57	+47.639s	1m32.568s	2	58.038s	15
6	NICO HULKENBERG	FORCE INDIA-MERCEDES	57	+50.718s	1m33.210s	2	45.548s	7
7	KIMI RAIKKONEN	FERRARI	57	+57.675s	1m33.691s	2	47.368s	11
8	JEAN-ERIC VERGNE	TORO ROSSO-RENAULT	57	+1m00.441s	1m33.864s	2	46.102s	6
9	DANIIL Kvyat	TORO ROSSO-RENAULT	57	+1m03.585s	1m32.634s	2	54.434s	8
10	SERGIO PEREZ	FORCE INDIA-MERCEDES	57	+1m25.916s	1m33.366s	3	1m10.564s	16
11	ADRIAN SUTIL	SAUBER-FERRARI	56	-1 lap	1m34.564s	1	24.305s	13
12	ESTEBAN GUTIERREZ	SAUBER-FERRARI	56	-1 lap	1m34.202s	2	56.454s	20
13	MAX CHILTON	MARUSSIA-FERRARI	55	-2 laps	1m35.635s	2	47.702s	17 (pits)
EX	DANIEL RICCIARDO*	RED BULL-RENAULT	57	+24.525s	1m33.066s	2	45.421s	2
NC	JULES BIANCHI	MARUSSIA-FERRARI	49	-8 laps	1m35.281s	2	46.477s	18 (pits)
R	ROMAIN GROSJEAN	LOTUS-RENAULT	43	ERS	1m34.766s	1	39.519s	22 (pits)
R	PASTOR MALDONADO	LOTUS-RENAULT	29	ERS	1m37.332s	1	22.847s	21
R	MARCUS ERICSSON	CATERHAM-RENAULT	27	oil pressure	1m37.064s	1	23.238s	19
R	SEBASTIAN VETTEL	RED BULL-RENAULT	3	engine	1m49.947s	-	-	12
R	LEWIS HAMILTON	MERCEDES	2	engine	1m40.287s	-	-	1
R	FELIPE MASSA	WILLIAMS-MERCEDES	0	collision	-	-	-	9
R	KAMUI KOBAYASHI	CATERHAM-RENAULT	0	brakes/accident	-	-	-	14

Weather: 20C, cloudy. Winner's average speed: 121.209mph. Fastest lap: Rosberg 1m32.478s (128.279mph) on lap 19. Lap leader: 1-57 Rosberg.

* Ricciardo originally finished second, but was excluded after his car was found to have exceeded the maximum permitted fuel-flow rate.

Bottas and Gutierrez dropped five grid places (gearbox-change penalties).

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Medium	Soft	
Soft	Medium	Soft	Soft
Soft	Medium	Soft	
Medium	Soft	Soft	
Soft	Soft	Medium	
Soft	Soft	Medium	
Soft	Soft	dnf	
Soft	Soft	dnf	
Soft	Soft	dnf	
Medium	dnf		
Soft	dnf		
Soft	dnf		
Soft	dnf		

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

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	ROSBERG	25	1 st																		
2	MAGNUSSEN	18	2 nd																		
3	BUTTON	15	3 rd																		
4	ALONSO	12	4 th																		
5	BOTTAS	10	5 th																		
6	HULKENBERG	8	6 th																		
7	RAIKKONEN	6	7 th																		
8	VERGNE	4	8 th																		
9	KVYAT	2	9 th																		
10	PEREZ	1	10 th																		
11	SUTIL	0	11 th																		
12	GUTIERREZ	0	12 th																		
13	CHILTON	0	13 th																		
14	BIANCHI	0	nc																		
15	GROSJEAN	0	ret																		
16	MALDONADO	0	ret																		
17	ERICSSON	0	ret																		
18	VETTEL	0	ret																		
19	HAMILTON	0	ret																		
20	MASSA	0	ret																		
21	KOBAYASHI	0	ret																		
22	RICCIARDO	0	ex																		

COATES/LAT



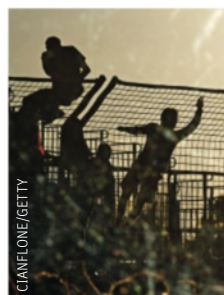
THOMPSON/GETTY

29

Button hangs
out with Dannii
Minogue...



THOMPSON/GETTY



CIANFLONE/GETTY



THOMPSON/GETTY

...while Ricciardo
entertains Tony Hawk

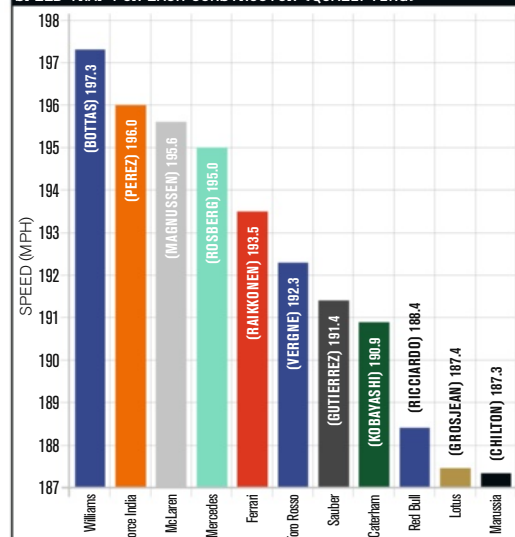
CONSTRUCTORS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	BRN	PRC	E	MC	CDN	A	GB	D	H	B	I	SGP	J	RUS	USA	BR	UAE
1	McLAREN	33	33																		
2	MERCEDES	25	25																		
3	FERRARI	18	18																		
4	WILLIAMS	10	10																		
5	FORCE INDIA	9	9																		
6	TORO ROSSO	6	6																		
7	SAUBER	0	0																		
8	MARUSSIA	0	0																		
9	LOTUS	0	0																		
10	CATERHAM	0	0																		
11	RED BULL	0	0																		



CIANFLONE/GETTY

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



FOR IN-DEPTH RESULTS
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Red Bull row could open a can of worms for F1

If Red Bull is successful in appealing Ricciardo's exclusion from the Australian Grand Prix, it could make one of the key 2014 rules impossible to police. **JONATHAN NOBLE** explains

Red Bull's decision to appeal Daniel Ricciardo's disqualification from the Australian Grand Prix for fuel-flow irregularities has triggered a test case that could define the success of Formula 1's new fuel-efficiency regulations.

The Milton Keynes-based team has challenged Ricciardo's exclusion from second place in Melbourne because it is convinced it did not break the rules by using more than 100kg of fuel per hour. This is despite the FIA's own calibrated fuel-flow sensor data indicating that Ricciardo 'consistently' exceeded the maximum rate during the race.

Red Bull believes that the governing body's own readings cannot be trusted.

Rival teams are keeping a close eye on the case, because if Red Bull succeeds it could open the floodgates for everyone to ignore the FIA limits. One high-level source said that if teams are allowed the freedom to ignore the FIA's

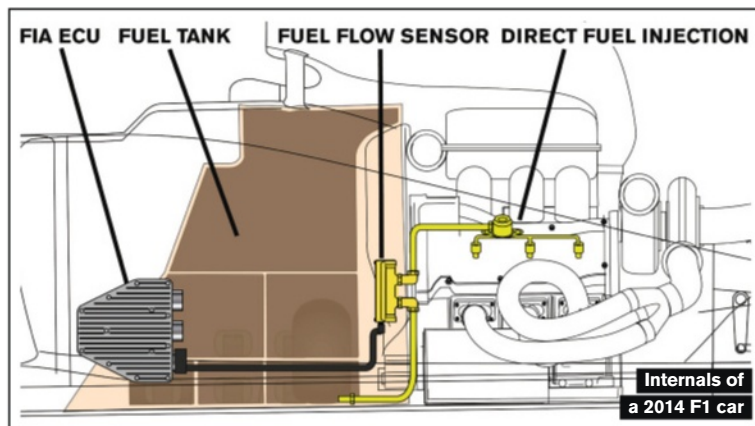
fuel-flow sensor readings and opt for their own, then it will make the 2014 fuel-efficiency regulations almost impossible to police.

It means that there would be no surefire way of guaranteeing teams were complying with the 100kg and 100 kg/h limits, which are central to the new formula.

THE BACKGROUND

F1 has introduced new fuel-efficiency regulations this year, whereby teams are limited to 100kg of petrol from lights to chequered flag. Additionally, teams cannot use the fuel at a rate greater than 100kg per hour. Both of these measurements are taken by an FIA-homologated fuel-flow sensor installed in the car (see right). These components are purchased by the teams from a British company called Gill Sensors.

Teams encountered problems with the accuracy of these sensors during pre-season testing, and there were frequent discussions with the



FIA about how to deal with fluctuations in the readings, which exposed teams to the risk of exceeding the limit.

FIA and team evaluation of the sensors discovered that individual sensors fell into two camps – they were either wildly out or fell within a very narrow band of accuracy. The inaccurate meters were discarded, and teams have been left free to

choose the most accurate ones they want from the better examples. These are individually calibrated to the team's fuel usage to become the standard by which the FIA measures the fuel-flow rate.

WHAT HAPPENED IN OZ

Red Bull's problems began on Friday, when the sensor on Ricciardo's car gave a different



Ricciardo had
second place
taken away

Q&A



CHRISTIAN HORNER RED BULL TEAM PRINCIPAL

How many problems have there been with sensors?

There have been issues with these sensors since day one with all the other teams and all the other engine manufacturers.

Are you confident you can prove you are innocent?

We would not be appealing if we were not extremely confident that we had a defensible case. It's just extremely disappointing that this has happened. It's not the fault of Daniel. I don't believe it's a fault of the team.

Why did you ignore the FIA's request to turn down fuel flow?

They informed us, and we informed them that we had serious concerns over their sensors.

Are you surprised you're the only team that encountered this problem?

Yes, because I think there have been so many issues with these sensors. I don't think any of them have been working 100 per cent reliably through the weekend. Even in the race there are quite a few that have acted incorrectly.

reading from his fourth stint in first practice compared to his three earlier runs. The team elected to change the component for final practice and qualifying, but both Red Bull and the FIA were not satisfied that the new one was accurate.

Red Bull was asked to revert to the unit it used on Friday, which in the race gave the same readings as it had in the final run of FP1 and in all of FP2. The team did not believe in the accuracy of the reading it was getting from the sensor during the race, so elected to base its fuel use on its own fuel-flow model, rather than the FIA's.

FIA INSTRUCTION IGNORED

There is scope in the regulations for teams to prove that they complied with the regulations from their own fuel data, but this is only allowed when the FIA decides that its fuel-flow sensor is either wholly inaccurate or not working. In Red Bull's case last Sunday, the FIA did

not believe the sensor was inaccurate. So when the live data available to the FIA technical team from its fuel sensor showed that Ricciardo's car was breaking the fuel-flow limit, it advised the team to turn down its flow to comply with the regulations. The team ignored the request.

Red Bull's refusal to follow the FIA's instructions and stick to its own readings meant it 'consistently' broke the 100kg/h fuel-flow rate, according to the sensor. That left the FIA with no choice but to exclude Ricciardo from the race.

Red Bull was swift to appeal, as it felt it had complied with the regulations, even though the team had no instruction from the FIA to use its own data. The FIA courts must now decide if correct procedures were followed and whether Red Bull broke the rules.

As AUTOSPORT closed for press no date had been set for the appeal, which will likely take place at the FIA's Paris headquarters. ❧

2014 FUEL-FLOW RULES IN DETAIL

To enforce the fuel-flow regulation of 100kg per hour, the FIA uses an ultrasonic sensor that gauges the mass of fuel passing to the engine and feeds the data to the FIA and team. The sensor is contactless to ensure it does not restrict fuel flow.

With the sensor designed to be accurate to within a fraction of one per cent, the FIA can apply a 'correction factor' to bring it into an acceptably accurate range. This was done in Australia, with the FIA changing the frequency of the sensors from 5Hz to 10Hz.

Even if the sensor fails it is still possible to calculate the fuel flow via readings from the fuel pressure and injector timings. This is not as accurate as the sensor, but does at least provide a reserve option.

The FIA therefore has to take the sensor – plus its correction factor – and/or a calculated fuel-flow reading as the *de facto* measure for a car. Craig Scarborough



The 2014 F1
fuel-flow sensor

Shock wake-up call for F1's frontrunners

After a disastrous pre-season with its RB10, Red Bull's form in Australia gave its rivals a scare. JONATHAN NOBLE reveals how the champion team managed to turn things around so quickly

Red Bull caused a stir at last weekend's Australian Grand Prix by emerging as Mercedes' closest challenger after a miserable pre-season testing campaign.

Although the team has, for now, lost its second-place finish for Daniel Ricciardo (see page 30), the speed of the Red Bull RB10 has left rivals nervous about its potential.

Mercedes motorsport boss Toto Wolff was one of many who said that Red Bull's rate of progress is a concern.

"It's a massive wake-up call," said Wolff. "Most of us were expecting Red Bull not to finish the race or to be off the pace. But in two and a half weeks [since the last test] they got reliability into the car, and they got quite a solid base. Imagine what that organisation is able to achieve in the next couple of weeks."

Red Bull's early form has ignited the 2014 title fight, as the team that

has won the drivers' and constructors' titles for the past four seasons confirmed last weekend that it is a contender this year.

Team principal Christian Horner said: "We've never believed that we wouldn't be there. And we will keep pushing as hard as we can to fight ourselves back to competitiveness."

WHAT CHANGED?

Red Bull's testing woes were dominated by cooling issues, as the team got caught out by packaging requirements for the new 1.6-litre turbocharged V6 engine that had not come to light in the limited dyno testing at power supplier Renault's Viry headquarters.

The overheating turbo and car parts, plus oscillations through the power-unit components, hampered progress early on. Matters were not helped by Renault's own issues in getting its engine running properly.

To cure the overheating, Red Bull

implemented an aggressive project on heat shielding and cooling, with the results showing improvement towards the end of pre-season. At the same time, it intensified the team's relationship with Renault in working on driveability issues with the engine, which included team personnel heading to the French car manufacturer's base to accelerate the programme.

Horner said: "We've had people going backwards and forwards for many weeks now, but that's part of

the development programme. We haven't increased our resource to accommodate that; there were just a lot of people jumping on Eurostar."

This work produced a package for the opening round at Melbourne that was more reliable than at any of the three pre-season tests.

CAR SPEED UNLEASHED

Even when the car was not setting eye-catching lap times in testing, rival teams were already aware of the RB10's potential when data from the Bahrain tests highlighted its speed through corners. With its reliability improved for Australia, the team was finally able to unleash the pace of the car and work on set-up and low-fuel runs for the first time.

"This has been the best opportunity we've really had to work on the car with set-up, and the first opportunity to drive the car properly," said Horner. "It has been a horrible pre-season for us, but if

Mercedes took note of Red Bull's return to form



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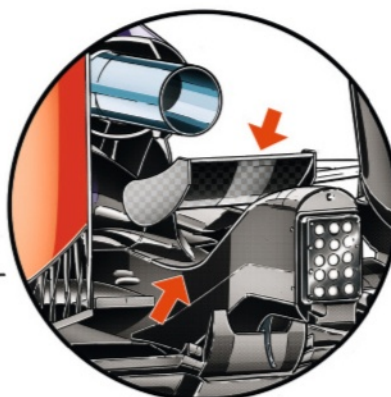
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KEY TECH TWEAKS ON THE RED BULL RB10

GARY ANDERSON: The speed with which Red Bull has turned its situation around shows the depth within the team. In Australia the car ran with changes, including a new front wing and modified sidepods, as well as other interesting details.



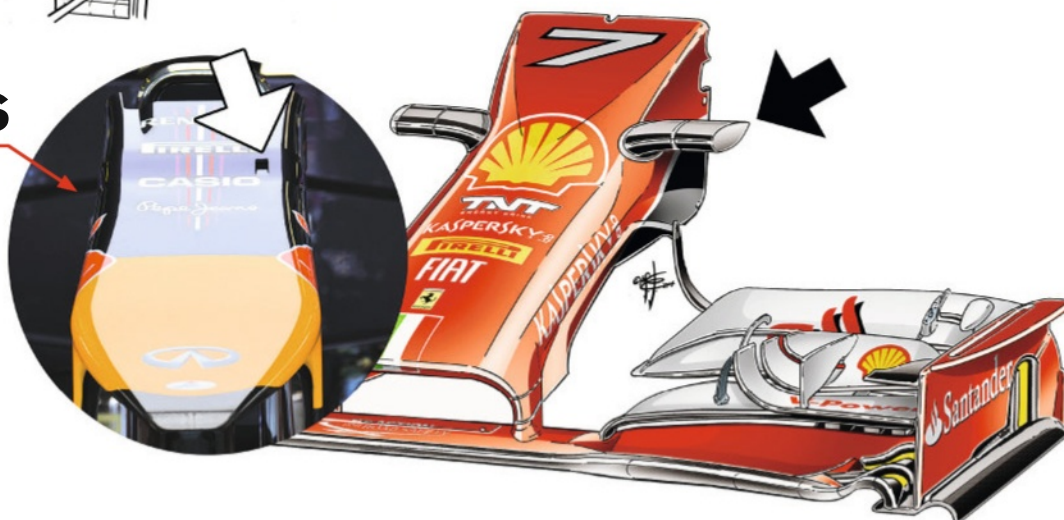
MONKEY SEAT

By creating a very complicated and compact rear crash structure, which is lower than before, Red Bull can fit its monkey seat in underneath the tailpipe – much lower than other teams have managed. The velocity of the exhaust gases is significantly less than it was previously, with the 100mm diameter of the single tailpipe combined with the 1600cc turbo engine probably cutting the mass flow to about 30 per cent of what it was in 2013. But, crucially, this is still faster flowing than the sounding air speed. The exhaust gas is not blowing the wing directly, but it will help to pull air over the monkey seat faster and, because the monkey seat is as low as possible, it will also help the performance of the diffuser.

NOSE CAMERAS

The forward-facing front cameras have become a bone of contention over the past few years as teams have been mounting them behind the FIA-defined central section of the front wing in an attempt to create downforce. For 2014 a new regulation has been introduced positioning them on the sides of the nose, both higher up and further back than most people would like.

But there is no rule dictating the distance from the centreline of the car. So, to reduce drag, Red Bull has placed them inside the nose profile, with only a small window for the camera lens to point through.



anybody is capable of making up ground quickly then we have demonstrated in the past that we're able to do that."

The performance of the car was also boosted by a new package of updates for Melbourne, which included the front wing, sidepods and brake ducts (see above).

MORE NEEDED FROM RENAULT

Despite Red Bull's improvement, Melbourne highlighted that there is still plenty of progress needed, especially on the engine side.

Sources suggest that the Renault engine is around 80bhp down on the pacesetter Mercedes. Speed-trap figures highlighted that deficit in Melbourne, as reigning world champion Sebastian Vettel and Ricciardo were around 10mph down on the Williams-Mercedes of Valtteri Bottas in qualifying.

"I think roughly we are losing one second on the straights here," said Horner. "We can't take that deficit back in corners and it's relatively short straights at this track, so we know we've got a lot of ground to make up."

Horner singled out three specific areas that Renault needs to work on to help Red Bull.

"One is reliability," he said. "Then there is driveability, how the torque and energy recovery is introduced into the drive of the engine, and then of course there's performance. They are the three key areas that they need to focus on."

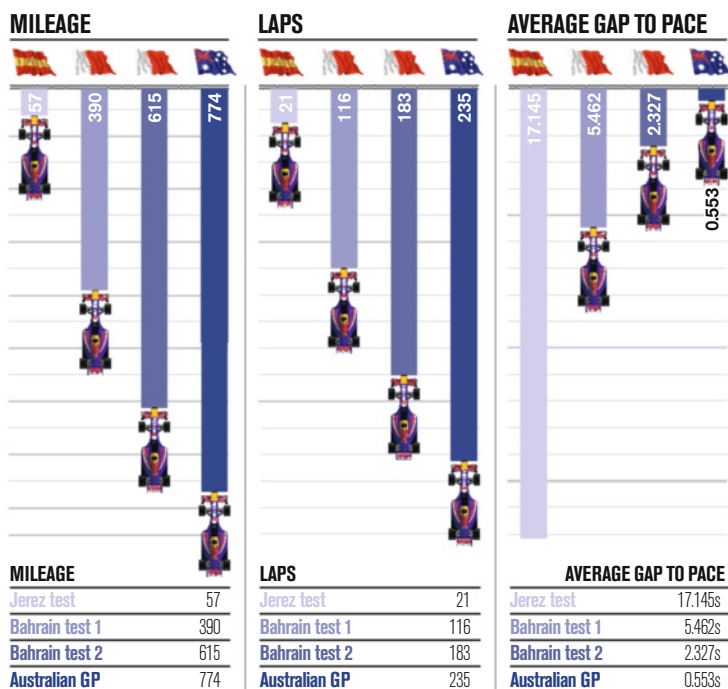
With F1 engines now homologated with the FIA, there is little scope for Renault to make big strides in hardware, although developments to improve reliability have been pencilled in. But regarding issues relating to mapping and driveability – which can be sorted out via software changes – fast progress can be expected.

