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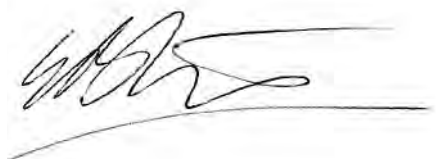
Vettel's Ferrari move will define his legacy

NEITHER FERRARI NOR SEBASTIAN VETTEL COVERED themselves in glory in 2014. The Scuderia produced its weakest package in over two decades, while Vettel endured his least convincing season and ended the year with his reputation, while not in tatters as some would have it, still tainted by his struggles. They hardly go into this new alliance on the crest of a wave.

As the question on AUTOSPORT's cover makes clear, Vettel is seen as the potential saviour for Ferrari. As important as the driver is, he does not build the car, so whether or not he can do this is also dependent on the technical side of the team getting its act together. But one thing is certain: this alliance will not bear fruit in 2015 in terms of winning titles. Ferrari is too far behind for that.

But it will be fascinating to see how Vettel fares. He remains an exceptional driver, an all-time great – one bad season does not change that. But another bad season in terms of not getting the best out of the car would demand reassessment of his abilities.

So it's not just Ferrari's status as grand prix racing's greatest team that's at stake. Vettel's legacy depends on what happens.



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COVER STORY



Alain Prost, p16

FIND US ON



Cover images: Bettiol/Getty

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THE BIG PICTURE

Commitment of this order elevated the Hummer of Robby Gordon and Johnny Campbell to second position after the opening stage of the Dakar Rally. Report, p34





This week in F1

ENGINE FREEZE RELAXED

Ferrari's and Renault's efforts to get more time to be able to develop their engines this season have paid off after the FIA accepted there was no deadline for improvements to be lodged.

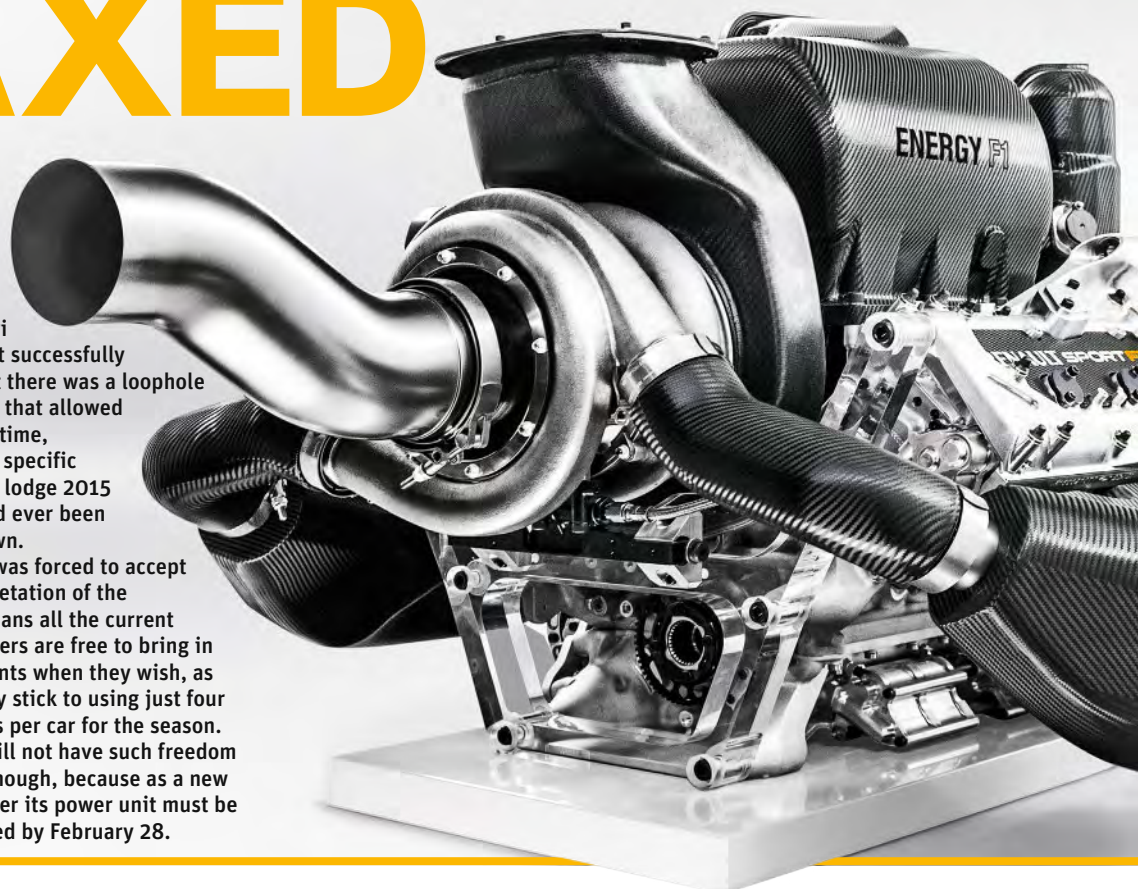
It had originally been thought that manufacturers would have to submit their improved 2015 power units by the first race of the season.

Mercedes' rivals had wanted more time to be able to maximise their updates, although attempts to get the world champion make to agree to such a plan failed.

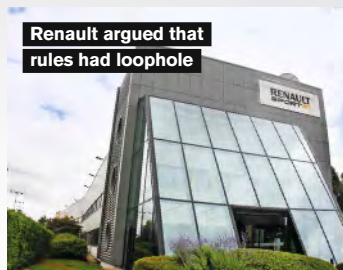
But following discussions with the FIA at the end of last year, Ferrari and Renault successfully argued that there was a loophole in the rules that allowed them more time, because no specific deadline to lodge 2015 engines had ever been written down.

The FIA was forced to accept this interpretation of the rules. It means all the current manufacturers are free to bring in improvements when they wish, as long as they stick to using just four power units per car for the season.

Honda will not have such freedom this year, though, because as a new manufacturer its power unit must be homologated by February 28.



Renault argued that rules had loophole



6

COATES/LAT



Mercedes targets Alonso if Hamilton talks fail

Fernando Alonso has been singled out as Mercedes' main target for 2016 if the team cannot agree a new deal with reigning world champion Lewis Hamilton.

Talks between Hamilton and Mercedes to thrash out a fresh deal were put on hold until after the end of last season, so that the discussions would not get in the way

of the title battle between the Briton and his team-mate Nico Rosberg.

But no agreement has yet been reached, prompting speculation that Mercedes may have to consider other options if mutually agreeable terms cannot be agreed with Hamilton. When asked what would happen if a deal could not

be finalised, Mercedes motorsport boss Toto Wolff said that other drivers were of interest to his team.

He told Italian newspaper *Gazzetta dello Sport*: "I'm optimistic, the priority is to carry on with these drivers. Should it be impossible, then Alonso represents the top alternative, followed by [Valtteri] Bottas."

Massa gets new engineer

Felipe Massa will have a new race engineer in 2015 after Williams undertook a reshuffle of its engineering department.

Dave Robson (below), who has previously worked with Jenson Button at McLaren, joins Williams to work with Massa. He replaces Andrew Murdoch, who is becoming senior performance engineer.



COATES/LAT

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BIG NUMBER

48

The percentage of their 2014 engine that manufacturers are allowed to change for 2015.

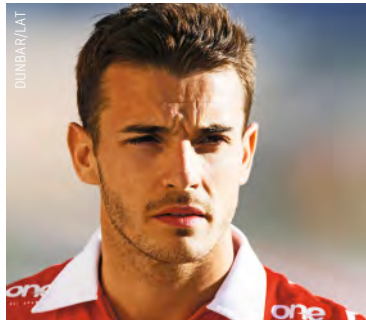


BUTTON TIES THE KNOT

Jenson Button has married his long-time partner, model Jessica Michibata.

The 2009 world champion, who recently celebrated securing a fresh contract with McLaren, tied the knot in a ceremony at Maui in Hawaii.

He Tweeted: "Happy New Year from Mr & Mrs Button!! We're excited to see in the New Year with family and loved ones."



Bianchi rehab therapy underway

Jules Bianchi is undergoing a 'very painstaking programme of rehabilitation therapy' as he continues to recover from the injuries he incurred in his Japanese Grand Prix crash.

Although he is breathing unaided, he has yet to regain consciousness after suffering severe head injuries.

A statement issued by his family said: "Jules's neurological status remains

unchanged; he is unconscious but able to breathe unaided.

"Whilst there is no significant information to report, we take a great deal of comfort from the fact that Jules continues to fight, as we knew he would, and this has enabled the medical professionals caring for him to commence the planned, but very painstaking, programme of rehabilitation therapy."