Renault's Remi Taffin added: "We know how far away we are, and we know what we can achieve for the next race to fill the gap."

"In the power unit we're running we already have the necessary components to achieve this recovery. It's just a matter of optimising everything and using everything to full power. Mapping everything will improve performance."

RECOVERING GROUND

A comparison of Red Bull's distance covered and performance compared to the fastest cars through testing and the Australian GP weekend shows its turnaround in fortunes.





FIRE AT IMOLA

THE STORY OF BERGER'S 1989 CRASH

Next month it will be 25 years since Gerhard Berger's horrific San Marino GP accident. **SAM SMITH** speaks to the Austrian, and the men who saved his life



Berger hustles Ferrari 640 at Imola before his crash (top)

There was something in the air during the spring of 1989. The Ides of March appeared to have been carried over a month to April.

A smattering of frustrated students had first entered Tiananmen Square in protest for more reforms in China; unimpressed UK citizens were introduced to the Poll Tax, ironically launched on April 1; and on April 15, Liverpool football fans went to watch an FA Cup semi-final in Sheffield, and 96 of them never went home.

As the Formula 1 circus arrived at Imola for the San Marino Grand Prix, the second round of the 1989 season, an abstract landscape for the '90s was about to be ploughed, elicited by a terrible accident that befell Gerhard Berger and was witnessed live by millions of horrified television viewers.

THE ACCIDENT

Race day dawned bright and warm; a light breeze blew brittle dandelion wisps around the scenic municipal park in Imola. The tifosi, bloated on the false miracle of Nigel Mansell's astonishing Rio success four weeks earlier, had packed the place out. Heady atmosphere crackled.

In qualifying Berger had looked ragged. His top spot from the wet Friday practice meant nothing when Saturday dawned dry and he started fifth on the grid. He had squeezed a lot from his Ferrari 640 that Saturday, riding the kerbs at Acque Minerali and the final Traguardo chicanes, finding some time there despite the front wing taking a battering. He would do the same in the race to try to get past Riccardo Patrese and then hunt down his team-mate, hustling his car through Traguardo to have a chance of a slipstream into the Tosa hairpin. He didn't get that far.

"I actually don't remember anything about the race up until the accident," says Berger. "It's funny how the brain works, because I remember every single detail of the accident and impact itself but nothing before. I tried steering... nothing. Then I tried braking... nothing. I just said, 'Shit... now I brace for impact and just pray.'"

After the force of the shock Berger, instantly found himself in the second phase of a nightmare scenario. With the monocoque broken on the right-hand side where the radiator had come through the chassis, his exposed flailing arms and upper torso were showered with litres of Agip fuel. Then momentary silence and the briefest of pauses. Somewhere between the viaducts of his mind, consciousness was lost. Then came the inferno.

"The next thing I remember is a lot of big pain everywhere and Sid [Watkins] sat on my shoulders trying to get a tube into my mouth," recalls Berger. "I was struggling because that's just a normal reflex when you have been unconscious for a few minutes. I don't remember those moments too well, but I do recall trying to understand where I was and what was going on. I can recall the pain and also the smell of fuel, which was very strong."

Remarkably, the primary rapid-response vehicle headed by Dr Sid Watkins and Dr Domenico Salcito was on the scene just as the final flames around the wreck were being extinguished.

"From inside our car we could just see a wreck stranded on the grass, but when I got out I clearly



Berger and Ferrari had looked good before Imola

saw that the driver was still in the cockpit and was unconscious," remembers Salcito. "I opted for a quick extraction. Getting him out of the wreck and bringing him back to a stable condition had priority on everything else. Sid came and helped us to get Berger out, along with the fire marshals."

The fight to treat Berger had become literal. Salcito recalls: "Gerhard remained unconscious for around three minutes, and then he entered a state of psychomotor agitation," says Salcito. "He was moving so much that we couldn't remove his helmet, and in the end Dr Watkins had to sit on him to allow us to set his head free and insert a tube into his mouth in order for him to breathe."

Meanwhile, the red flag had flown. Watkins and Salcito left Berger at the medical centre with remarkably light injuries; second-degree burns to his hands (from where the inside seam of his gloves had melted), a bruised collarbone and a cracked rib. Outside there was chaos as media and Ferrari team members, among them a concerned Mansell, sought news of the Austrian's condition.

Amid the cauldron was a man alone. Under almost intolerable stress, Ferrari team principal Cesare Fiorio had been the toast of the tifosi at Rio a month before. Now he faced the unimaginable pressure of having to withdraw a Ferrari on home turf.

THE PRESSURE: FIORIO'S STORY

As the #28 Ferrari 640 had burst into flames at Tamburello, Fiorio momentarily stared at the tiny Longines monitor on the pitwall. He then turned away before wrenching his shades off and trying to ascertain which of his two cars had crashed.

"On the human side the accident was the toughest moment of the day, but in the following minutes I found myself in the most difficult situation of my career," remembers 74-year-old Fiorio today. "Obviously the race was red-flagged, the restart set for 20 or so minutes later. The first 10 minutes passed quickly while I tried to get some information about Gerhard's condition. Finally I got into the circuit's medical centre and I saw him there: he was OK, just some light burns on his hands. Now the race was starting in 10 minutes and there was a serious decision to be made.

"A driving mistake is still possible, that was the

case when [Nelson] Piquet had crashed there two years earlier. Still, a technical failure was one of the most probable causes. I had to decide what to do with Mansell's car, and it wasn't that easy looking at the full picture.

"First thing I did was speak to John Barnard [the Ferrari designer], asking him if he had any reason to believe the crash was caused by a technical failure, and if there was any chance that it could happen again. Unluckily, he didn't really have an answer. He told me that yes, that could have been the case, but that an in-depth analysis of the wreckage was the only way to be sure. He planned to do that on Monday in Maranello, but as you can understand that was too late for me."

While Fiorio adjusted his mind to an almost unprecedented series of events, Mansell was on the grid, sitting behind the wheel, staring straight ahead, ready to go.

"In such a situation you never want to speak to the driver, his view will always be biased. Starting the race is the only thing he'll be interested in," recalls Fiorio. "I made my move and said to Nigel, 'You are going to start the race, but before the end of lap one you slow down, raise your hand and crawl back into the pits, pretending there's some issue with the car.' 'No way' was the first answer I got, but I immediately made my point clear. The decision had been made."

As Fiorio walked away from the remaining Ferrari, Mansell muttered something and tempers frayed. As ever, Nigel did things 'his way' and the Tifosi's new hero pushed on. "Instead of coming in at the end of the first lap, Nigel took his time and did it after 23 laps, pulling off and retiring the car," continues Fiorio. "We told the press that there was a gearbox issue and our race was over." ▶

"On the human side the accident was the toughest moment, but then I had the most difficult situation of my career" CESARE FIORIO



Fiorio's instruction didn't please Mansell



Fuel spilled onto the flailing Berger in crash

COLASPORT/ISPA

► The moment of truth came at Maranello on Monday morning when Fiorio, Barnard and the engineers inspected the destroyed 640.

“Can you imagine what would have happened if the post-accident analysis had shown that the car wasn’t to blame?” ponders Fiorio. “I’ll tell you that under the pressure from all of Italy it wasn’t too far from committing suicide!”

Berger’s aggressive driving (over the kerbs) certainly contributed to the accident. Barnard found out that the accident’s primary cause was some design weakness in the front wing that the Maranello quality-inspection department had not picked up. Two weeks later, in practice in Monaco, Mansell suffered a similar failure at Massenet. Barnard decided to make further changes to prevent it happening again.

THE ‘LIONS OF IMOLA’ SPEAK

“We’re no heroes.” Paolo Verdi and Bruno Miniati nod while Gabriele Vivoli, the first man to arrive at the crash scene and the one who played the major role in putting out the fire, makes his point: “We were just doing our job, and any other CEA volunteer would have been able, equipped and prepared to carry it out as efficiently as we did.”



Wreckage is loaded onto the flatbed

COLASPORT



Telling tale: charred helmet from shunt

SMITH

“The force of the impact is the most striking memory for me,” recalls Miniati. Verdi immediately provides back-up to the shuddering memory: “As the car went off I was mostly disappointed as it was so obviously a Ferrari. But as soon as it disintegrated against the wall it didn’t matter anymore — it was just a person inside a car needing our help, and needing it fast.”

Vivoli adds: “At that time it was already some years that the three of us had been working together, and at Imola our standard post was 3C, just after Tamburello. We had a consolidated intervention strategy not to get in each other’s way. Being the stronger guy, Miniati was in charge of the *carrellone*, the big trolley carrying a 100-litre extinguisher equipped with a

25-metre-long hose. Paolo and I, we were younger and quicker and so our brief was to run towards the car with portable extinguishers. That was our usual plan, and that’s exactly what we did the day Berger crashed.”

Being the first to arrive at the crash site, Vivoli faced a horrific scene: “The car was completely engulfed in flames, to the point that I couldn’t see which way it was facing. I stepped into the fire spraying my extinguisher, and as flames started to fade I could see Berger’s position. I clearly remember seeing heat bubbles forming on his helmet.”

As his duty was to manage the larger extinguisher, Miniati saw the events unfold from a different perspective. “Once the fire was out



Left to right: fire marshals Miniati, Verdi and Vivoli were heroes of the day

the extrication team arrived in the medical car and dragged Berger out of the chassis really quickly," he says. "That was important too because even after the fire, the temperature inside the wreckage was still extremely high, enough to slowly 'cook' the driver."

Despite wearing the best protection in the business, Vivoli risked putting himself into trouble. His wingman, Verdi, confirms: "In the heat of the action he forgot to lower his helmet visor, hence being even more exposed to smoke and fumes. After putting out the fire his face was pitch black."

"That's true, I inhaled even more of that stuff than Berger did," says Vivoli, before adding emotionally: "And there's one more thing I remember clearly, as if it had just happened. When everything was over a woman from the public who was carrying a child kindly offered me a carton of milk, saying that drinking it was the best thing to do after breathing in God knows what. I did, and it felt so good."

The trio met Berger several times, even getting to have lunch with him at the Cavallino restaurant in Maranello. But the memory they cherish most was when just the three of them were invited to Austria for a TV special.

"When our duties at the TV studio were over we had dinner with some of the Berger family, and it was a fun evening," recalls Vivoli. "Gerhard presented us with some gifts and got us all very drunk!"

THE IMPACT ON BERGER

For Berger, a necessary change was made in his driving style and outlook on what being a racing driver meant to him as he thought longer term about his professional future, one that would take him to McLaren-Honda for 1990 in place of Alain Prost.

"I got a big wake-up call from my accident at Imola and realised that I could do myself some serious damage," admits Berger. "From

"We had dinner with the Berger family. Gerhard gave us some gifts and got us all very drunk!"

GABRIELE VIVOLI

then on I was a different driver for sure. Not slower or less competitive, just different. I knew where the boundaries and limits were and I knew I had to respect them more. The risk factor became more visible for me as a driver after Imola, that's for sure, and I listened to the warning it gave me."

As with most earthquakes, there were aftershocks. Five years later, as Berger rounded Tamburello on the second lap after the restart of the San Marino GP and avoided the wreckage of Ayrton Senna's leading Williams, the Austrian glanced in his mirrors and saw his friend's final moment on a racetrack. Speaking today, he recalls one of his immediate memories that intertwined the two events.

"You know, Ayrton and I were at Imola sometime later in 1989 after my accident. We went to look at Tamburello because we both had concerns about the closeness of the wall. We went behind it and looked to see how it could be moved back, but there's a river there and we just said, 'Oh well never mind, nothing to be done here.' How stupid we didn't think about a chicane or another corner before it... how stupid!"

Additional reporting by Filippo Zanier

PROST TO FERRARI

THE BUTTERFLY EFFECT OF IMOLA 1989



Ifs, buts and maybes abound in Formula 1 folklore but in the case of Imola 1989 there is a genuine rationale for believing that Gerhard Berger's accident kick-started a chain reaction that shaped F1 for the early part of the following decade and possibly even beyond.

The accident occurred on the fourth lap of the race; at the time of the red flag Ayrton Senna led Alain Prost from pole position in a McLaren one-two. A big lock-up of his brakes going into Tosa opened the briefest of opportunities for Prost, but 'the Professor' declined a move.

The restart was very different. Senna bogged down ever so slightly and Prost was immediately through and into the lead. As Prost chose his optimum line into Tosa, Senna dived for the inside, and even moved over to get a decent trajectory around the tight left-hander. Surprised, Prost was forced to widen his line to avoid contact. Thus was broken a pre-event agreement; that whoever led into the first corner should hold station for the opening lap.

Rattled and fuming, Prost's race unravelled as quickly as his respect for Senna's word. An uncharacteristic spin at Truguardo ensured that he finished the race 40 seconds adrift of Senna. Prost stepped from his MP4/5, spoke briefly with team boss Ron Dennis and then left the circuit, forsaking the post-race press conference.

Dennis attempted unsuccessfully to arbitrate a truce in the unlikely surrounding of Pembrey before the Monaco GP, which came two weeks after Imola. Whatever good work Dennis thought he'd done in rural Wales soon unravelled when Prost gave a typically erudite interview with *L'Equipe* in which he heavily criticised his team-mate for the 'injustice of Imola'.

From then on Prost and Senna barely spoke, and the Frenchman realised he had to leave the team with which he had won two titles and was on his way to a controversial third.

Prost instructed his advisors to test the waters at Maranello on the Friday of the Monaco GP. It was to be the first in a series of tentative approaches. By the French GP two months later he announced he was out of Woking, and on Friday August 25 at Spa a three-year deal with Ferrari was signed.

Could Prost and Senna have co-existed for another season at McLaren, even if the Berger incident had not taken place? Probably not. The seismic shifting of two tectonic F1 heavyweights was always going to end in conflict. Indeed, it had been close to taking place at the Portuguese GP the previous year when Senna almost had his nemesis in the pitwall approaching 200mph.

Not just a pretty face

Peter Revson is often seen as a playboy, but he was also a fast racing driver. Four decades since Revson's death, ADAM COOPER looks back at a career cut short

Forty years ago this week the racing world was sent reeling following the death of Peter Revson in a gruesome testing accident at Kyalami. It was an era when every other week seemed to bring a tragedy, but the timing of the loss of Revson, a star both in F1 and in Indycars, was cruel indeed.

In 1973 he'd won two grands prix for McLaren, and in so doing had finally switched the focus from his wealthy, privileged background and convinced the sceptics that he was a force to be reckoned with. He had joined a young and ambitious team in Shadow, and felt a level of support he had missed at his previous employer. Off track he was stepping out with Miss World. Life couldn't have been better for the 35-year-old jazz fanatic, who had also just finished work on an insightful autobiography.

The path to that dark day in South Africa was a long and convoluted one. As an inexperienced youngster, Revson made little impression during a fruitless season in an uncompetitive private Lotus-BRM in 1964, and it took him seven years to recover. During that time he paid his dues, winning the 1965 Monaco F3 race and then building a solid reputation in endurance racing, Trans-Am, Can-Am and Indycars.

The biggest step came in 1969, when he took an uncompetitive Brabham-Repco from 33rd to fifth

in his first Indy 500 start. The following year he finished second at Sebring with Steve McQueen, while longtime friend Teddy Mayer gave him a chance with McLaren at Indianapolis after Chris Amon dropped out.

That led to a full-time job with McLaren in '71. A stellar season included winning the Can-Am title, and taking pole before finishing second at Indy. On the back of that Mayer gave him an F1 seat alongside Denny Hulme for 1972. He ran only a part season due to clashing commitments Stateside, but a string of podium finishes took him to fifth place in the world championship, while he also earned a pole in Canada. The unhappy experience of 1964 was forgotten.

"He was a very competent, topline driver," says McLaren veteran Alastair Caldwell. "He was a bit hampered by his looks and his image. He was very

conscious of how pretty he was! After Bruce and Denny he was our first playboy driver. That doesn't mean he wasn't good, just a different approach. Teddy was in thrall to him."

However, over the course of the '73 season Revson's relationship with Mayer began to unravel. He had doubts about how much support he received relative to Hulme, and felt insecure when McLaren protege Jody Scheckter muscled his way in. And he was furious when forced to miss the French GP and run in the Pocono USAC race to keep sponsor Gulf happy.

"It was in Sweden I first saw it," recalls McLaren designer Gordon Coppuck. "He was very upset because he didn't think he'd got the same car as Denny. He had a big argument with Teddy there, but soon after that he was on pole at Pocono, mad as hell because Jody drove his car in France."

Soon afterwards he scored a superb first F1 victory in the British GP, having passed Ronnie Peterson to secure it.

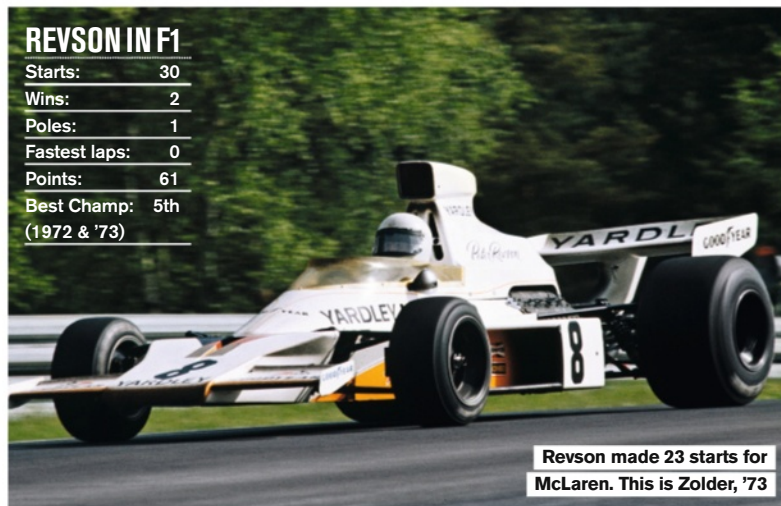
"He was certainly very determined when he felt that the situation gave him a chance," says Coppuck. "That led to the pole at Indy, and the same sort of determination led to the British GP win. When things weren't quite working he perhaps performed less well. But when it was good and he felt he had an opportunity to do something special, he could do it. I don't think anybody could have got more out of it at Silverstone."



First foray in F1 in '64 was not successful



Revson took '71 Can-Am title in monstrous McLaren M8F



REVSON IN F1

Starts:	30
Wins:	2
Poles:	1
Fastest laps:	0
Points:	61
Best Champ:	5th
(1972 & '73)	

Revson made 23 starts for McLaren. This is Zolder, '73



With the spoils of victory after '73 Canadian GP



For '74 the American joined Shadow squad



Tragedy struck during testing at Kyalami on March 22, '74

Just two weeks later Mayer told Revson there was no place for him in 1974 because a leading driver — it turned out to be Emerson Fittipaldi — was bringing major sponsorship. “There was no way Emerson would consider Peter as a team-mate for '74,” says Coppuck. “He definitely had to go...”

Frustrated by this snub, Revson spent the next few months weighing up his options, while also adding to his credibility by winning again in a messy, wet race in Canada. Ferrari was a serious possibility, although ultimately the deal fell apart over money. Luca di Montezemolo would instead hire a youngster called Niki Lauda.

Mayer eventually came back with an offer to drive a third McLaren, run by a separate crew. Revson initially agreed, but he changed his mind when he had doubts about the treatment this extra entry would receive. By now he had completely lost faith in Mayer.

“I only had three heroes when I was a kid: AJ Foyt, James Hunt, and Peter,” says Teddy’s son Tim, who was eight at the time. “And all for the same reason — they frustrated the hell out of dad!”

Talks with Dan Gurney about an Eagle F5000/F1 programme fizzled out due to lack of funds, and in the end Revson signed with Shadow, encouraged by the fact that American owner Don Nichols was so keen to hire him.

“Peter was great,” recalls Shadow designer Tony Southgate. “In the old car he was immediately

“Peter was great. In the old car he was immediately quick. He was just what we needed” SHADOW’S TONY SOUTHGATE

quick in testing. He was just what we needed.”

The new DN3 proved to be very competitive, and first time out in Argentina Revson qualified fourth, only to retire after a first-lap collision. He retired again after starting sixth in Brazil, and then finished in the same position in a wet Race of Champions at Brands Hatch.

The next stop was South Africa, where a week before the race the teams gathered for testing. Revson had been setting good times when the front suspension collapsed. The car speared off the road, twisted under the inadequate guardrail, and caught fire. Fittipaldi, Graham Hill and local privateer Eddie Keizan were among those who stopped to help, joined by Hulme, who arrived

from the pits. There was nothing they could do.

“We had lots of titanium on the car in those days,” says Southgate. “A ball-post which attached the front wheel to the lower wishbone appeared to have a premature failure. There was a mark on the track part way through the corner, where you could see something had rubbed on the ground. It was all a bit grim, to say the least. I was pole-axed and out of action mentally for a long time.”

“The saddest thing was at the Kyalami Ranch,” recalls Scheckter. “I remember someone taking his briefcase out. It came home to me then — these things are so important when you are alive, and all of a sudden they have no importance at all.”

It’s impossible to say how Revson would have fared with Shadow in such a highly competitive era, but Southgate suggests he would have pushed the team forward, and forced owner Nichols to find funds for development. It’s worth recalling too that he had also signed to run the '74 Indy 500 for old pal Roger Penske, and that relationship could have borne fruit over the years to come.

Perhaps the most tantalising prospect is what might have happened in 1974-75-76 had he either stayed at McLaren, or swallowed his pride over his salary and joined Ferrari.

“I have no doubt that if he had stayed with us in '74 he would have won more grands prix,” says Coppuck. “When the car was really right he certainly could drive quicker than most.”

Sebring 12 Hours

Sebring (USA)
March 15

United SportsCar
Round 2/13



RESULTS

291 LAPS, 1088.34 MILES

- SCOTT PRUETT (USA)/MEMO ROJAS (MEX)/MARINO FRANCHITTI (GB)**
P Chip Ganassi Racing Riley-Ford EcoBoost DP (Q9-1m53.456s) **12h00m09.985s**
- SCOTT SHARP (USA)/RYAN DALZIEL (GB)/DAVID BRABHAM (AUS)**
P Extreme Speed Motorsports HPD-Honda ARX-03b (Q4-1m52.662s) **+4.682s**
- JOAO BARBOSA (P)/CHRISTIAN FITTIPALDI (BR)/SEBASTIEN BOURDAIS (F)**
P Action Express Racing Coyote-Chevrolet Corvette DP (Q1-1m51.917s) **+8.965s**
- OLIVIER PLA (F)/ALEX BRUNDLE (GB)/GUSTAVO YACAMAN (CO)**
P OAK Racing Morgan-Nissan LMP2 (Q2-1m52.086s) **+11.994s**
- JOHANNES VAN OVERBEEK (USA)/SIMON PAGENAUD (F)/ED BROWN (USA)**
P Extreme Speed Motorsports HPD-Honda ARX-03b (Q8-1m53.393s) **+17.027s**
- SCOTT DIXON (NZ)/TONY KANAAN (BR)/SAGE KARAM (USA)**
P Chip Ganassi Racing Riley-Ford EcoBoost DP (Q6-1m53.098s) **+17.837s**
- RICKY TAYLOR (USA)/MAX ANGELELLI (I)/JORDAN TAYLOR (USA)**
P Wayne Taylor Racing Dallara-Chevrolet Corvette DP (Q3-1m52.544s) **+34.229s**
- BURT FRISSELLE (USA)/BRIAN FRISSELLE (USA)/JON FOGARTY (USA)**
P Action Express Racing Coyote-Chevrolet Corvette DP (Q10-1m53.590s) **+39.559s**
- OSWALDO NEGRÍ JR (BR)/JUSTIN WILSON (GB)/JOHN PEW (USA)**
P Michael Shank Racing Riley-Ford DP (Q61*-1m54.062s) **+40.568s**
- JAMES GUE (USA)/COLIN BRAUN (USA)/JON BENNETT (USA)**
PC CORE Autosport ORECA-Chevrolet FLM09 (Q16-1m55.660s) **-3 laps**
- BRUNO JUNQUEIRA (BR)/DUNCAN ENDE (USA)/D HEINEMEIER HANSSON (DK)**
PC RSR Racing ORECA-Chevrolet FLM09 (Q11-1m54.839s) **-3 laps**
- PATRICK LONG (USA)/MICHAEL CHRISTENSEN (DK)/JORG BERGMEISTER (D)**
GTLM Porsche North America (CORE) Porsche 911 RSR (Q23-1m58.933s) **-5 laps**
- KUNO WITTMER (CON)/ROB BELL (GB)/JONATHAN BOMARITO (USA)**
GTLM SRT Motorsports (Riley) SRT Viper GTS-R (Q30-2m00.111s) **-5 laps**
- BILL AUERLEN (USA)/ANDY PRIAULX (GB)/JOEY HAND (USA)**
GTLM BMW Team RLL BMW Z4 GTE (Q25-1m59.094s) **-5 laps**
- NIC JONSSON (S)/ANDREA BERTOLINI (I)/TRACY KROHN (USA)**
GTLM Krohn Racing Ferrari 458 Italia (Q33-2m00.538s) **-5 laps**
- WOLF HENZLER (D)/BRYAN SELLERS (USA)/MARCO HOLZER (D)**
GTLM Team Falken Tire (Walker) Porsche 911 GT3-RSR (Q31-2m00.447s) **-6 laps**
- OLIVER GAVIN (GB)/TOMMY MILNER (USA)/ROBIN LIDDELL (GB)**
GTLM Corvette Racing (Pratt & Miller) Chevrolet Corvette C7.R (Q26-1m59.222s) **-6 laps**
- MARC GOOSSENS (B)/DOMINIK FARNBACHER (D)/RYAN HUNTER-REAY (USA)**
GTLM SRT Motorsports (Riley) SRT Viper GTS-R (Q32-2m00.509s) **-7 laps**
- ANTONIO GARCIA (E)/JUAN MAGNUSSEN (DK)/RYAN BRISCOE (AUS)**
GTLM Corvette Racing (Pratt & Miller) Chevrolet Corvette C7.R (Q27-1m59.224s) **-8 laps**
- NICK TANDY (GB)/RICHARD LIETZ (A)/PATRICK PILET (F)**
GTLM Porsche North America (CORE) Porsche 911 RSR (Q28-1m59.248s) **-9 laps**
- R VAN DER ZANDE (NL)/S BIRD (GB)/M FUENTES (MEX)/D CHENG (PRC)**
PC Starworks Motorsport ORECA-Chevrolet FLM09 (Q17-1m56.152s) **-10 laps**
- CHRIS MILLER (USA)/GERRY KRAUT (USA)/STEPHEN SIMPSON (ZA)**
PC JDC/Miller Motorsports ORECA-Chevrolet FLM09 (Q22-1m58.559s) **-11 laps**
- JOHN POTTER (USA)/ANDY LALLY (USA)/MARCO SEEFRID (D)**
GTD Magnus Racing Porsche 911 GT America (Q43-2m04.965s) **-13 laps**
- M MEDIANI (I)/B SWEEDLER (USA)/T BELL (USA)/J SEGAL (USA)**
GTD AIM Autosport Ferrari 458 Italia GT3 (Q41-2m04.650s) **-13 laps**
- IAN JAMES (GB)/MARIO FARNBACHER (D)/ALEX RIBERAS (E)**
GTD Team Seattle/Alex Job Racing Porsche 911 GT America (Q39-2m04.542s) **-13 laps**
- LEH KEEN (USA)/COOPER MACNEIL (USA)/PHILIPP FROMMENVILER (CH)**
GTD Alex Job Racing Porsche 911 GT America (Q35-2m04.268s) **-13 laps**
- SETH NEIMAN (USA)/DION VON MOLTKE (ZA)/FILIPE ALBUQUERQUE (P)**
GTD Flying Lizard Motorsports Audi R8 LMS (Q55-2m09.154s) **-13 laps**
- CHRISTOPHER MIES (D)/CHARLES PUTMAN (USA)/CHARLES ESPENLAUB (USA)**
GTD Fall-Line Motorsports Audi R8 LMS (Q53-2m05.990s) **-13 laps**
- RICHARD WESTBROOK (GB)/MICHAEL VALIANTE (CON)/MIKE ROCKENFELLER (D)**
P Spirit of Daytona Coyote-Chevrolet Corvette DP (Q7-1m53.147s) **-13 laps**
- SYLVAIN TREMBLAY (CON)/BEN DEVLIN (GB)/TOM LONG (USA)**
P Speedsource Lola-Mazda B12/80 (Q58-no time) **-13 laps**
- DIRK MULLER (D)/DIRK WERNER (D)/JOHN EDWARDS (USA)**
GTLM BMW Team RLL BMW Z4 GTE (Q24-1m59.024s) **-14 laps**
- D CAMERON (USA)/P DALLA LANA (CON)/M PALTALA (FIN)/S LEWIS (USA)**
GTD Turner Motorsport BMW Z4 (Q34-2m04.258s) **-14 laps**
- N CANACHE JR (VY)/M WINKELHOCK (D)/S PUMPELLY (USA)/A LATIF (GB)**
GTD Flying Lizard Motorsports Audi R8 LMS (Q54-2m07.077s) **209 laps-accident**

In each car, first-named driver started race and driver in italics set qualifying time. * = grid penalty. Winners' average speed: 90.67mph. Fastest lap: Dalziel, 1m52.134s, 120.07mph; PC: van der Zande, 1m56.498s, 115.57mph; GTLM: Gavin, 1m59.521s, 112.65mph; GTD: Cameron, 2m03.501s, 109.02mph.

There were 63 starters. Championship positions: P: 1 Barbosa/Bourdais/Fittipaldi, 67; 2 Franchitti, 60; 3 Angelelli/Taylor/Taylor, 58. PC: 1 Bennett/Braun/Gue, 72; 2 Kimber-Smith/Marsal, 60; 3 Bird/van der Zande, 58. GTLM: 1 Auerlen/Hand/Priaux, 64; 2 = Lietz/Pilet/Tandy, Bell/Bomarito/Wittmer & Long/Christensen/Bergmeister, 58. GTD: 1 Segal/Sweedler/Bell, 69; 2 Seefried, 67; 3 Mediani, 62.

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Franchitti rescues win from 11th-hour spin

A win for Franchitti and Ganassi is nothing new, but this time it was brother Marino, despite an error. **GARY WATKINS** reports

MARINO FRANCHITTI RECKONED HE'D BLOWN ANY chance of winning the Sebring 12 Hours with a spin just before the 11-hour mark. But then again, he and Chip Ganassi Racing team-mates Scott Pruett and Memo Rojas hadn't looked likely winners of last weekend's United SportsCar Championship encounter up to that point even if Franchitti had been running fourth. Yet it was their Riley-Ford EcoBoost DP that took the chequered flag.

The winning Riley wasn't anywhere near the fastest car, though it did pick up pace as night fell over the Sebring International Raceway. It did, however, have enough at the end of the race when Franchitti found himself in the lead after a final safety car period of the 12 Hours. Ganassi had brought Franchitti into the pits for his final stop just before the yellows waved, and that leapfrogged him over his rivals and into 'pole position' for the final 20-minute run to the flag.

Franchitti exploited the three lapped cars lined

up between him and chasing fellow Scotsman Ryan Dalziel, aboard the best of the Extreme Speed Motorsports HPD ARX-03b LMP2s, and raced into a six-second lead, setting the #01 Ganassi car's fastest race lap along the way.

The gap came down to as little as 2.5s, but Franchitti was able to halt the advance of the ESM car and go on to take victory by 4.7s.

"When I was backwards at the hairpin, I didn't think it was going to happen," said Franchitti. "I couldn't believe that we were in a position to win. To be honest the car was a real handful all day."

The oversteering Ganassi Riley was never truly a match for the quickest cars bidding for honours in the 62nd running of the Sebring 12 Hours, its sister entry shared by Scott Dixon, Sage Karam and Tony Kanaan included. But 11 safety cars — one which included a short race stoppage — meant that the eventual winners never slipped off the lead lap and were in a position for the Ganassi team's crucial



Sharp presses on in runner-up HPD

GT LE MANS

‘Other’ Porsche makes it two from two

PORSCHE MADE IT TWO WINS FROM TWO STARTS IN the United SportsCar Championship at Sebring. The factory CORE Autosport squad followed up its GT Le Mans victory in the Daytona 24 Hours, this time with the 911 RSR shared by Patrick Long, Michael Christensen and Jorg Bergmeister, but once again it didn't have the fastest car.

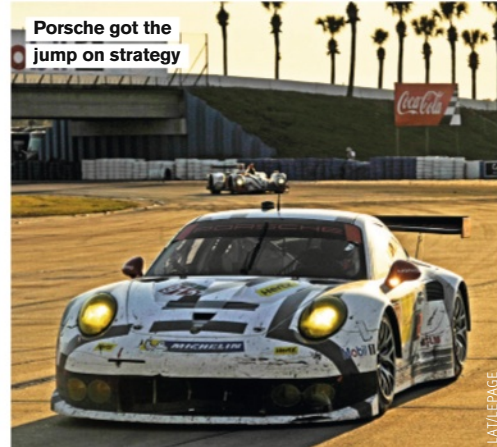
The Porsche hadn't been quite a match for the Chevrolet Corvette C7.R or Chrysler's SRT Viper GTS-R in January, and again the 991-shape RSR fell short on pace of the Corvette, but problems for the Chevys and the correct tactical call when it mattered in the final hour allowed the German manufacturer to maintain its 100 per cent USC record.

Long had trailed Jonathan Bomarito in the best of the Vipers by 10 seconds early in the final hour when the CORE Porsche got to the point where it could complete the race on one more tank of fuel. The team had already replaced the American with Bergmeister when the safety car came out for the final time. That gave the car track position and a four-car cushion over the Viper, which stopped under the yellows, for the run to the flag.

"We caught everyone with their pants down," was how Long summed up the crucial strategy call.

The Viper wasn't the potent weapon it had been at Daytona, courtesy of two Adjustment of Performance changes in the form of the addition of 15kg to its minimum weight and a smaller-diameter engine air restrictor. That the car shared by Bomarito, Kumo Wittmer and Rob Bell remained in the hunt throughout the race owed as much to flawless pitwork and, until the final yellow, strategy.

Corvette Racing left Sebring with sixth and eighth positions in class and an empty feeling, with the knowledge that it should have won in Florida.



Both its entries were firmly in the battle for class honours until losing fuel pressure.

The #3 car shared by Antonio Garcia, Jan Magnussen and Ryan Briscoe came back from a first-lap incident that required major front-bodywork repairs to lead the race until the car started losing fuel pressure at high revs.

The Pratt & Miller team had no choice but to replace the pump in the ninth hour, but when the same problem befell Oliver Gavin as the 11-hour mark approached it was too late to rectify the problem.

Gavin spun twice in the closing stages but still reckoned victory was on. "We still had the car to catch the Viper and the Porsche, but it became harder and harder to keep up the pace," he said. "This is really frustrating, because in the heat of the day the car was absolutely fantastic."



Winning Ganassi Riley leads into the twilight

tactical call to pay dividends.

The #02 Ganassi Riley looked the more potent machine around the 3.74-mile Sebring circuit, and was fully able to exploit controversial Adjust of Performance changes to the rules that gave the Ford EcoBoost turbo V6 an advantage over the rival Chevrolet V8s. Dixon, Kanaan and Karam were in the thick of the fight on Saturday, but Dixon blew it shortly before the final safety car when he spun after being pushed wide at the hairpin.

Dixon had been running third, but the time lost with the spin left him sixth in the safety car queue. That's where he finished after failing to find a way past Simon Pagnaud in the second ESM HPD.

The two cars at the head of the field when Franchitti spun appeared set to battle it out for the laurels at the end of the second round of the new USC. Dalziel led from a fast-closing Sebastien Bourdais in the Daytona 24 Hours-winning Action Express Coyote-Chevrolet Corvette DP he shared with Joao Barbosa and Christian Fittipaldi.

Bourdais looked like a man on a mission. Barbosa had been less than three seconds behind the ESM car, but a slow driver change by the Action Express crew left the Frenchman 20s in arrears.

That gap came down to six seconds in little more than half a dozen laps prior to the final safety car. That surely made Action Express favourite to complete a Daytona-Sebring double, but its car didn't look quite so potent a force after the yellows.

Bourdais dropped to fourth in the pits, rejoining behind Olivier Pla in OAK Racing's Morgan-Nissan LMP2. He managed to snick by his fellow Frenchman into T3 after the restart, but couldn't find a way past Dalziel over the remaining 11 laps.

"At the end of the race, I didn't have anything for



him," explained Bourdais. "I had been able to close before, but it was as though they had picked up some pace from somewhere."

The time lost swapping Barbosa to Bourdais was potentially crucial in the outcome of the race. Bourdais, perhaps, would have been able to take the fight to Franchitti had he been ahead of Dalziel in the safety car queue. The reason for that time lost was an enforced change in the Action Express team's pitstop procedure.

They had won Daytona with the right-side shoulder strap and lap belt coupled together but, when this was questioned on the grid by another team, Action Express was forced to undo the belts fully during driver changes. The change resulted in a series of slow stops throughout the race.

That said, the pace of the ESM cars was phenomenal during the night. "The race came to us as the grip level went up," said David Brabham, whose team-mate Dalziel set fastest race lap in the

car started by Scott Sharp. "These Continental tyres aren't designed for our car, but as the grip goes up we can start working them."

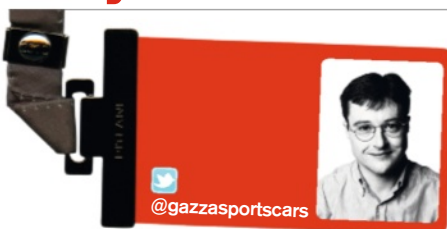
The OAK Morgan, in which Pla was joined by Alex Brundle and Gustavo Yacamán, was a more potent machine at the end too. Any chance of the French car winning as good as disappeared when Pla tried to go around the outside of Dalziel through Turn 1, got baulked by a Ferrari and then lost out to Bourdais at the next corner.

The second ESM car, shared by Pagnaud, Johannes van Overbeek and Ed Brown, ended up fifth. Pagnaud had starred in the car in the late afternoon, only for van Overbeek to undo his good work by unnecessarily crashing into a GT Daytona-class Audi at Turn 17.

There were, amazingly, nine cars — five Daytona Prototypes and four LMP2s — still on the lead lap at the finish. That means the first Sebring of the USC has to be described as another classic. ▶

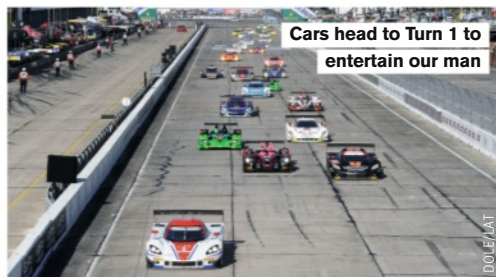
IN THE PADDOCK

Gary Watkins



A SAUNTER UP TO TURN 1 AT SEBRING WAS always going to bring back memories of an LMP1 car going flat-chat through one of the most challenging corners in my world. And for that reason my treks out of the paddock during practice were inevitably a disappointment.

A Daytona Prototype or a cost-capped LMP2 – not to be confused with the old-style lightweight P2s that used to entertain us in the US – don't do the same things for the hairs on the back of my neck as the exiled P1s. That's not to say that watching at Turn 1 isn't still an enjoyable experience: a well-driven racing car dancing over the bumps on the limit of adhesion is always going to be fun to watch. It's just that T1 doesn't offer quite the

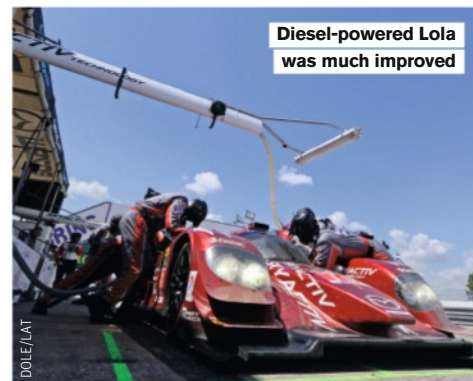


Cars head to Turn 1 to entertain our man

same spectacle anymore in the era of merged sportscar racing in the USA.

If my hair follicles remained unstimulated, a cliffhanger of a final hour almost turned my stomach inside out. I've seen some classic Sebring finishes down the years, and this one was right up with any of the Audi-versus-Peugeot or Audi-versus-Audi battles I've witnessed.

A late safety car, which may or may not have been merited, undoubtedly helped, but the 62nd running of the Sebring 12 Hours was definitely a classic in the true traditions of this historic event. And I'd choose a close-and-exciting finish over the chance to see the best and fastest prototypes in the world in action.



Diesel-powered Lola was much improved

DEVLIN BACK WITH MAZDA TEAM

Briton Ben Devlin returned to international sportscar racing after an absence of more than three years with the SpeedSource Mazda team at Sebring. The Brit, a regular with Mazda's P2 programmes in 2007-09, shared his Lola-Mazda B12/80 with Tom Long and Sylvain Tremblay. They registered the first finish for the Mazda SKYACTIV-D diesel programme after changes to the cooling system of the team's two cars, which improved their performance and reliability.

JOHANSSON GIVES UP FERRARI

Former Ferrari Formula 1 driver Stefan Johansson stood down for what would have been his first race in one of the Italian marque's cars since 1999. The Swede was due to race a Ferrari 458 Italia GTD-class car for Scuderia Corsa, for which he is also sporting director, but gave the seat to Kyle Marcelli when the American's drive in a Starworks Prototype Challenge ORECA fell through in race week.

A1GP RACER SIMPSON'S RETURN

Sometime A1GP Team South Africa driver Stephen Simpson made his international race return after an absence of more than five years at Sebring. The 30-year-old, whose last major race came with the Creation Autosportif team in 2008, raced a PC-class ORECA for the JDC/Miller team. A late penalty for a safety car infringement deprived Simpson and team-mates Chris Miller and Gerry Kraut of a class podium. The class was won, as at the Daytona 24 Hours, by the CORE line-up of Colin Braun, James Gue and Jon Bennett.

MEYRICK LEADS IN DELTAWING

The DeltaWing led a race for the first time in its short history at Sebring. Andy Meyrick hit the front in the Elan/Mazda-powered DWC12 coupe when he stayed out throughout the first safety car period and subsequently held on in the lead for a couple of laps. The car, co-driven by Katherine Legge and Gabby Chaves, subsequently lost time with alternator failure before retiring in the closing stages as a result of damage sustained after contact with another car.



DeltaWing stayed out of pits to lead race

IMSA makes a bad Job of it

UNITED SPORTSCAR CHAMPIONSHIP

sanctioning body IMSA once again changed its mind about a major incident in the GT Daytona class. At Sebring, however, its *volte-face* came only in the form of an apology.

IMSA's review process overturned the race director's penalty call that initially deprived the Level 5 Ferrari team of class victory in January's Daytona 24 Hours. But at Sebring it argued that there was nothing it could do when it realised that it had incorrectly penalised the

lead Alex Job Racing Porsche 911 GT America for an incident in which it played no part.

The AJR Porsche, shared by Leh Keen, Cooper MacNeil and Philipp Frommenwiler, was handed an 80-second stop-go penalty for avoidable contact just before the eight-hour mark. The problem was that IMSA's officials confused onboard footage from the the AJR entry and the #911 factory CORE GT Le Mans Porsche.

Team owner Alex Job was not a happy man after a race that marked the 25th anniversary of his eponymous team's arrival in international sportscar racing. He argued that IMSA was too hasty in its decision and that it missed an opportunity to reverse it.

"It is mindboggling that they can make this mistake," he said. "I told them straight away that they needed to review it, and after we'd taken it I told them they needed to do something about it there and then."

IMSA's own rules did not allow the wrong to be righted and all it could do was make a public apology after the race.

Job argued that the incident potentially deprived his car of victory, pointing out that it finished only seven seconds behind the winning Magnus Porsche, in fourth place.

The Magnus trio of Andy Lally, John Potter and Marco Seefried came back from delays caused by an off and gear-selection problems to triumph in class.



Magnus Porsche trio took the class spoils

DP spec frozen from next round

THE PERFORMANCE OF THE DAYTONA

Prototypes will be frozen ahead of the next round of the USC at Long Beach, sanctioning body IMSA has promised.

IMSA competitions boss Scot Elkins explained that there would be one more round of engine performance evaluation, focused on Chevrolet's V8, after Sebring. Any balancing of the cars in the Prototype class under its Adjustment of Performance rules will then be focused on LMP2 machinery.

"We've said it to the manufacturers and we will say it to anyone – our goal is to be done with the DPs," said Elkins. "We've given those guys enough stress already. Any changes going forward will be done to the P2s."

"We feel that we have now got a good balance and all



'Enough stress already' for DP teams in USC

the tracks from now on are true road courses [unlike Daytona], so we feel that we won't have to make much in the way of changes going forward."

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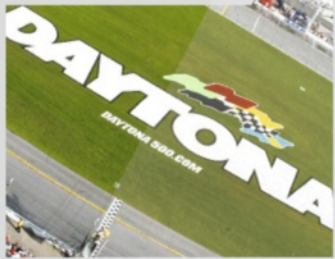
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V8 SUPERCARS MELBOURNE (AUS), MARCH 14-16 NON-CHAMPIONSHIP

Volvo denies van Gisbergen

THE EFFECT OF DOUBLE POINTS ON a final race was shown in the V8 Supercars at Albert Park. The races might not have counted for the championship, but the action was quite robust, and a new manufacturer made it into the winner's circle.

Shane van Gisbergen dominated the first three races, clearing out from a battle for the minor places to win by as much as 6s and leading, in turn, Jamie Whincup, Craig Lowndes and Fabian Coulthard home in three Holden one-twins. But after breaking an anti-roll bar in the final double-points race, Tekno Autosports-run van Gisbergen fell from the lead to 14th. That meant he was fifth overall despite his trio of wins.

After finishing third, fifth and fourth in the opening races, it was Scott McLaughlin who came through to win the final race, and take overall victory. His Garry Rogers Motorsport Volvo S60 Polestar was too swift for the opposition and won comfortably, leading home Lowndes by a second. Michael Caruso pulled alongside the Holden of Garth Tander at the flag to steal third by about 5mm in a race in which Caruso's Nissan team-mates got tangled up with each other.

It was not a stellar weekend for

Whincup. In the first race he was in a side-by-side battle with McLaughlin during which the cars ran down the inside of the pit straight. The Volvo had two wheels on the grass, and for his efforts Whincup was handed a five-place grid penalty for race two.

McLaughlin's win was Volvo's first in Australian Touring Car racing in 28 years, and the final race also featured at least one of all five brands – Holden, Ford, Nissan, Mercedes and Volvo – finish in the top seven.

● Phil Branagan

RESULTS RACE 1 1 Shane van Gisbergen (Holden Commodore), 10 laps in 19m48.4100s; 2 Jamie Whincup (Holden), +6.1805s; 3 Scott McLaughlin (Volvo S60); 4 Michael Caruso (Nissan Altima); 5 Fabian Coulthard (Holden); 6 Garth Tander (Holden). **RACE 2** 1 van Gisbergen, 12 laps in 23m58.7720s; 2 Craig Lowndes (Holden), +0.5519s; 3 Coulthard; 4 Caruso; 5 McLaughlin; 6 Tander. **RACE 3** 1 van Gisbergen, 12 laps in 27m53.0754s; 2 Coulthard, +0.5009s; 3 Lowndes; 4 McLaughlin; 5 Tander; 6 Caruso. **RACE 4** 1 McLaughlin, 12 laps in 25m35.4161s; 2 Lowndes, +1.0865s; 3 Caruso; 4 Tander; 5 Coulthard; 6 Will Davison (Mercedes E63 AMG).



SBLOXHAM/LAT

NASCAR SPRINT CUP BRISTOL (USA), MARCH 16 RD 4/36

Edwards reigns amid the rain

AS TOP RUNNER AFTER TOP RUNNER fell by the wayside at Bristol Motor Speedway, Carl Edwards' progress to the head of the pack was serene.

Edwards started the race, which began two hours late, in 12th place but made the most of a chaotic encounter to top an unexpected all-Ford podium.

Edwards was chased by Roush Fenway Racing team-mate Ricky Stenhouse Jr and Richard Petty Motorsports' Aric Almirola. That trio had crucially elected to stay out and run long on the same set of tyres while the remainder of the lead pack pitted under the race's penultimate caution.

Leader Kevin Harvick headed a

train of lead-lap contenders into the pits as a Kyle Busch crash brought out the yellow flags, with Edwards, Stenhouse, Almirola and Denny Hamlin opting to remain on-track.

When racing resumed, those on older rubber were expected to drop back, but it never happened. Even when Harvick brought out another caution, when his Stewart-Haas Chevrolet hit the wall hard at Turn 2 while pressuring Stenhouse for third, Edwards just edged away afterwards to record a well-judged victory, aided by the race ending under caution thanks to a late downpour.

Stenhouse pipped Almirola in the

closing stages to take second, while through the madness came Tony Stewart, who rose from 37th to fourth.

The bids of Penske's early leaders Joey Logano and Brad Keselowski came undone at opposite ends of the race. Logano was hit by power-steering problems, shortly before reigning champion Jimmie Johnson dropped out of the lead battle with a right-front puncture, while Keselowski was caught up in Harvick's incident.

An ill-timed pitstop had ruined Busch's race before he fumbled. Matt Kenseth led when rain forced a near three-hour red flag at quarter-distance but, after recovering from an incident with a backmarker to lead again, he slipped down the order late on.

● Connell Sanders Jr

RESULTS

1 Carl Edwards (Ford Fusion), 503 laps in 3h11m23s; 2 Ricky Stenhouse Jr (Ford); 3 Aric Almirola (Ford); 4 Tony Stewart (Chevrolet SS); 5 Marcos Ambrose (Ford); 6 Denny Hamlin (Toyota Camry); 7 Jeff Gordon (Chevy); 8 Kasey Kahne (Chevy); 9 Brian Vickers (Toyota); 10 Kyle Larson (Chevy). **POINTS** 1 Brad Keselowski, 163; 2 Dale Earnhardt Jr, 153; 3 Edwards, 152; 4 Gordon, 152; 5 Jimmie Johnson, 143; 6 Joey Logano, 141; 7 Hamlin, 140; 8 Matt Kenseth, 138; 9 Ryan Newman, 125; 10 Stenhouse, 122.



THACKER/LAT



THACKER/LAT

NASCAR NATIONWIDE

Just as it was last year, the Bristol round was a battle between Kyle Busch and Kyle Larson. But this time a small mistake from Larson meant his attentions were taken up late in the race by the need to hold off Kevin Harvick, enabling Busch (above) to scamper away. It was the Toyota driver's 16th win at the Tennessee track across NASCAR's three main series. Ryan Blaney headed Matt Kenseth for fourth, with Ty Dillon the top driver registered for points in sixth place.

SPORTSCAR CHALLENGE

Robin Liddell jumped from third to first at the restart of the Continental Tire SportsCar Challenge race on the Sebring 12 Hours undercard to seal a first victory for the new Chevrolet Camaro Z/28.R. The Scot, who shared his Stevenson Motorsports entry with Andrew Davis, went around the outside of John Edwards (BMW) and Shane Lewis (Porsche) to take the lead with 30 minutes to go and hung on until nine minutes later when a second safety car was called, which remained on the track until the end of the 150-minute race.

AUSTRALIAN CARRERA CUP

Warren Luff took his 2014 Porsche Carrera Cup record to five wins in six races with two victories at Albert Park. After Steven Richards won the first race, a 2.41s third-race victory decided the round win in Luff's favour. Nick Foster and reigning champion Craig Baird filled the minor placings.

CROSS-COUNTRY RALLY

Overdrive Racing's Yazeed Al-Rajhi and Timo Gottschalk extended their lead in the 2014 FIA World Cup for Cross Country Rallies after taking a 44-second victory in the 21st Italian Baja. The Toyota Hilux crew (below) won seven of the 10 gravel stages in the Pordenone area of northern Italy to edge Russian Boris Gadasin (G-Force Proto) into second. Poland's Marek Dabrowski (Toyota) finished third. Two-time WRC champion Miki Biasion entered in a Mitsubishi L200 but suffered radiator issues and finished 29th.





48

Palmer (10) will be one of the Brits gunning for glory this season

Brits to watch in 2014

As always, the junior single-seater ranks will be awash with British talent trying to hit the big-time.

Here **AUTOSPORT** highlights those (with confirmed deals in place) looking to shine this season

Alex Lynn

AGE 20

CAREER HIGHLIGHTS

2014 GP3 with Carlin

2013 3rd in F3 European championship and Macau GP winner

2011 Formula Renault UK champ (12 wins)

Macau Grand Prix winner Alex Lynn switches to GP3 this season thanks to earning a place as a Red Bull Junior in a deal in which new team boss Trevor Carlin played a role.

Lynn has yet to even drive a GP3 car, but was happy to move out of F3 after winning what is effectively the category's 'World Cup' in the Far East.

Since romping to the Formula Renault UK Championship with Fortec Motorsport in 2011, he has raced in F3, firstly in the 2012 British series with Fortec and then in last year's European championship with Prema Powerteam.

Fortec European F3 team manager Russell Dixon engineered Lynn in both 2011 and '12, and remains friends with his former driver. He oversaw the Essex ace's transition from a raw rookie to a polished Renault champion and then, ultimately, to someone who was able to take pole position for his first Macau GP – his last outing with Fortec.

"I think he can win the title," says

Dixon, who has some GP3 engineering experience. "He'll be able to look after the tyres very well [Lynn has a very smooth style at the wheel] and get the most out of the car without driving over the limit."

Dixon, in common with other members of the Fortec team, believes Lynn could have succeeded had he stayed with the squad for last year's Euro F3 campaign. Indeed, former team manager Mick Kourou, who has now joined Team West-Tec, reckoned Lynn could have won the title with Fortec.

"It's a shame he didn't stay with us," says Dixon. "It's hard to say

what would have happened. In his first year he was quick but made a few mistakes in qualifying and didn't race to his best ability.

"In his year with Prema all those issues were sorted out. It's just a natural process; you need that winter to mature and think about things."

Dixon believes that Lynn's biggest challenge will be GP3's reversed-grid races, something he has only limited experience of from British F3. "Those races will be interesting," he says. "Alex normally excels at leading from the front and now he'll have to get involved in some wheel-to-wheel battling."

WILL BULLER

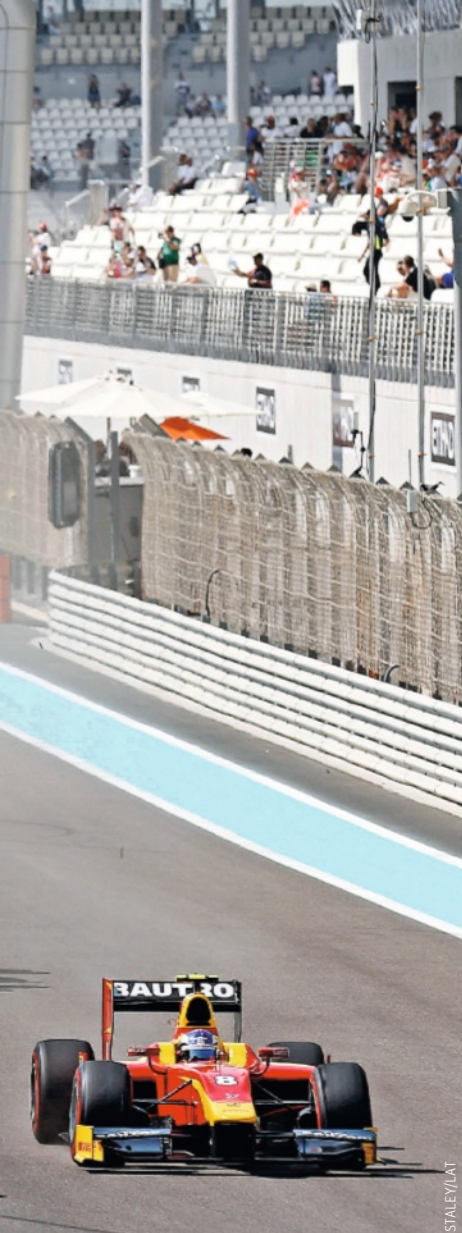
Buller ruffled plenty of feathers of the full-timers during his cameo appearances in FR3.5 last season, and he had more than one team chasing his signature for a full campaign this year.

CAREER HIGHLIGHTS

2014 FR3.5 with Arden Motorsport; **2013** 3rd in British F3 (2 wins), selected races in FR3.5 and F3 European championship



VAN DER LAAN



STAEV/LAT



BLOXHAM/LAT

Jann Mardenborough

AGE 22

CAREER HIGHLIGHTS

2014 GP3 with Arden Motorsport; 3 wins in Toyota Racing Series
2011 Winner of Nissan GT Academy

The Welshman is the second GP3-racing Brit to be named as a Red Bull protege for 2014, and didn't get his first experience in a competition car (a GT4-spec Nissan) until late 2011

– when stablemate Alex Lynn was busy claiming his Formula Renault UK title.

But Mardenborough, unlike Lynn, at least has some experience of the GP3 machine, thanks to three days in last November's post-season Abu Dhabi test, in which he ran strongly to be a regular top-eight contender.

Not only that, but Nissan's golden boy is lining up with the Arden Motorsport team that ran F1-bound Daniil Kvyat to

the title in 2013, the first year of the beefed-up and more-powerful Renault-powered Dallara.

The GP3 chassis (below) and tyres are regarded as less 'extreme' than Formula 3 and Formula Renault 3.5 cars, with less of a penalty for an improvisatory driving style. Mardenborough, with his GT background and no proper karting experience, should therefore be more comfortable – and competitive – than he was in F3.



STAEV/LAT

NICK YELLOLY

This year marks Yelloly's third GP3 season in four years (having spent 2012 winning races in FR3.5), as he switches from Carlin to Status for what has to be a race-winning, championship-contending assault.

CAREER HIGHLIGHTS

2014 GP3 with Status; **2013** 6th in GP3, 1 race in FR3.5



BLOXHAM/LAT

ADRIAN QUAIFE-HOBBS

Built a solid foundation in his rookie GP2 season with Hilmer Motorsport, scoring points on five of the 11 weekends last year. Rapax was in the title fight with Stefano Coletti last year, so Quaife-Hobbs should have a good car.

CAREER HIGHLIGHTS

2014 GP2 with Rapax; **2012** Auto GP champion (5 wins)

BUBBLING UNDER

Young British drivers have a strong recent history in European Formula Renault 2.0, and that trend should continue in 2014. Following on from Oliver Rowland's title-challenging Eurocup campaign last year, the top two from the 2013 FR Northern European Cup are Britain's likeliest source of success in what is arguably the toughest junior single-seater championship in the world.

McLaren AUTOSPORT BRDC Award winner **Matt Parry** (right) is a Caterham Formula 1 junior and enters the Formula Renault Eurocup off the back of a title-winning FR NEC season. He should be a



EBREY

frontrunner, but the step up is a tough one – as Jake Dennis, 2012 Award winner and NEC champion, discovered with a podium-less run to fourth overall last year.

Parry's Fortec team-mate **Jack Aitken** was runner-up in the NEC last season. Although he didn't win a race, he showed well given his relative lack of experience. A title shot may be tough, but the 18-year-old should be in the mix for podiums.

Into Fortec's vacant NEC seats comes a pair of F1 juniors. Caterham's new youngster **Seb Morris** didn't quite put together a BRDC F4 season capable of clinching the title but won a race and was an ever-present at the sharp end. He should be a title contender, but his team-mate is more of an unknown.

Ben Barnicoat, now on the McLaren driver-development programme and the latest Racing Steps Foundation single-seater protege, won on his car-racing debut in last year's Formula Renault BARC end-of-season Autumn Cup. The NEC will prove a much sterner test, but he's had a busy testing schedule and is well prepared.

Another NEC candidate is BRDC F4 champion **Jake Hughes**. The Mark Burdett Motorsport recruit has shown well in pre-season testing and, although he lacks the experience of some of his main rivals, his raw ability means he should run at the front.

George Russell is stepping into Hughes's old Lanan Racing seat in BRDC F4, and the highly rated karting graduate will dovetail that with a Formula Renault ALPS campaign with the champion Prema Powerteam outfit.

Another youngster competing on these shores and worth keeping an eye on is British Formula Ford sophomore **Harrison Scott**. The 18-year-old emerged as runner-up last year and is sticking with Falcon, arguably as the title favourite.



ROSENDAL/LAT

Oliver Rowland

AGE 21

CAREER HIGHLIGHTS

2014 FR3.5 with Fortec Motorsports
2013 2nd in Formula Renault Eurocup (3 wins)
2011 2nd in FR UK (4 wins)

Rowland moves up the Renault single-seater ladder with the continued support of the Racing Steps Foundation. Those in charge of the scheme are well aware of his talents, but his mentors occasionally have to crack the whip to keep him focused and in tip-top shape physically. His two years in the super-competitive FR Eurocup didn't yield a title, but he was best of the rest

behind the two runaway title rivals – current McLaren F1 junior Stoffel Vandoorne and new Toro Rosso F1 racer Daniil Kvyat – in 2012, and fought season-long with new Red Bull junior recruit Pierre Gasly for the 2013 crown.

It's come as little surprise to see Rowland adapt quickly to the extra power and grip of the FR3.5 Dallara and, given the heroics of Robin Frijns and Vandoorne in making that step up over the past two years, there will be no reason for him not to aim for the title.

Both Frijns and Vandoorne also starred with Fortec, so Rowland can be sure he has a team behind him capable of getting the best out of a rookie.



ROSENDAL/LAT



GRIFFITHS/LAT

EMIL BERNSTORFF

Won several races in German F3 last year and took a podium finish in a one-off with Prema in the Masters of F3. As he did at Zandvoort, he will form a strong partnership with Alex Lynn, this time in GP3 with Carlin.

CAREER HIGHLIGHTS

2014 GP3 with Carlin; **2013** 3rd in German F3 (6 wins)



STALEVILAT



CHARLEZ/ASM

AGE 22

CAREER HIGHLIGHTS

2014 FR3.5 with Strakka Racing
2011 Race winner in Formula Renault Eurocup
PLUS 6 podiums in FR3.5



ROZENDAA/LAT

Will Stevens

Q&A

What was behind your decision to stay in FR3.5 for a third season rather than move across to GP2 with your Caterham support?

It was a long and hard decision. You can see with what Kevin Magnussen did last year that staying in FR3.5 does work, especially for him to go straight into F1 with McLaren after winning the championship. It's important to be winning races, and we felt that if we can mount a title challenge and win races in World Series this year then that is not only the best option in terms of getting me to F1 but also in terms of other career opportunities.

Did your strong finish to 2013 influence the decision as well?

Last year was really frustrating. We had the pace in most places, but for whatever reasons we never really got to show what we could do. Things didn't go our way, or we were breaking down, it was this,

that and the other. Nothing fell our way. So we feel like we have left-over business in World Series because we don't think last year showed what we truly had. This is the first time in my car-racing career that I've had two years with the same team in the same championship. I think it's nice to have stability to work towards the ultimate goal of winning the championship.

So Caterham is interested in more than just putting you in one of its own GP2 cars?

Caterham have been really good to us. Obviously GP2 would look like the obvious choice, but the main target is to get me to F1, and if you want to fast-track that process rather than doing two years in GP2, then World Series is the best option.

Jolyon Palmer

AGE 23

CAREER HIGHLIGHTS

2014 GP2 with DAMS
2010 2nd in F2 (5 wins)
PLUS 3 GP2 race wins

For his fourth season in GP2, Palmer knows that it's make-or-break time for his single-seater career. Nothing less than the title with multiple champion DAMS will do, and with three wins already under his belt at this level (one with iSport at Monaco in 2012; two with Carlin in Hungary and Singapore last year), he knows he needs to deliver.

"It's a great opportunity for me and the track record of the team is really good, winning this title with [Romain] Grosjean and [Davide] Valsecchi – and the FR3.5 title with [Kevin] Magnussen,



GRIFFITHS/LAT

which got him into F1," he says. "This year is 'must win'. I'll give it everything and am looking forward to cracking on."

His best GP2 points position so far, however, was seventh last year, and Palmer knows he needs to attack from the start if he's going to emulate his European F2 title-winning dad Jonathan: "Last year, I felt I could fight for the title – this year, the difference is I *know* I can."

"The second half of last year was really strong, the pace with Carlin was excellent, but we needed a better start and more luck. With all that experience, it's a matter of putting it all together."



GRIFFITHS/LAT



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DEAN STONEMAN

Returns to single-seaters for the first time since illness forced him out in 2011. A winner in the Carrera Cup GB last season, he'll run in GP3 with the Marussia-affiliated Manor team.

CAREER HIGHLIGHTS

2014 GP3 with Manor; **2010** F2 champion



BLOKHAM/LAT

DINO ZAMPARELLI

Showed flashes of form with Manor in GP3 last year. This season switches to series powerhouse ART Grand Prix thanks to strong backing from his home city of Bristol, finally banishing his financial worries.

CAREER HIGHLIGHTS

2014 GP3 with ART; **2011** FRenault BARC champion



STALEY/LAT



Trevor Carlin on his F3 talents...



EBREY/LAT

Jordan King

AGE 20

CAREER HIGHLIGHTS

2014 F3 European with Carlin
2013 British F3 champion (4 wins)

"He started off at a reasonable level with us and then just kept improving last year. He's a very consistent driver and never makes much fuss, never off the circuit or shunting. He's very easy to work with and Mark Owen – our legendary F3 engineer! – has taught him everything he needs to know. He takes it all in and delivers, no histrionics, no drama. Give him a good car and he'll get a time out of it."



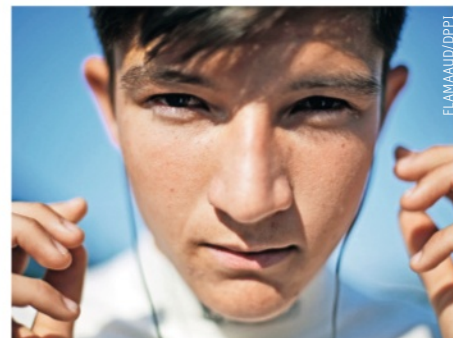
Tom Blomqvist

AGE 20

CAREER HIGHLIGHTS

2014 F3 European with Carlin
2010 Formula Renault UK champion (3 wins)

"He proved how quick he was when he won Formula Renault UK but he hasn't had a decent shot at anything since then. He's had the odd flash of speed but with our team, and a lot of data, he could really shine. He was quick straight away with us in testing, bang on the money with no fuss. What we can do is fine-tune what he has to get results – he's already made a massive step."



FLANNAUD/DPPI

Jake Dennis

AGE 18

CAREER HIGHLIGHTS

2014 F3 European with Carlin
2012 Formula Renault NEC champion (3 wins)
2011 InterSteps champion (8 wins)

"I've watched Jake's whole career because he's with Racing Steps, and to my mind he was every bit as quick in Formula Renault as Oliver Rowland. He's massively quick and he will be rookie of the year. If we can get some good testing under his belt I'll be disappointed if he's not top-eight at the first round. A lovely kid and very focused."

Jack Harvey

AGE 20

CAREER HIGHLIGHTS

2014 Indy Lights with Schmidt Peterson Motorsports
2013 2 GP3 race wins
2012 British F3 champion (7 wins)
2010 2nd in Formula BMW Europe

This year, Harvey will become the latest to join an ever-growing list of Brits seeking their fortunes in the USA. In keeping with recent trends, he's tying the next chapter of his career to Schmidt Peterson Motorsports' crack Indy Lights team. It's a move that places him in the footsteps of Oliver Webb



HENDRICKSPORTSPHOTO.COM



FERRAROLI/LAT

(2012) and IndyCar-bound Jack Hawksworth (2013).

Despite a few new upgrades, the Lights car (above) is an antique, and significantly lower-tech than the GP3 and F3 machinery that Harvey has been spoiled by over the past couple of years. Pre-season testing is helping him to adapt to the car's idiosyncrasies, but there is still the small matter of ovals.

"A lot of people who haven't driven on ovals think it's probably quite easy," he says. "Actually, I think it's probably more challenging than a regular circuit, because you have to be so precise. The little details make a big difference."

As things stand the 2014 Lights field looks relatively small, but you only need two fast drivers to create some tension in the championship, and with Matthew

Brabham, Luiz Razia, Zach Veatch and Peter Dempsey in the field, Harvey knows he does not have an easy ride ahead.

"Having looked at what other people have achieved, we're hoping we can do the same thing," he says. "At the same time, we know it's going to be a big challenge. It's not something we're just going to waltz into and dominate without putting any effort in."

ANOTHER NEW BMW WINNER?

The German marque has a good record with new cars in the DTM so hopes are high for 2014. By ANDREW VAN LEEUWEN

The record books suggest BMW should be very confident heading into the 2014 DTM season with its new M4 racer.

The Bavarians have enjoyed a lot of success when it comes to debuting new cars in the DTM; in 1984, the 635CSi took Volker Strycek to the inaugural DTM crown. In 1987, Eric van de Poele won the title in the first year of the M3. And in 2012, after a two-decade absence for a BMW factory team in Germany's premier touring-car class, Bruno Spengler steered the all-new M3 to first-time glory.

Now, just two years after returning to the DTM, BMW is looking for that new-car feeling all over again with the M4.

The switch is in keeping with a realignment of BMW's top-end performance car range, in which

the M4 takes over from the M3 as the brand's flagship two-door, road-going racer. The M3 name survives, but only as a four-door, leaving BMW Motorsport with little choice but to switch.

"The BMW M3 will no longer be built as a coupe in the future," explains Rudolf Dittrich, BMW Motorsport's head of track engineering. "After evaluating the potential BMW model variants, it was clear from early on that the M4 model would form the ideal candidate for the new car to be used in the DTM."

So, how different will the new car actually be to the old one? The chassis, engine, gearbox, brakes and dampers are all identical to those used in the M3, somewhat simplifying the transition to the new model.

However, the M4 DTM still features somewhere in the region of 1200 brand new parts, along with a fresh aerodynamic package to suit

the new body shape. And in the DTM, getting the aero right is crucial.

"The focus of the development was placed on aerodynamics and suspension, as these areas are the biggest performance differentiators," says Dittrich. "Easily identifiable from the outside are the flick box, where air curtains like those used on the production car help to guide the air around the front wheels, as well as the side channel and mirrors. Just as it does on the production car, the flatter rear window ensures more efficient airflow at the rear of the car, which enables the airflow to the rear wing to be improved."

According to Spengler, one of six drivers to have driven the M4 at a pre-season shakedown at Monteblanco in Spain last month, it's too early to pass judgment on the new car from a driver's perspective – particularly given that much of the running was interrupted by poor weather. "It's still a DTM car, so it's not day and night in terms of changes," says the Team Schnitzer driver.

"It's tough to say at this point, because the days I had in the car were hit with bad weather. The conditions were constantly changing from wet to dry and back again, so saying exactly what the differences between the cars are is difficult. To do that we'd need a completely dry day, so we could jump between the old car and the new car."

"We need some more driving. We have the two tests at Budapest and Hockenheim coming up, and I'm really looking forward to them. We'll know a lot more about the car after them."

"I was very excited the first time I saw the car. I was excited to jump in and start development. It's a whole new model, so there is a lot of work to do. It's very exciting, and very challenging."

With the M3 having been a winner straight out of the box, there will be a lot of expectation heaped on the M4 ahead of its own debut season. But Spengler warns that what happened in 2012 was special, and that there are no guarantees that



Aero tweaks have been key on all-new M4 DTM



such a straight-up performance can be repeated with the new car.

"I think what happened with the M3 was amazing. It was an amazing story to just win the championship out of the box," says the Canadian.

"It showed the amazing work of the team, and the motivation of the team. But even with the motivation and the potential of the team, you can't say that it will happen like that every time. What happened in 2012 was incredible: back in the DTM after being away for 20 years and winning — I don't think that happens every time!

"I really think the M4 will be quick, but to say whether it will be as competitive straight away as the M3 was in 2012, I'll stay conservative now."

Dittrich, meanwhile, is confident that should the rest of the pre-season go as planned, the car will be on the pace right away. "The key is to

continue optimising the total package, to further develop the areas permitted by regulation, and to understand how to extract the full potential of the M4," he says. "If we manage that, we expect to be up with the frontrunners right from the word go."

Of course, 2014 won't just mark the dawn of the M4 era, but also the end of the rather remarkable history of the M3 model in the DTM. Having won a title in an M3, the significance of the switch is not lost on Spengler.

"The M3 name, and the M3 itself, has history," he says. "That car has done so many things, and achieved so much, that in a way it's a little bit sad that it's going.

"But the M4 is interesting as well. It's a new challenge, and now the goal is to make the car as competitive as possible, and make it write some history of its own."

THE M3 IN THE DTM

As one of motorsport's most iconic models, BMW's M3 enjoyed a pretty good success rate in the DTM since the E30 variant first arrived in 1987.

1987

The new M3 wins half of the season's 10 rounds, with Eric van de Poele defeating Ford rival Manuel Reuter to win the title.

1988

BMW is overwhelmed by the new Ford Sierra RS500, but the M3 still wins five times from the expanded 22-round calendar.

1989

The boxy E30 bounces back and Roberto Ravaglia beats Ford's Klaus Niedzwiedz to the title as the M3 scores seven wins.

1990

The Audi V8 Quattro arrives and takes Hans-Joachim Stuck to the championship, though the M3 still takes nine wins with six different drivers.

1991

Johnny Cecotto and Steve Soper win the first four races between them, but can't stop Audi's Frank Biela taking the drivers' crown and Mercedes the manufacturers' title.

1992

Mercedes and Klaus Ludwig are the champions, but BMW signs off with two wins in the Hockenheim finale with the ultimate iteration of the E30 M3.

2012

BMW returns to the DTM. Bruno Spengler pips Mercedes' Gary Paffett with four wins in his E92 M3.

2013

Audi's consistent Mike Rockenfeller wins the title, but BMW still takes more victories.



E30-shaped M3 scored numerous race wins



Returning BMW took title in 2012 with Spengler



How Hyundai made the WRC grade

Despite little time to prepare, Hyundai has already notched up a podium just three rallies into its return to world rallying. **DAVID EVANS** assesses its progress



ALL PICS: MCKLEIN

Frankfurt, 15 months ago, in the snow. Hyundai seemed a world away from a World Rally Championship programme. Fifteen months on and the i20 WRC hasn't just arrived, it's arrived on the World Rally Championship podium.

Hyundai's self-proclaimed new thinking would bring new possibilities. But pre-season, the possibility of a podium was simply silly. The car was reckoned to be miles away from the sharp end and it would take plenty more on-event testing to get it close enough to consider a top-three.

And the first two rounds – Monte Carlo and Sweden – kind of bore that out. Driver error didn't help, but the teeth were clearly giving trouble to the returning Hyundai team.

Rewinding to that miserable, snowy December day in Frankfurt's suburbs, I was confused. Sensing doubt bordering on disbelief at its WRC intentions, Hyundai took a selection of the world's media to a handling circuit to watch a Korean chap spin a bizarrely BF Goodrich-booted mongrel i20 with a sequential gearbox. The Hyundai-shirted Asian contingent whooped with delight at another unintentional donut.

Anybody who hadn't doubted the company's potential certainly did now. Particularly as this still homeless, disparate bunch were talking about a ridiculously unachievable timetable that meant finding a team principal, hiring him,

sourcing a workforce, building a team, fitting out a factory and locating a test site. Oh and designing, testing and running a World Rally Car to rival the best in the world.

A month after that odd moment in Frankfurt, Hyundai announced Michel Nandan as the boss. Fortunately for Nandan, further north in Germany there was a successful model from Hannover for him to follow.

Volkswagen's Polo R WRC delivered a debut podium just as Nandan was settling down behind his new desk. But VW's soon-to-conquer-all Polo was officially announced in May 2011, 20 months before its debut. The Polo – or at least significant parts of it – had been running for some time before that date.

The i20 WRC was announced 15 months before its debut, but nothing vaguely resembling a serious World Rally Car would be seen for another 10 months...

Six months after Nandan arrived, the factory in Alzenau was opened and, a month later Juho Hanninen selected first gear at the start of the i20 WRC's first proper test. That was July 17.

From the start of this project, Nandan and his ever-growing staff has had its back to the wall. It's well known that the European side of the company was keen to spend this season developing the car – in the same way Volkswagen had done – before launching with the brand new i20 WRC in Monte Carlo, 2015.

The Koreans thought about that. And then decided against it. Why wait? Why not get the car out competing as soon as possible? That's the Hyundai way and it's that philosophy that has driven the road-car product harder and higher until the group became planet earth's fourth biggest maker of motors. The suits in Seoul simply couldn't see why this 'think it on Monday, make it on Tuesday and sell it on Wednesday' approach couldn't be translated into a World Rally Car.

Nandan and his team got their heads down and started working, driving, testing, rebuilding, redeveloping, re-engineering, testing and testing.

In fairness, no deadlines were missed – but simply because there hadn't been time to set any.

"In Mexico, Nandan elected to turn the engine down further. It worked and Hyundai made the podium"



Neuville (r) and co-driver Nicolas Gilsoul celebrate...



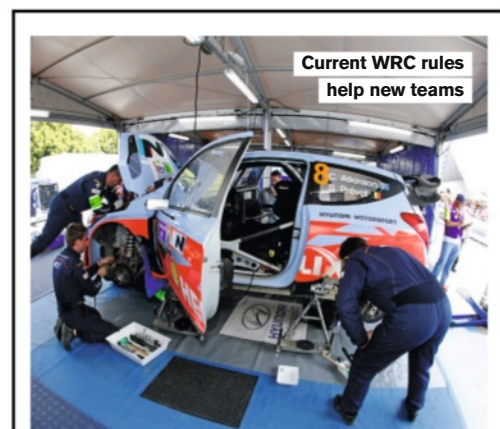
Hyundai team was built in very short space of time



Neuville takes plaudits from team boss Nandan



...guiding the i20 to Hyundai's first podium



Current WRC rules help new teams

The team was officially launched on December 10 and a month and six days later both i20 WRCs retired during the opening morning's action on the Monte Carlo Rally.

Oh.

Heart was taken from the fact that Thierry Neuville had at least been quick before he crash-tested i20 WRC #7 against a telegraph pole just a handful of miles into the first stage. Sweden, a month later would bring yet more Superallying (returning to the fray the following day after effecting repairs), but this time real hope. Second time through the Kirkener stage, Neuville was just five tenths of a second off setting the i20's maiden fastest time. And that wasn't just about running order or road condition; that was genuine pace and precision handling.

But then came the WRC's trip to the top and Mexico's high points of the season. With one of the stages topping out at close to 3000 metres, Hyundai's weak powerplant was going to be more breathless than ever. Fully understanding that there would be no place to hide, Nandan elected to turn the engine down further – if they were going to be slow, they might as well be slow, safe and landing vital gravel mileage.

And that's what they did. Mexico always takes the drivers a while to get used to what 30 per cent less power (more in the case of Neuville and team-mate Chris Atkinson) feels like, but once they've dialed themselves into the demands of

short-shifting and trying to use what torque they can find, they get on with it. And Neuville did just that. Atko's rally was ruined by a software glitch and broken bolt in the suspension – seventh beckoned for Queensland's i20 first-timer, but Neuville pressed on and found himself on Saturday's provisional podium.

High water temperatures were a concern late on day two, but nothing like the nightmare that unfolded on the way home from the final stage. A hole in the radiator drained water and left Neuville to bodge the hole and chuck half a bottle of Corona down the car's throat. It worked. They made the finish. They made the podium. They made the headlines. Not only for the beer talk, but also for the brilliant result.

And, regardless of the distance between Neuville and winner Sebastien Ogier (it was over five minutes), that was a brilliant result.

Nevertheless, Nandan's back remains firmly to the wall – as does everybody's in a Hyundai shirt this season. They're fettling the current i20 WRC as they go and learning the championship along the way. Oh, and don't forget they're building, testing and developing a completely new i20 WRC for next season back in Germany at the same time.

Maybe it's time for them to borrow a more fitting tagline from one of their Bavarian neighbours... because if anybody has shown that impossible really is nothing, it's Hyundai. ☼

MATTON: RULES HELP

Citroen team principal Yves Matton says Hyundai's early appearance on the podium – allied to strong performances from Volkswagen and Mini as new manufacturers – is partly down to the current technical regulations.

The rules regarding World Rally Cars are more straightforward than they have ever been and breaking down that barrier to entry has been key in the WRC's revival in manufacturer interest, according to Matton.

"It's really different when you enter the championship compared with 10 years ago," he says. "Ten years ago the cars were really more complicated and you needed more energy, intelligence and knowledge to develop them."

"But, I think these regulations are a good point, they have shown new manufacturers can enter the championship and be involved in fighting for the podium very fast. I don't think this was the case five years ago; some manufacturers [at that time] did not enter the WRC because they thought it would be one or two years before they could do something interesting. That's not the case now."

"Hyundai did a great job in such a short time, but I think some of this job was done some years ago when the regulations were written."

The future of rally

Rallycross was born for TV, became big, then faded. **TIM WHITTINGTON** spoke to one of the category's

1967

Barry Lee, an early star, at Lydden



1969

Snow at Cadwell; Tony Fall in Lancia



1971

Moss had a test in Taylor's Escort Mk1



lots of the best ideas are born in pubs. If not actually conceived over a couple of beers, the basic idea of rallycross was knocked into shape at the Anglers, next to AUTOSPORT's Teddington Studios base on the bank of the Thames.

In the first weeks of 1967 Robert Reed, producer on ABC TV's *World of Sport* programme, met with event organiser Bud Smith to flesh out an idea he'd had a few weeks earlier. Almost half a century later Reed was back in the Anglers to meet Martin Anayi, who as MD of rallycross at IMG, promoter of the FIA World and European championships, has the future of the sport in his hands.

Anayi appreciates the history that IMG's 'new' sport has and is keen to learn more. To start with, did Reed envisage that he was creating a whole new sport when he had that first meeting?

"No, I just wanted something that could fill 20 to 30-minute slots on a Saturday afternoon and which the weather couldn't stop," says Reed. "*World of Sport* was a live programme but we had terrible problems in the winter when horse racing would be cancelled at quite short notice. There was very little football on TV in those days, we had rugby league in the north, and wrestling was a fixture late in the afternoon.

"Late in 1966 we had covered a hillclimb in Yorkshire. When the cars got to the top they came back to the start by a little farm track, but the weather was bad and that soon became muddy and slippery. Some of that mud went onto the hillclimb course too, the cars had tyres that weren't good for the conditions and it all got quite messy.

"I could see all this from the outside-broadcast truck. It was as much fun watching them come back down to the start as it was seeing them go up the hill. I thought it would be marvellous to have a short track with different

surfaces. That was the basic idea."

Shortly after, Smith approached Reed with the idea of televising the sporting car trials he was organising for the Tunbridge Wells centre of the 750MC. Reed didn't want trials, but thought Smith might be the man for his new idea.

"By the time I sat down in here with Bud to work it out I knew I wanted races with several cars together but that the track had to be small – we had a contract to cover races at Silverstone but very rarely did, because it was so big that it was difficult to cover properly. We ended up with four cars because that's what we could fit across the track at Lydden.

"Basil Tye at the RAC was fantastic in helping us get some regulations. He more or less let us do what we wanted and Bill Chesson at Lydden made a great track. The name came from another meeting here – it was John Sprinzel, who raced and commentated, who came up with rallycross as a hybrid of rally and autocross. The whole thing came together in a few weeks and the first one was

so well received that we hadn't even finished broadcasting when my boss, John Bromley, was on the phone to me asking if we could do another!

"I didn't really have any thought towards it being a sport that would still be running, and with such incredible cars, although after we'd done a couple I did go to the legal people at ABC but they said you couldn't copyright an idea. I did argue that it was more than an idea, we had done this thing and were going to do more, but they just said, 'Oh, I don't think it's worth it' and it never went any further."

A lawyer by training, Anayi is incredulous at this: "Whoever told you that should be kicking themselves – there must have been ways to protect it, to own it."

It's perhaps the lack of ownership that is at the root of the decline of rallycross. Within a few years the London-region ITV franchise had changed hands and *World of Sport* was at the new London Weekend Television. Reed had moved on to drama and children's programming and had



Reed and Anayi in the Anglers: prices have gone up since 1967

cross is in its past

creators and the man who wants to return it to its former glory – in the pub where it was invented

1985

Power increases:
Alamaki in Porsche



1987

Group B cars found
new home in rallycross



2013

IMG arrived, with
big TV push



lost touch with rallycross by 1973.

The BBC had quickly picked up on rallycross and struck a deal, after which it became resident at Lydden (ITV concentrating on Croft and Cadwell Park) and made the sport a fixture of its *Grandstand* programme. In October 1968 the BBC had been able to jump on the bandwagon because no one owned rallycross, but that also meant that no one made TV deals work for the sport.

Gradually coverage began to drop away, and the sport began to develop around the desires of competitors and event organisers who wanted spectators at their events. As rallycross moved increasingly to the summer and away from its *raison d'être*, TV dipped in and out at will, and rallycross soon became grateful for any attention from its bettetter.

Anayi recognises that this TV-concept-to-sport path is an unusual pattern of development. "I love that you made rallycross for TV; it wasn't some grandiose idea about fairness of racing, it was a perfect, reliable TV product," he says.

Television had made stars of the first group of rallycross drivers, a mix of racers and rally competitors. "Quite a lot of the first drivers came from autocross," says Reed. "But we also had that speedway rider [Barry Lee] and of course John Taylor had been a National Hunt jockey; the reason he started in rallycross was because he'd had an accident and while he was in hospital recovering he was going to watch the horse racing on TV but it was cancelled and we were on instead. Later he told me that he'd watched it and thought, 'Bloody hell! That looks good, I want to have a go!'"

Anayi is excited to learn that rallycross drivers have always been a diverse group. "It's intriguing about Lee and Taylor, because they were what we now think of as crossover stars and we are beginning to see motocross and other action-sport athletes look at rallycross – it's coming around again," he says.

Star drivers were important to rallycross, but

"What was created, and is still at the heart of rallycross, is cool racing that is perfect for TV" IMG'S MARTIN ANAYI

when terrestrial TV was irregular it was the cars that provided a period of growth. Banned from rallying after 1986, Group B cars represented a readily available source of competitive machinery. That availability coincided with a period of economic prosperity that opened the door to many drivers.


Reed: "I really didn't pay much attention to rallycross in the 1980s, but watching it again now I like that the cars are recognisable; amazing and exciting, but you know what they are. That was important to me at the start – rallycross was about cars that the man in the street could identify with."

A relatively long period of stable technical regulations has helped rallycross weather the recent economic downturn better than some disciplines and now, with a solid base of exciting cars and a strong TV product as a cornerstone of the marketing and promotional drive that IMG has brought, it is again matching stars with cars.

"If rallying is traditional boxing and X Games is something like old-time wrestling, rallycross sits really nicely in the middle as a proper sport but also great entertainment," says Anayi to Reed. "I love that about it. We're not compromising the sport or the entertainment because what you created and what is still at the heart of rallycross

is cool racing that works perfectly for TV"

At the end of 2013, the FIA gave IMG permission to run the first World Rallycross Championship and, as that season approaches, IMG is pushing hard to expand take-up of the live-TV product. Having regaled Anayi with tales of TV cameras the size of a kitchen table, linked by cables as thick as your arm and the first colour cameras that were so sensitive they were affected by the Earth's magnetic field, Reed admits he is sometimes envious of today's producers and directors: "The availability of remote cameras and where they can be put is amazing. I look at sport on TV and marvel at what's possible. For us it was huge cameras that were difficult to use and unreliable, but we got used to that."

Both men are agreed that there is little to match the excitement of live sport on TV. While some sports translate well to that environment, rallycross is probably unique in having been created for it. Anayi, and IMG, now have to maximise that made-for-TV potential. 

2014 WORLD RALLYCROSS

CALENDAR

May 3-4	Montalegre (P)
May 24-25	Lydden Hill (GB)
June 14-15	Hell (N)
June 28-29	Kouvola (FIN)
July 5-6	Holjes (S)
July 12-13	Mettet (B)
August 7-8	Trois-Rivieres (CDN)
September 6-7	Loheac (F)
September 20-21	Estering (D)
September 27-28	Franciacorta (I)
October 11-12	Istanbul Park (TR)
November 22-23	Cordoba (RA)

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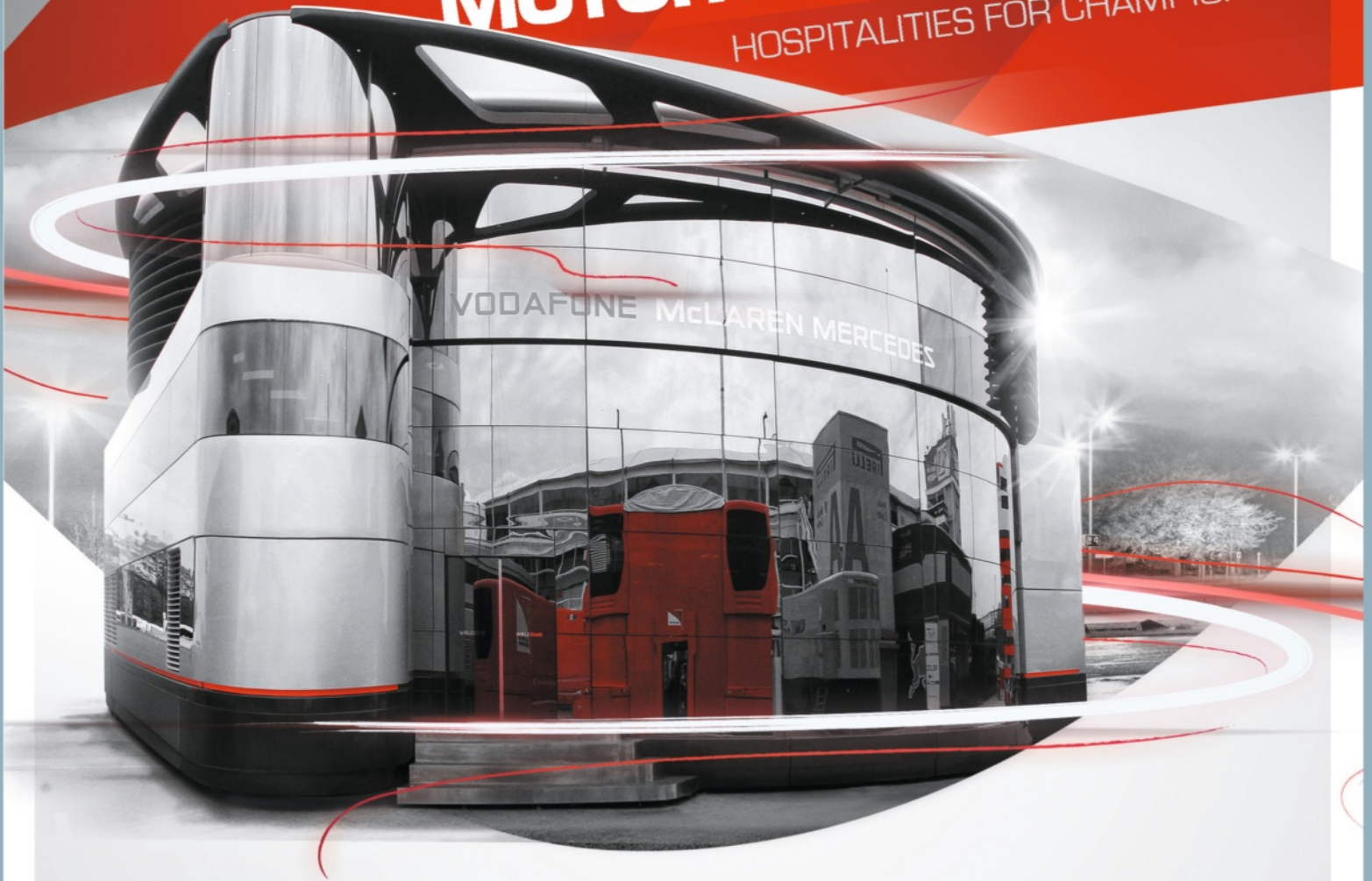
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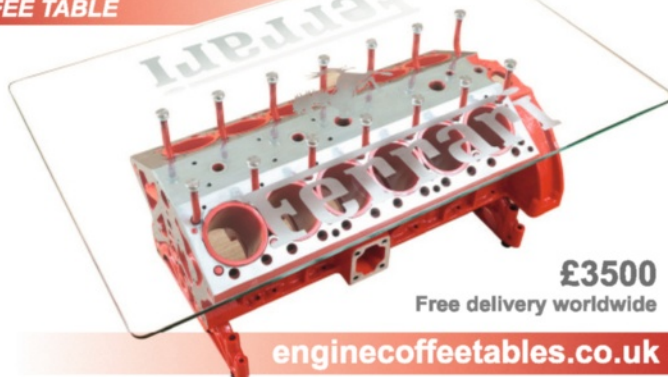
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Plans for the Welsh venue came under fire last week

'No crisis' for Circuit of Wales

Developers rebuff £300m project concerns as MotoGP deal sought

THE DEVELOPMENT COMPANY behind the Circuit of Wales project insists the facility is not under threat.

BBC Wales's *Week In, Week Out* programme last week questioned the viability of the plan, suggesting its 6000-plus job-creation estimation was optimistic and a crucial deal to host MotoGP was still up in the air.

Construction for the planned £300 million Ebbw Vale venue had been targeted for early 2014. While that could be delayed as developers wait on final government approval, Heads of the Valleys chief executive officer Michael Carrick is adamant there are no credibility doubts.

"No, it's the opposite," said Carrick when asked by AUTOSPORT if there were concerns over the progress of the project. "We're getting a lot more confident and, despite what they

[BBC Wales] were trying to portray we're making very strong progress. What everyone needs to understand is it's a large and complex project. We're aiming to start construction very soon.

"There are processes to go through and they take time. If that means we start slightly later then that's what we'll do. Nobody's going to remember that in five years' time."

Carrick confirmed that investment had been sought from the Welsh and UK governments but stressed that, as the bulk of the expected £300m cost was coming from the private sector, the mooted £50m request was "modest".

MOTOGP DEAL "CRUCIAL"

Of more concern is that the facility's construction will not start until a marquee event has been confirmed. The British round of the MotoGP

season has long been targeted, although *Week In, Week Out* questioned why MotoGP promoter Dorna had not confirmed a contract, with the race projected to be held in less than 18 months' time.

AUTOSPORT understands that Silverstone, which took over the rights to host MotoGP from Donington Park in 2010, has baulked at the fees being requested by Dorna and remains highly sceptical about the feasibility of the CoW being in a position to host it in '15. But the Welsh track is believed to have verbally agreed to these fees, although a deal is yet to be signed.

Carrick would not comment on how close organisers were to a MotoGP contract, but said that while the circuit is dependent upon confirming a deal to host a major, regular championship, it is in the frame to take grand prix motorcycle racing away from Silverstone.

"It's crucial that we have international motorsport," he said. "There has to be an anchor event. We have to be able to lock down, prior to our construction, a major event."

"Dorna has got other issues and priorities and has to work out what it's doing. We'll continue to make the argument for why the Circuit of Wales offers a better product [than Silverstone]. We're confident we will secure these contracts."

SCOTT MITCHELL
EDITORIAL ASSISTANT

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@ScottMitchell89



WHILE IT'S UNSURPRISING

that the head of the Circuit of Wales's development company would spring to the £300 million project's defence when questions are asked, Michael Carrick's fighting talk is encouraging for supporters of the facility.

Naturally, the biggest thing surrounding the entire plan is the desire to steal MotoGP away from Silverstone and take the British round to south-east Wales. That's been doubted, but the foundation of those concerns seems to be that no confirmation has come from either party. With Dorna only confirming its own regulations days before the start of the season, the MotoGP promoter has certainly had bigger priorities than the destination of next year's British Grand Prix.

If it comes down to who is prepared to fork out the cash, the CoW seems to be well stocked. But it's worth remembering a similar example from Formula 1, when Silverstone was braced to lose hosting rights to Donington in 2010, only for the arrangement to collapse as the East Midlands venue's plans fell apart. Whatever the state of play with the CoW's wranglings with the Welsh government, to treat it as pie-in-the-sky is too dismissive given the investment that has already been ploughed into consultations and planning.

Meanwhile, it's fantastic to be able to reveal (on p72) that Sebastian Loeb will make a Goodwood Festival of Speed hillclimb record attempt this summer in Peugeot's ferocious Pikes Peak-dominating 208 T16 (below). Nick Heidfield's 1999 41.6-second run at Goodwood in the F1 McLaren MP4/13 is the target for Loeb this summer, and it will no doubt be sensational viewing for anyone in attendance.



Developers want MotoGP to go to south-east Wales

MIRCO LAZZARI/GETTY



BLOXHAW/LAT



Peugeot's Pikes Peak brute will return to Goodwood in full trim

BLOXHAM/LAT

Goodwood Festival of Speed

Loeb in Goodwood hill record attempt

NINE-TIME WORLD RALLY champion Sebastien Loeb will attempt to set a new hillclimb record at this year's Goodwood Festival of Speed in Peugeot's 208 T16 Pikes Peak car.

The Frenchman, whose main focus this season is with Citroen's new World Touring Car programme, drove the specially designed monster to a new record on the Colorado Springs event last year.

He will attempt to better Nick Heidfeld's existing record of 41.6 seconds, set in McLaren's MP4/13 Formula 1 car in 1999.

The T16 was present at last year's Festival, with Gregory Guilvert setting the second fastest time. But unlike in 2013, its performance will be unrestricted.

Loeb's confirmation comes as organisers reveal a host of details about the June 26-29 event, at which

Alain Prost, Emerson Fittipaldi, Richard Petty, Jacky Ickx and Derek Bell will be among those present.

Al Unser will drive his 1978 Indy 500-winning Lola, while Andy Wallace is set to be reunited with the Jaguar XJR-9 in which he took victory in the '88 Le Mans 24 Hours.

There will be a special Mercedes-Benz feature to celebrate the marque's 1-2-3 at the 1914 French Grand Prix, with those cars to be on

display at Goodwood as part of an expansive line-up. Maserati will celebrate its centenary with an individual paddock and its own class on the hill, with its 20-car display including a Tipo 26B, a 250F and an MC12 GT run for ex-World GT1 champion Michel Bartels.

Jaguar will commemorate 60 years of the D-type, with four unconfirmed 'special' versions of the car present.

British Formula Ford

Holloway, Webb join SWB in dual Sinter British FFord entry

SWB MOTORSPORT WILL RUN

a pair of Sinters in the British Formula Ford Championship this season for Greg Holloway and James Webb.

Australian Holloway, who competed in his native FFord championship and was a race winner in the Skip Barber Winter Series in the US in January, and former Ginetta Junior racer Webb will both contest the full season.

While Mygale's SJ-12s and SJ-13s dominated in 2013, SWB ran a sole Sinter throughout a disjointed campaign for a variety of drivers.

Team boss Simon Baldry said a concentrated effort would enable the Sinter to be developed properly.

"We suffered last year from not



SWB-run Sinter will return

EBREY/LAT

having a single driver with us all season on whom we could focus," he said.

"Everyone within SWB is so happy that we will finally be on the grid as a proper two-car team."

SWB will also compete in Formula Renault BARC, with Finn Atte Lehtonen joining Jerseyman Jack Butel.

VW Cup UK

Ex-BTCC racer Hamilton to race Golf in VW Cup UK

FORMER BRITISH TOURING CAR racer Matt Hamilton will race in the Volkswagen Racing Cup this season.

The 24-year-old will drive a VW Golf prepared by the TH Motorsport team that ran him in two bit-part BTCC campaigns in an S2000 Honda Civic in 2009 and '10.

Hamilton, a Formula Palmer Audi race winner, failed to find the budget to continue in the BTCC and spent last season on the sidelines after racing



Hamilton raced Civic in BTCC

sporadically in Britcar.

"I'm really excited to be back behind the wheel," he said. "We will certainly have to hit the ground running in order to mount a serious challenge for the title and I'm looking forward to the task, repaying the faith the team has shown in me over the years."

Team boss Trevor Humphrey added: "Having worked with Matt for a number of years I know how fast he is. I'm so pleased we have him on board."

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Clio Cup UK

Renault ace Rivett in Clio Cup return as driver and team boss

THREE-TIME RENAULT CLIO CUP

UK champion Paul Rivett will return to the series this year in a dual role as a driver and team boss.

Rivett will head up the Clio arm of an expanded WDE Motorsport set-up, with the team purchasing one of Team Pyro's 1.6-litre turbocharged models for the coming season.

WDE, which has run cars in the Ford Fiesta Championship, was due to pick the machine up on Tuesday and run it for the first time at the media day yesterday (Wednesday) with Rivett at the wheel.

WDE has bought
Pyro Clio



EBREY

"I'm just absolutely over the moon," he told AUTOSPORT. "This is a dream come true because it's now a long-term commitment for the Clio Cup."

"Obviously at the moment we've got a lot to do; it really is a last-minute deal. For a brand new team, using a brand new car, it will be quite a fight to be on the pace. We can achieve it, but can do with a bit of luck on our side."

The team could expand to two cars after the first few rounds, and Rivett hopes to field as many as four cars in both the UK championship and the club-level Cup Series for previous-generation Clios next year.

● Mark Howard, the 1993 Renault 5 Turbo champion, will return to racing in the Clio Cup with the Mark Fish Motorsport squad that ran him to his title 21 years ago. The 49-year-old stopped racing after claiming the 5 Turbo crown, before returning to action in 2011 in the VW Cup.

HUMBLE PYE

The voice of club racing

Radical has come a long way since its first race



LAT ARCHIVE

Radical success story deserves recognition

This Sunday it will be 17 years to the day since I saw the prototype Radical Clubsport chassis, displayed sans body at Mallory Park. Aspiring racecar manufacturers Phil Abbott and Mick Hyde had toiled until 3am that morning before stalling their bid to debut the Nik Walford-designed machine in a 750 Motor Club championship opener.

I was also at Brands Hatch four weeks later when Hyde showcased the 1100cc Kawasaki-engined car's potential on the Indy Circuit, rising from sixth to third on lap one before a collision left him playing catch-up. Nonetheless, the little car's appearance and performance outweighed its 12th-place finish. Onlookers were impressed.

Abbott's car doubled the rate of development and, when innovative marketing elicited remarkable sales, the inaugural Radical championship in 1998 sowed the seeds of the business that has become one of the world's largest-volume producers of racing cars.

As Radical races towards its 2000-car landmark, with the sensational high-downforce SR3 accounting for more than 900, the company's spheres of influence span China and Australia, Europe and both American continents. With 70 per cent of its production going overseas, it is surely the perfect candidate for a Queen's Award for Export Achievement...

The groundbreaking deal to supply its Suzuki Hayabusa-derived RPE V8 engine to Argentina has made the touring car championship arguably the fastest on the planet. Indeed, Radical's in-house precision-engineering expertise is increasingly

sought outside motorsport, as I saw when I visited its factories last week.

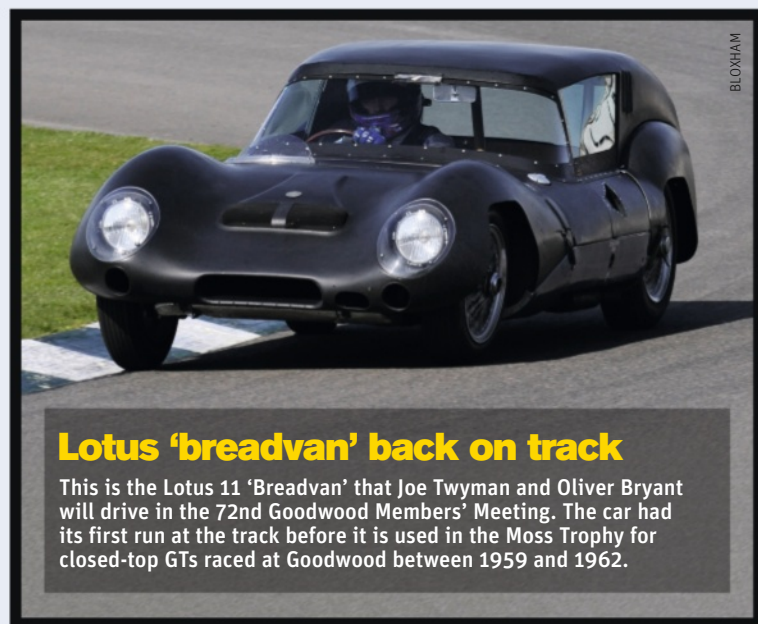
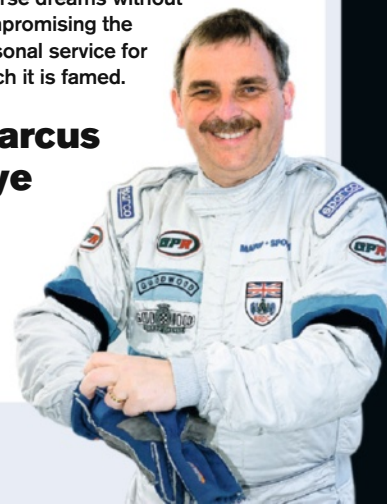
The fascinating tour illustrated to me why the Abbott family-controlled enterprise has ridden out a challenging global recession and continues to probe new markets. Having started with cheap-and-cheerful £15k cars, repeatedly expanded its range, evolved the V8

"Radical has become one of the largest-volume producers of racing cars"

engine, competed at Le Mans and built road cars, it's flying high.

The RXC – introduced at the AUTOSPORT International Show in 2013 with the V8 engine, and now available with the turbocharged Ford EcoBoost V6 installed – is selling like hot cakes. With 30-plus delivered and 2014's build set to exceed 60 (at towards 10 times the original Clubsport's price!), the Peterborough marque is fulfilling diverse dreams without compromising the personal service for which it is famed.

Marcus Pye



BLOXHAM

Lotus 'breadvan' back on track

This is the Lotus 11 'Breadvan' that Joe Twyman and Oliver Bryant will drive in the 72nd Goodwood Members' Meeting. The car had its first run at the track before it is used in the Moss Trophy for closed-top GTs raced at Goodwood between 1959 and 1962.

GT4 Supercup

Wakefield makes GT4 Supercup switch as Breeze is back again

RENAULT CLIO CUP UK RACER

Josh Wakefield will return to the Ginetta GT4 Supercup this season.

The 21-year-old finished 17th in the Clio points last season, prior to which he was a podium finisher in the flagship Ginetta series.

He will take on former champion and 2013 runner-up Carl Breeze, who will return to the championship but has not yet confirmed if it will be with his long-time team, Total Control Racing. Breeze won six races last season but suffered a mystery mechanical problem in the second half of the campaign.



Former champion
Breeze is back

Nicolas Hamilton, brother of Lewis, is also understood to be putting together a deal to contest a full season.

● Two more drivers, Billy Monger and Senna Proctor, have joined the swollen Ginetta Junior grid for 2014.

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Historics

Silverstone race to celebrate ACs

A CELEBRATION RACE FOR AC

Aces and Acecas will be held at Silverstone this summer, with organisers hopeful of a 40-car grid.

The 15-minute race will commemorate the 60th anniversary of the Aceca, introduced in 1954, and also honour the Ace that preceded it the previous year.

Almost 50 drivers from France,

Belgium, Austria and the United States have already expressed an interest in taking part in the event, which will be part of the Bentley Drivers Club meeting on August 2. The BDC helped with the Sunbeam Tiger celebration last year.

A packed field of AC Aces took part in a special race in 2003 at Donington Park to celebrate the model's 50th anniversary.

The AC Owners' Club is hoping Ace- and Aceca-owning spectators will be attracted to the meeting, at which it is hoping to put on hospitality for attendees.

"It will be quite a spectacle "It's just a bit of fun," said ACOC competitions secretary Mark Morgan. "I'd expect 35-40 people, which would be a pretty good turnout."



Historics

Whale to drive Group A Bimmer

NICK WHALE WILL CONTEST THE HSCC Super Touring Trophy in the Group A BMW M3 he raced in the British Touring Car Championship.

Rebuilt with an ex-Vic Lee/Laurence Bristow Bigazzi shell a decade ago, the E30 is now powered by an ex-DTM 2.5-litre engine but retains its period six-speed gearbox, running

gear and competition equipment.

Amspeed intends to run the car, restored to its 1990/91 AutoTrader livery, alongside several sister machines in the five-event series.

"I am delighted to have found my old car and be racing it again 23 years later," said the Silverstone Auctions boss at a shakedown test last week.

Compact Cup

Trotter scoops £108.9m jackpot

FORMER BMW COMPACT CUP

frontrunner Neil Trotter could make a shock move into the British Touring Car Championship after scooping a £108.9m EuroMillions jackpot last week.

Trotter finished sixth in the ultra-competitive budget BMW series last season and said he may use the money to fund some BTCC outings.

"It's just about sunk in," he said. "We haven't had much sleep since Friday really. [The BTCC] is my passion and I wouldn't mind a guest-driver slot if I can find the right car."



Historic F1

Thornton's F1 Lotus conversion

REIGNING FIA MASTERS HISTORIC

Formula 1 champion Greg Thornton will switch to a ground-effect derivative of the flat-bottomed Lotus 92/5 in which he won the crown last year.

Classic Team Lotus is currently rebuilding the car – which started life as

Nigel Mansell's 87/5 of 1981-'82 – into the Type-91 specification later driven by Elio de Angelis at the 1982 British, French and German Grands Prix. Clive Chapman's CTL, which includes period mechanic Chris Dinnage, will also run Dan Collins in the sister 91/10 chassis.



In brief

Liquorish steps up...

Porsche GT3 Cup Challenge runner-up Steven Liquorish will race with Team Parker Racing in this season's Carrera Cup GB. Liquorish (pictured at the PCCGB media day on Tuesday) will graduate to the flagship series after three seasons as a frontrunner in the GT3 Cup Challenge with the Parker team.

...as Leonard rejoins

Karl Leonard will also join Team Parker Racing in this season's Porsche Carrera Cup GB. The Irishman, who raced the new Type 991-model 911 in the Porsche Supercup race at Silverstone last year, has been an on-off presence in the championship since 2008.

Kart ace gets ALPS seat

Highly rated Monegasque karter Charles Leclerc will step into single-seater racing in 2014 with a Formula Renault ALPS programme. The 16-year-old KZ1 Karting World Championship runner-up will join a three-car Fortec Motorsports entry that includes fellow karting graduates Martin Kodric and Thiago Vivacqua.

Young guns to Lanan

Lanan Racing will run karting graduate Toby Sowery in the F3 Cup this season. The youngster needs to gain the required signatures before he can make his debut. Lanan will also field 16-year-old Indian ace Arjun Maini in BRDC Formula 4.

Ford splits prize money


British Formula Ford organisers have revealed how the championship's new £30,000 cash prize fund will be split. The Scholarship class winner in race one will receive £500, while the drive who gains the most places in the same race will receive the same amount. The winners of race two and race three will each receive £1000.





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Smyth held off young charger Murray in the first FF1600 race



MPSC Mondello Park | March 16

Formula Fords star at Ireland opener

FOR A NUMBER OF YEARS ST PATRICK'S weekend in Ireland has been synonymous with Mondello Park's open trackday, but had little in the way of actual motorsport.

That changed for 2014, as the circuit's season opener was moved forward from April to its 'traditional' date in mid-March. The introduction of the Champion of Mondello series across a number of classes (which will be run at meetings that don't include Irish championship rounds) meant the circuit enjoyed a packed paddock despite the inclement weather.

With the revitalised Formula Ford class being the main focus of the Champion of Mondello, it was fitting that its drivers would put on the show of the day — not surprising, with the opening rounds offering up double points.

Neville Smyth had to twice use all his experience to hold off young gun Niall Murray in the first race of the day as a multi-car collision brought out the red flags. He held on to win by the narrowest of margins on-track, before Murray was hit with a 10-second penalty for a jumped start.

Lap after lap the two drivers traded fastest times and it could have been more of the same in the second race had Murray not tangled wheels with Tom O'Connor at Mazda corner. Ever the hard charger, Murray punched in the quickest lap of the race in his pursuit, but the two drivers were battling for second at that stage, with Stephen Daly making the most of his fast start to ease to the win.

While Murray's penalty ultimately didn't change the outcome of his race, the penalties applied to Brendan



Paul Monahan won the OPH GT opener

Travers and Ken Fleming in the Future Classics completely changed the face of the class's solitary race. Volkswagen Golf Mk1 driver Ian Thornton was champion in 2013 not just because he could drive fast, but because he knew when to back off and not break the class barrier time. Travers and Fleming learned that lesson the hard way as they were stripped of first and second place after both dipped below the all-important 1m09.5s mark.

Such was the ferocity of the fight that Travers's Fiat Punto broke the barrier time on three occasions, resulting in a demotion from second to eighth. Thornton drove within the rules of the class, finishing third on track, but picking up where he left off last year by ultimately climbing to the top step of the podium.

Though the battle between Travers and Fleming was ferocious, it was nothing compared to the one between Pat McBennett and Connaire Finn in the OPH GT class. There is little love lost between the main protagonists in the class, as evidenced by race one.

Finn had parked his Ginetta G50 on the apex of every corner, negating McBennett's Lotus Elise's handling advantage and allowing Paul Monahan, driving one of Finn's other cars, to take an easy race win.

Monahan was looking to prove a point in the second outing, and with four laps to go race leader McBennett inexplicably slowed down. Smelling blood, Monahan reeled him in only to throw it away at the end with a spin that almost cost him second.

● Paul Healy



Lillis topped bumper Fiestas

FORMULA FORD 1600 (11 LAPS)

1 Neville Smyth (Ray GRS09) 10m49.526s (70.08mph); 2 Niall Murray (Van Diemen LA10) +10.087s; 3 Andy O'Brien (Swift SC92); 4 Tom O'Connor (Van Diemen RF90); 5 Andrew Noble (Van Diemen JLO12K); 6 Ivor Mairs (Mondiale M84). **Fastest lap** Murray 57.948s (71.41mph). **RACE 2 (16 LAPS)** 1 Stephen Daly (Ray GR11) 15m46.373s (69.97mph); 2 Smyth +2.179s; 3 Murray; 4 Noel Dunne (Van Diemen RFOO); 5 Sean Doyle (RFOO); 6 Noble. **FL** Murray 58.230s (71.07mph).

FUTURE CLASSICS (8 LAPS)

1 Ian Thornton (VW Golf) 9m24.478s (58.65mph); 2 Barry McHenry (Fiat Punto) +3.315s; 3 Ken Fleming (Toyota Starlet); 4 Michael Clune (Peugeot 205); 5 Aidan Byrne (Golf); 6 Gary Graham (205). **FL** Brendan Travers (Punto) 1m08.921s (60.04mph). **OPH GT (14 LAPS)** 1 Paul Monahan (Ginetta G50) 14m59.774s (64.39mph); 2 Connaire Finn (G50) +1.193s; 3 Pat McBennett (Lotus Elise); 4 Bob Cameron (RT Supercar); 5 Martin Duffy (BMW M3); 6 Stephen Maher (M3). **FL** Finn 1m01.800s (66.96mph)

RACE 2 (15 LAPS)

1 McBennett 15m15.654s (67.79mph); 2 Monahan +7.843s; 3 Finn; 4 Cameron; 5 Pat O'Sullivan (Porsche 911 GT3); 6 Maher. **FL** Finn 58.958s (70.19mph). **FORMULA VEE (10 LAPS)** 1 Colm Blackburn (Leastone) 13m22.667s (51.56mph); 2 Ger Byrne (Sheane) +10.727s; 3 Stephen Morrin (Leastone); 4 Anthony Cross (Sheane); 5 Kevin Grogan (Leastone); 6 Mark Elliott (Leastone). **FL** Grogan 1m11.356s (58.00mph). **IRISH TOURING CARS (BOTH 15 LAPS)** 1 Erik Holstein (M3) 15m21.428s (67.37mph);

2 Dave O'Brien (BMW E46) +0.303s; 3 Brian Fitzpatrick (SEAT Leon Supercopa); 4 Robert Savage (Honda Integra); 5 Eoghan Fogarty (Integra); 6 Jason Hughes (Integra). **FL** O'Brien 59.706s (69.31mph). **RACE 2 1 Holstein** 15m23.749s (67.20mph); 2 O'Brien +4.254s; 3 Fitzpatrick; 4 Brian Sexton (Toyota Altea); 5 Savage; 6 Fogarty. **CW** Hughes. **FL** O'Brien 59.613s (69.42mph). **PATCH FIESTA (12 LAPS)** 1 Sean Lillis 15m26.073s (53.62mph); 2 JJ O'Riordan +10.737s; 3 Barry Hallion; 4 John Denning;

5 John Boland; 6 Philip Lawless. **FL** Pat Boland 1m15.697s (54.67mph). **QUALIFYING RACE (11 LAPS)** 1 John McGovern 15m14.759s (49.76mph); 2 Richard Livingston +1.478s; 3 Graeme Colfer; 4 Brendan Fitzgerald. **FL** David Yamamoto 1m15.089s (55.11mph). **HISTORICS (14 LAPS)** 1 David Kelly (Crossle 95) 15m16.324s (63.23mph); 2 Bernard Foley (MGB GTV8) +12.221s; 3 Clive Brandon (Lotus 47); 4 Mark Russell (Jaguar E-type); 5 Wolfgang Schnitter (MG Midget); 6 Ed Cassidy (Sunbeam Tiger). **FL** Kelly 1m02.104s (66.64mph).



BRING ON BRANDS

Porsche's new Carrera Cup car has been put under scrutiny, but what about the rest of the TOCA support package? **SCOTT MITCHELL** assesses the state of play for Renault, Ford and Ginetta





Scott (6) impressed,
Cammish (1) dominated

BRITISH FORMULA FORD

Continuity reigns for British Formula Ford, and that's exactly what the series needs after a sizable makeover last season.

Moving onto the TOCA package with a new, winged car, it proved tough for the championship to attract numbers and was the lowest-populated national single-seater series in the country.

The second season for the revised car is not going to include a sudden growth to 20-car grids. Instead, the aim is likely to be consistency. Last year, grids fell as

low as nine, peaked at 13 and dropped to 11 for the final two rounds. The target Ford has set is to make last year's high this year's average, and there's every reason to think that's very much achievable.

Three-car efforts from JTR and Falcon have been confirmed, as has Radical's two-car line-up. Two Jamun cars are expected, plus two from Meridian Motorsport, and single-car entries from Richardson Racing and SWB should complete the grid.

With the vast experience of Dan Cammish, last year's runaway record-breaking champion with

24 wins from 24 starts, no longer the benchmark, it's now over to returnees and rookies to fight for the title – and that's good for the series.

Another coup is the confirmation that two makes will still be represented. The Mygale was clearly the car to have in 2013, with Sinter's challenger not quite up to scratch – or, to be fair, never really given the same sort of platform to showcase its wares. The marque returns with SWB's dual entry for Australian Formula Ford convert Greg Holloway and 16-year-old James Webb, and while they may not challenge for the title, it's good for Sinter boss Lindsay Allen the car will be part of the grid.

Of the sophomore drivers, race winners Harrison Scott, Jayde Kruger

(the odd one out in terms of experience given multiple years of success in his native South Africa) and Juan Rosso start the year as favourites. Also in the mix should be Sam Brabham and Max Marshall (joining Kruger at the JTR squad that ran Cammish so commandingly last year), both of whom have won praise from team boss Nick Tandy.

A grid of 13-15 cars may not sound spectacular, but given that Ford has entered negotiations with the Motor Sports Association to run the new-for-2015 British Formula 4 Championship, that's very respectable.

The reality is that a major shift in regulations, publicly targeted after less than a year with a new car, is not the best advert for teams to invest in purchasing the existing model – which in turn makes it tougher for young drivers to secure a seat. One team boss suggested that in the modern climate, "any single-seater championship getting double figures is good", so for a series with upheaval on the horizon it is especially good going.

Ford Europe racing boss Gerard Quinn believes this season can act as an advert for what Ford's UK version of FIA F4 could be. With no driver threatening to put on a Cammish-like domination of the championship in 2014, this could prove a pivotal year for the category – whatever direction its future lies.

THREE TO WATCH

Harrison Scott 2013 2nd (1 win)

Last year's runner-up impressed during his maiden season of car racing and was the most consistent challenger to Dan Cammish, becoming the first driver other than the eventual champion to claim a pole position and lead a race. Sticking with Falcon, he arguably starts as favourite.



Juan Rosso 2013 3rd (3 wins)

The Argentine was bizarrely inconsistent for much of 2013. He could go from blindingly quick one weekend and a certainty for the podium to struggling to make the top five. Rounded off the season with a Brands Hatch clean sweep, and it will be interesting to see how he fares after his last-minute switch to Radical from Jamun.



Jayde Kruger 2013 6th (1 win)

Leads the attack for champion team JTR. The South African has won Formula Ford and Formula Vee titles in his home country and ended last year sixth despite missing the first three rounds. Quick, consistent and with more experience than most, he's the most likely JTR driver to mount a title push.



TOCA SUPPORTS

CALENDAR

MAR 29-30	BRANDS HATCH INDY
APR 19-20	DONINGTON
MAY 3-4	THRUXTON
JUN 7-8	OULTON PARK*
JUN 28-29	CROFT
AUG 2-3	SNETTERTON
AUG 23-24	KNOCKHILL
SEP 6-7	ROCKINGHAM
SEP 27-28	SILVERSTONE**
OCT 11-12	BRANDS HATCH GP

*Porsche Carrera Cup GB not present

**Renault Clio Cup UK not present

Clio numbers will dip
this year but quality
can't be questioned



ALL PICS: JAKOB EBREY

RENAULT CLIO CUP UK

Renault's tin-top series was comfortably the strongest on the TOCA package in 2013, with grids floating around the 25-car mark for much of the season.

That's not going to be replicated at Brands Hatch. Take-up of the new, turbocharged Clio was strong at first – the initial batch of 16 cars was sold in good haste – but it's not really moved on since then.

The likeliest scenario for the opening round is a grid of 16 cars. Naturally, after two years of very healthy numbers, that's disappointing, but it's worth

remembering that only 15 started the opener in 2010, the first full year for the Renaultsport 200 model. And it would be unsurprising to see the grid grow as the year goes on.

That is the cyclical nature of a manufacturer-backed championship. The series needed to adopt a new model (why would Renault want to continue advertising an outdated car?) and that was always going to impinge on numbers early on because of the costs involved.

Renault is no stranger to this cycle and knows that, like the outgoing Clio did, the new car can become the

bedrock of a very popular tin-top category. But that's not to say the championship has no issues. Leading team Total Control Racing had only taken on one new Clio and was very open about its reason for getting rid of it before the start of the season – there wasn't any interest from drivers. Budgets in the Clio Cup UK extend well into six figures, with one team boss suggesting that the new car bumping a season's tally up to £135,000 was not out of the question.

That's in issue to be monitored closely, but in the meantime whatever grid lines up at Brands Hatch is likely to be fiercely competitive.

There's no return for 2013 champion Josh Files, nor multiple race winner Stefan Hodgetts, but in



Hodgetts looks
unlikely to return

their absence return a several young race winners, including Alex Morgan, Josh Cook and Ant Whorton-Eales. Brands Indy poleman from last year Mike Bushell is back with Files' championship-winning Pyro team, while 2013 rookies Ash Hand and Devon Modell join Morgan and Whorton-Eales at Danny Buxton's frontrunning SV Racing squad.

Not so young, but equally as capable of fighting for the title, is the returning Paul Rivett. The former champion missed out on the chance to claim another crown last year when, after a superb season-long fight between himself and Files, he suffered an injury while instructing that ruled him out of the finale.

The bottom line for the Clio Cup UK is that in the past it has ticked two crucial boxes: big grids and entertaining racing. Yes, the numbers are going down this year, but anyone expecting the on-track action to reduce in tandem will be pleasantly surprised when the season starts.

THREE TO WATCH

Alex Morgan 2013 2nd (1 win)

Morgan returned to racing in 2013 after a few years on the sidelines, but the ex-Formula Renault racer showed no signs of rust with victory on his debut Clio weekend. He's switching from Pyro to SV Racing this year as part of the KX Akademy set-up and, as runner-up, must put together a title tilt.



Ant Whorton-Eales 2013 7th (1 win)

An under-performer in some ways last year, Whorton-Eales recovered from a difficult first half of the season to deliver a faultless maiden victory at Rockingham. He retains his KX backing (and the place at SVR that brings) and must demonstrate he learned the lessons from 2013's tough start.



Paul Rivett 2013 3rd (4 wins)

A last-minute deal to join the grid in a dual role as team boss and driver, Rivett knows that the task of learning a new car while heading up a team brand new to the championship is a tough one. But there's nobody more experienced or capable in a Clio than he is, so expect him to be at the front before too long.



GINETTA GT4 SUPERCUP

Ginetta has every reason to be optimistic for its flagship championship this year.

The GT4 Supercup has been rebranded for the marque's G55 and G50 models to be run in (unsurprisingly) GT4 specification, with the intention of attracting drivers by offering a car that can be run in a multitude of series.

Its 2013 champion Tom Ingram is now in a British Touring Car Championship seat and Charlie Robertson, one of the UK's

brightest racing talents, has been lured away from the single-seater ladder, so there can be no accusing the Supercup of not attracting quality.

Robertson rejoins the TOCA package two years after his Ginetta Junior title-winning season and off the back of a stellar debut single-seater campaign.

The 16-year-old remains with the HHC squad and, alongside 2013 Ginetta Junior champion Harry Woodhead, intends to overturn the dominance of JHR, which ran Ingram



to the crown in crushing fashion.

Heading JHR's charge is Pepe Massot, Robertson's old rival from their Junior days. The Spaniard made a storming start to Supercup life in 2013 with two wins in the first six races, but changed teams twice mid-season and only found his feet again in the last couple of rounds.

Carl Breeze, last year's runner-up, also returns and will be tough for the youngsters to beat with the former champion arguably the ultimate benchmark in a G55.

It's difficult to judge where the Supercup will start in terms of numbers – Ginetta estimates between 16 and 18 – and that would probably be as good as expected. It will also be interesting to see whether bringing the G50 and G55 closer in performance by grouping them together under the GT4 regulations results in a grid boost.

THREE TO WATCH

Charlie Robertson
2013 3rd in
BRDC F4 (3 wins)

One of the best young talents in single-seaters, Formula Renault NEC's loss is Ginetta's gain. Title contender.



Pepe Massot
2013 5th (2 wins)

JHR's spearhead, the Spaniard "learned a lot" as team-mate to 2013 champion

Tom Ingram and will renew his rivalry with Robertson.



Carl Breeze
2013 2nd (6 wins)

Ex-champion Breeze won five of the first eight races before a mystery car issue hobbled his title bid. He'll be the man to beat in 2014.



GINETTA JUNIOR

Like British Formula Ford, Ginetta Junior's runaway champion has moved on to pastures new. And with Harry Woodhead out of the picture, plus runner-up Keith Donegan not returning, this year's championship is a free-for-all.

The series for 14-to-17-year-olds has yo-yoed in numbers in recent years, something that Ginetta boss Lawrence Tomlinson says is "inevitable" because drivers can often leave in clutches. This year, however, things are definitely on the way up.

A 20-car grid is expected for Brands Hatch, which in all likelihood will make it the most well-supported series on the TOCA package. Among the returning drivers are race winners James Kellett and Jack Mitchell, former Scholarship winner Jamie Chadwick and karting world champion Lando Norris.

Watching young drivers learn and develop their racecraft in a racing environment tends to throw up some of the best racing, and while Woodhead dominated the first half of 2013 with 10 straight wins, the



second half was much, much tighter.

Thanks to efforts of Donegan, Kellett and Mitchell – not to mention outgoing race winners Ollie Chadwick and Will Palmer – Ginetta Junior racing was among the most exciting the BTCC support series managed to put on after the summer break. While the sophomore drivers hold an obvious advantage at the start of the season, there are no indications that any of them will replicate the 2013 dominance of Woodhead.

That's great news for the series, and for Ginetta. Tomlinson refuses to consider the Junior series a rival to single-seater championships – "drivers can still go on to race in Ford, F4 or Renault," he points out – but the simple fact is that route is becoming ever-more closed off.

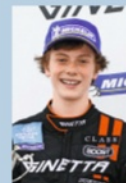
With GT racing booming at present, the Ginetta Junior series is very attractive on paper. This season should be a fine example that it works very well in practice, too.



THREE TO WATCH

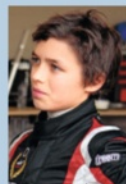
James Kellett
2013 6th (1 win)

Kellett was 2013's top debutant, and remains with HHC for a second season that would be disappointing if it did not result in a championship challenge.



Lando Norris
2013 karting

We're unlikely to see 14-year-old Norris until the second half of the season. When he arrives though, expect him to make a splash – this karting prodigy could be the real deal.



Jack Mitchell
2013 7th (1 win)

Like Kellett, Mitchell's debut season contained one victory – in fact, he was the driver to break Woodhead's 10-race win streak with a brilliant race-winning pass at Snetterton. A threat





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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week

Red Bull doesn't trust the FIA's fuel flow readings



DUNBAR/LAT

More rows will flow from this

Regarding the disqualification of Daniel Ricciardo from the Australian GP, I can understand Red Bull's reluctance to accept the findings of the FIA regarding the accuracy of the flow measurement.

From my experience in working with high accuracy industrial flow measurement over 25 years, I would be very dubious of trusting a flow meter of the type used by F1, since there are many variables to consider when

computing mass flow rate of fuel.

Also, electronic sensors may be prone to failure or drift in accuracy in such a harsh, high vibration environment as an F1 car.

The flow meter specification states that "cavitation or entrained gas can cause spurious results". I can envisage many more disputes if this measurement is used to determine the outcome of races!

Mike Foote, by email

The race in Melbourne (which I

attended) shows the folly of the changes to F1's regulations. I had the opportunity to observe the effect on the largely local crowd, which was universally negative.

Even before the exclusion of 'Dan the man', I concluded the following: (A) the sound of the 2014 F1 cars is truly awful; (B) the complexity of the technical regulations confuses the average fan.

To support point (A), all I need say is the sound of the Aussie V8s and the demo run by Ferrari road cars sounded far nicer!

More importantly (B), over-regulation has robbed F1 of technical creativity and innovation, other than minor tinkering.

If we want F1 to develop more efficient technologies, we only need one rule: 90kg of fuel per race. No capacity limit, no compulsory turbo, ERS etc, although many of these ideas may be used. Fuel saving technologies will then be developed in a creative way.

By the way, I came to this conclusion before the post-race exclusion. Who should I send my version of the 2015 technical regulations to?

Martin Dowling
By email

NASCAR can teach F1 a thing or

two. Years ago Bill France decreed that the NASCAR fan will always know who the winner was when they leave the track.

Fine or ban the team's staff, but leave the result for the driver alone where a technical infraction has occurred.

Give Daniel Ricciardo his second place back, fine Adrian Newey (he can afford it!) and deduct manufacturers' points only!

Brian Hopper
Oxted, Surrey

I'm sure I was not the only one

who was overjoyed at the stunning form of Valtteri Bottas and the Williams team in

Australia; a good result in Malaysia would really set the cat among the pigeons.

Let's hope they have a decent development budget for 2014 and that Felipe Massa quickly joins the party too.

At a time when drivers seem to change the graphics and colours of their helmets every few races, I very much approve of fixed numbers for the sides and fronts of the cars, but please make them clear and large enough so old gippers like me can read them from the back of a grandstand.

Tim King
Bishampton, Worcs

With the return of a smiling Ron

Dennis and the sensational debut of Kevin Magnussen, it was good to see McLaren back in the reckoning. Not since the days of Mika Hakkinen has the team's future looked so promising.

Roger Pedrick
Tunbridge Wells

In pictures

Images around the globe, from Alabama to Florida, via an Aussie airbase



FAREWELL TO FLORIDA SUNSHINE
A fiery sunset welcomes drivers pounding round the legendary Sebring airfield circuit during last weekend's 12 Hour enduro



RED BULL GIVES DANIEL WINGS
Daniel Ricciardo poses with his Red Bull RB10 and an RAAF F/A-18 Hornet at Victoria's East Sale airbase ahead of the Australian GP. Inspiration, then, for his flying to P2 (on the road)...

VIPER SPITS TOO MANY FLAMES
The Dodge Viper of brothers Jeroen and Sebastiaan Bleekemolen and Ben Keating burns during the Sebring 12 Hours putting it out of the running after just 13 laps



SCREAM IF YOU WANNA GO FASTER
A giant spider sculpture greeted drivers during recent IndyCar testing at Barber Motorsport Park. It's not clear if the fastest times were set by arachnophobes

In the shops

Desirable new releases

MERCEDES 2104 F1 APPAREL

From £26.99 – autosport.com/shop

The range of official Formula 1 team merchandise is expanding thick and fast, with Mercedes gear next on our list of 'desirable new releases'. The adjustable embroidered Lewis Hamilton cap is £26.99, the 100 per cent T-shirt, with all the correct sponsors' logos, is £44.99 and there's a polo shirt at £62.99.



JAMES HUNT 1:18 McLAREN

£149.99 – autosport.com/shop

Diecast guru Minichamps has reissued its 1:18-scale model of the McLaren M23 used by James Hunt to win the 1976 world championship – a battle recently glamorised in Ron Howard's film *Rush*. The replica, which is limited to just 750 examples worldwide, has removable front and rear bodywork and working steering, but is sadly missing its Marlboro branding.



FUJIMI 1:20 FERRARI F138 KIT

£48.95 – grandprixmodels.com

Japanese plastic-kit maker Fujimi's 1:20-scale Ferrari F138 is superbly detailed. The replica of the car driven to victory in last year's Chinese GP by Fernando Alonso comes up very well – but serious modellers who want to take it to the next level can get photo-etched and carbon-effect parts to increase realism.



WHAT'S ON

ON TRACK AROUND THE WORLD

Who'll win NASCAR's
California gold rush?



NASCAR SPRINT CUP

Round 5/36
Fontana, California, USA
March 23
nascar.com

V8 STOCK CARS

Rd 1/12
Interlagos, Brazil
March 23
stockcar.com.br

SUPER TC2000

Rd 1/12
Rafaela, Argentina
March 23
super-tc2000.com.ar

NATIONAL LISTINGS

Donington Park
BARC
March 22-23

AUTOSPORT

Imagine you had the chance to banish your worst nightmares, what would they be? Deputy news editor **SAM TREMAYNE** gives his arguments to get rid of his pet hates to motorsport's Room 101

Room 101

HOSTILE TWO-WHEEL DOGMA

This is not a complaint about those who have tried but don't get on with bikes; it's about those who spout the line that you can't be a fan of both two and four wheels without ever bothering to test the claim. Aside from the fact that such arbitrary divisions are by definition nonsense, it's a closed-minded, blind attitude that means some incredible motorsport moments are crassly ignored. For the unconverted, or for the sheer pleasure of it, search for highlights of Valentino Rossi's and Casey Stoner's 2008 Laguna Seca epic and see if you can resist being swept up by the drama, the breathless corner-by-corner narrative.

The point is not to get bogged down debating where and why two or four wheels are superior, but to accept that they're not mutually exclusive. Even if two wheels don't do as much for you – I'm in the camp where a bike will never be as gorgeous as a Lotus 49 – there is easily enough crossover to warrant an interest in both. To ignore one for the sake of dogma is just... well, foolish.



Two wheels good;
four wheels also good

Citroen: just a few thousand
WTCC test miles to go



UNLIMITED TESTING

Unrestricted testing has its positives – it's a great way for drivers and teams to develop, for example – but it's time to face facts: it's not a feasible long-term model. We all know the rub: Team A has more money than Team B, and can therefore test more. Team B falls back as a result, enjoys less success on the track, and slips even further.

All unlimited testing really achieves is locking in the hegemony of financial advantage. Citroen, for example, has racked up a huge number of miles ahead of its rookie WTCC campaign. Good luck to them, but who does it help if they end up running away with the title? Of course it's only natural for teams and drivers to seek an advantage. Restrictions are also difficult to police, particularly in the lower categories. But the motorsport world at large needs to catch up and start policing testing.

PITWALLS DIRECTING RACES

"Remember to back up the grid. Brakes hot enough now, get brake balance set for T1, harvest mode four. Remember your brake balance for the first corner."

That's a real example of a modern ill – pitwalls being too influential. For one thing, such messages convey an impression that the drivers are pawns, skillfully directed around a three-mile chessboard by a team of engineers. Such micro-management also spoils the personal drama of a race. Remove radios and the ebb and flow of a grand prix would be radically transformed. Drivers would suddenly have to make their own calls about tyres, about fuel, about strategy. They carry the can if they call it wrong, but they also take full credit when it comes together. Handing the men behind the wheel the initiative can never be a bad thing.

JOURNALISTIC PARROTS

Imitation is the sincerest form of flattery, or so the saying goes. But there is nothing to be admired in a policy of lifting quotes from another source and running them, with no understanding of the original context and no nod to the original source. It's lazy and a tad dishonest, but there's also an end game here that should be far more worrying. If everyone adopts the same tactic, where do we end up? A menagerie of parrots, and no real insight – a disaster all round.

UNHAPPY DRIVERS ON THE PODIUM

Sport should be about emotion, genius and passion, distilled and exaggerated by the glories of split-second decisions. F1 differs from a lot of sporting disciplines in that such qualities are almost entirely hidden by the walls of cockpits and the visors of helmets. The podium is the universal exception.

It therefore grates to see morose drivers on the rostrum, faces creased in frustration, eyes downcast as a very conscious attempt to prove they were aiming for more. There are always exceptions, like the deliciously awkward scenes after Multi 21. But post-race celebrations should be the moment fans engage with their heroes. Not celebrating isn't just annoying, it's a missed opportunity.



Ah, the joy of
the podium

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MARCH 20

1135-1445 Motors TV

USC: Sebring 12 Hours highlights

1650-1855 Motors TV

NASCAR Nationwide: Bristol highlights

1700-1730 ESPN

NASCAR Now

1915-1930 Sky Sports F1

Australian GP: Ted's Notebook

1930-2000, 2200-2230 Sky Sports F1

Australian GP: Midweek report

2000-2100 Sky Sports F1

F1 legends: Juan Pablo Montoya

2100-2135 Sky Sports F1

F1 classics: Japanese GP 1988

FRIDAY MARCH 21

0500-0600 ESPN

NASCAR Sprint Cup: Bristol Highlights

2000-2100 Sky Sports F1 LIVE

The F1 Show

2100-2315 Sky Sports F1

F1 classics: Brazilian GP 2003

SATURDAY MARCH 22

1300-1400, 2000-2100 Sky Sports F1

The F1 Show

2030-2340 Motors TV LIVE

NASCAR Nationwide: Fontana

2100-2315 Sky Sports F1

F1 classics: Hungarian GP 1998

Relive Sebring drama
on Motors TV/ESPN



CLEARY/GETTY



Sky Sports F1 has
more Oz GP analysis

SUNDAY MARCH 23

0400-0500 Sky Sports 4

Max Power

0830-0930 ESPN

WRC: Rally Mexico Review

1025-1230 Motors TV

NASCAR Nationwide:

Fontana highlights

1230-1755 Motors TV LIVE

Raceday: Donington Park

1830-2230 Premier Sports LIVE

NASCAR Sprint Cup: Fontana

2030-2340 Motors TV

USC: Sebring 12 Hours highlights

2100-2130 Sky Sports F1

F1 classics: Italian GP 1989

MONDAY MARCH 24

0900-1100 ESPN

USC: Sebring 12 Hours highlights

1230-1330 Sky Sports 3

Max Power

2030-2130 ESPN

NASCAR Sprint Cup: Fontana highlights

2100-2300 Sky Sports F1

F1 classics: Belgian GP 2000

2100-2340 Motors TV

Raceday: Donington Park highlights



F1 broadcasters had
to explain new tech

ONLINE

HOT ON THE WEB THIS WEEK

YouTube GERHARD BERGER'S FIERY CRASH AT IMOLA IN 1989



SEARCH FOR: Gerhard Berger 1989 Imola crash - with his interview (1:28)

If you've read Sam Smith's excellent retrospective recall of Gerhard Berger's terrifying shunt at Imola in 1989 on page 34 but not yet seen footage, here's Tony Jardine to explain what happened – with Berger's thoughts on cheating death to go with it.

AUTOSPORT+

Exclusive content coming up in
our premium website this week

Edd Straw tackles the idea that Formula 1 race results should stand whatever's found in scrutineering afterwards, while AUTOSPORT looks forward to the MotoGP season, which kicks off this weekend in Qatar. Plus, an interview with rising British two-wheeled star Scott Redding.

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Revved up over what's on the box

It's the most comprehensive

technical rules revolution in Formula 1 history, yet at a casual television viewer's first glance, the only visible changes are that some cars seem to have grown genitals, some look like they've been sat on, and the black-and-gold ones aren't near the front anymore.

If, like Revved Up, you've been subject to quizzical bemusement from non-hardcore-fan friends and family over exactly why F1 2014 was such a clean slate (sample question: "is it something to do with noses?"), the UK TV broadcasters' attempts to explain the likes of MGU-K and MGU-H in an informative nutshell were eagerly awaited.

Seemingly inspired in equal measure

by 1980s virtual-reality children's TV gameshow *Knightmare*, the opening sequence to the original 1995 PlayStation F1 game and GCSE Science videos, Sky placed Ted Kravitz in a CGI 'warehouse' with a mock-up car and an enormous

whiteboard. 'Exploding' a 2013 car to reveal its 2014 successor, complete with Ted's comedy dodging-the-debris jink, did not bode well, but the very slick segment that followed had enough depth to satisfy the technologically knowledgeable, while giving technophobes a lucid and easily-digested crash course, neatly blending graphical trickery and well-pitched explanations from Kravitz, who despite being rendered a ghostly shade of grey by the scene's colouring, fared much better in this pre-packaged 'guide to' format than when ad-libbing his way around a paddock.

The BBC doesn't have a whole channel to play with, it dispensed with its technical expert Gary Anderson over the winter, and

neither can it afford a *Knightmare* warehouse, judging by its approach to explaining the tech overhaul, which consisted of David Coulthard stood in a blustery pitlane outlining the new era to Suzi Perry while being drowned out by a jet fighter. To DC's huge credit, it's hard to imagine how anyone could have done a better job of informatively summarising the key themes in less than a minute with no resources beyond the coincidence of a passing aeroplane with which to compare the modernity of the tech kit.

If you wanted an apt, and slightly depressing, summary of how BBC F1's scope has been trimmed in the shared-deal era, look no further.

Revved Up

Phil Mills

“Nobody had been to sleep for two days so it was great to get the win”

■ Corsica Rally ■ October 17-19, 2003 ■ Subaru Impreza WRC ■ Victory after shunt with Solberg



Solberg/Mills won after an all-night, post-shunt rebuild of the Impreza

CORSICA IN 2003 WAS A pretty special rally. We had a fairly sizable accident on the shakedown stage on the Thursday.

Realistically, we shouldn't have been able to start the rally; it was only down to our boys that we were there at all really. They found a workshop and went there at about three o'clock in the afternoon. The stories that came from them in that workshop that night were just bonkers; at one stage the car was just a bare shell.

The rally started at 7am the following day and at 10 to seven they were polishing it. They were good boys, very impressive. We were all behind the whole team at that point. The boys were all red-eyed the next morning, nobody had been to sleep for two days so we were really behind them and it was nice for the team that we got the result. It was a proper team effort. If we had finished fifth or something we would have forgotten all about it, but we went on to win.

Without that result we wouldn't have won the world championship. That's got to be one of the wackiest of all our wins, and it was our only asphalt victory, so it was pretty important from lots of perspectives.

We were fighting with Sebastien Loeb all weekend, and then it rained and he made a couple of mistakes and we had him. It was particularly wet; it absolutely poured down. The

whole rally becomes slower when it's like that, but it also becomes more dangerous, because you are on these huge slick tyres. It was very, very slippery. Petter and I were so in tune with each other, we knew what we had to do, and what not to do when the conditions got bad; you tend to tighten your belts a bit and concentrate that bit more.

There was not a lot to discuss,

other than yes it is raining and it will be extremely bad so we just need to be careful in here. Every braking point is potentially an accident, you have to go slow enough to win, which is about the only time you have to do that in rallying.

We had to finish in the top two or three on that event to keep the points going to even have a chance of winning the title – it was all pretty close that year.

After the shakedown accident we thought it was pretty much the end of the championship really. And when we did start we thought we could scabble a few points, so to win was pretty good. The chassis of the 2003 Impreza was very, very good. It's no secret that things went pear-shaped after that year for Subaru. They brought in some radical designs – to be fair they had to try – but it was never quite right. We always said if we could've had a 2003 Subaru chassis with a 2010 WRC engine we'd have won every rally! Phil Mills was talking to Hal Ridge

PROFILE



WELSHMAN PHIL MILLS WON

the British title alongside Mark Higgins in 1997, then teamed up with Petter Solberg for the WRC in '99 in a Ford Focus WRC. The pair joined Subaru in 2000 and won 13 rallies between 2002 and '05, as well as the '03 world title. Mills retired in 2010 to concentrate on his rally preparation company, Viking Motorsport, which builds historic-spec MkII Ford Escorts.

NEXT WEEK Who can stop Mercedes?
Plus: BTCC preview; Audi's new Le Mans racer

SO KRY SO J! → R2



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