"He is quite ruthless but quite fair at the same time"

Daniel Ricciardo on the qualities old team-mate Sebastian Vettel takes to Ferrari



Hamilton won't trade 44 for 1

Lewis Hamilton has decided to keep his number 44 for 2015, rather than taking the number 1 that he is allowed to carry as world champion.

From the start of 2014, F1 drivers have had to nominate a race number that they would keep throughout their careers. The only time they would be allowed to change it was if they won the world title, as then they could choose to have the number 1.

But Hamilton has elected to stick with the 44 that he took to his second championship last year.



Marciello to be Sauber reserve

Ferrari protege Raffaele Marciello will be Sauber's test and reserve driver for the 2015 Formula 1 season.

Marciello, a long-time member of the Ferrari Driver Academy programme, got his first taste of F1 machinery with the Maranello team in Abu Dhabi at the end of last year.

He will twin his F1 duties with Sauber with another season in GP2.



REMEMBER WHEN

Hamilton's decision to keep 44 in 2015 means this season will be the first since 1994 – when reigning champion Alain Prost had retired – that there will not be

a car carrying the number 1 on the grid. That season Damon Hill raced with 0, which he also carried the previous season when he took the Williams seat vacated by 1992 world champion Nigel Mansell.

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Jonathan Noble

F1's newshound

The FIA's decision to unfreeze in-season engine development could level the F1 playing field, but may also play to Mercedes' advantage

After months of arguing, political manoeuvring and a bit of media spin-doctoring, in the end Mercedes' rivals got exactly what they wanted with the recent green light from the FIA for in-season engine development in 2015.

The governing body accepted there was too much ambiguity in the engine rules to force manufacturers to homologate new engines at the first race.

The decision, which the FIA said was the most 'logical and robust' that it could come up with in light of claims that there was no date laid down to deliver 2015 engines, has given Ferrari and Renault a glimmer of hope now there's time to bring the upgrades they know are needed to close the gap to Mercedes.

Of course, nothing in F1 is ever simple. And while the instant response is that the rule interpretation is a boost to Mercedes' rivals, we cannot rule out the German car maker being the one that comes out of this laughing.

After all, there's nothing to suggest that Mercedes can't unleash yet more horses from its already dominant power unit. And who's to say there won't be a Spanish Grand Prix upgrade that pulls it even further ahead than it will likely be at the start of the campaign?

Of course, the decision to allow in-season development is not aimed at helping one manufacturer over another; it's come about for pragmatic reasons



if not the ultimate scope of upgrades, means there should be a better narrative of performance. Fans will be better able to understand the steps that have been made, plus there is always the opportunity for the advantage in the performance battle to swing between different teams.

Core to F1's attraction over the years has been technical innovation: a performance advantage comes from the best designers having the best ideas and the best interpretation of the rules to come up with the best cars.

F1's bosses wouldn't dream of putting a total freeze on aerodynamic development, because the sport has always known it's important that there's the potential for the competitive order to change.

And for all the plaudits that Mercedes deserves for having produced an engine that was so far ahead of the rest of the grid last year, what 2014's 16 Silver Arrows wins showed was what can happen if one area of a car

“Core to F1's attraction is technical innovation: the best designers having the best ideas”

(and ultimately because the FIA did not want to risk a rules challenge in court).

However, while there will be winners and losers on track – and Honda in particular knows it faces a season where it could fall back as others improve – the relaxing of the freeze will have wider benefits for all of F1.

One of the biggest missed opportunities last year was that the sport as a whole failed to promote the benefits and brilliance of grand prix racing's new engine technology.

The improved fuel efficiency and the complexities and impact of bigger hybrid systems were overshadowed by negativity surrounding the sound.

Plus, the fact that one manufacturer had a big advantage and its rivals were unable to do anything technically to respond thanks to the development freeze meant that engines became an area of annoyance rather than one to get excited about.

All that has changed, for by changing the timeframe,

becomes dominant, and rivals are unable to respond.

But even if Mercedes finds that its advantage is closed down this season because the others have got more time to catch up, there may well be secondary benefits to the fact that engine development is now a bit freer.

For a start, there is now no justification for its rivals to complain that the rules have left their hands tied. Ferrari and Renault have got everything they asked for – so the ball is in their court to ensure that their engines are better.

The fact that engine upgrades are now possible should also allow greater insight into what makes a successful power unit, and certainly more intrigue about what areas are key to success. We could even come to appreciate better the job Mercedes has done.

The first significant move of the 2015 battleground may not be universally popular, but its impact will be far reaching – and not just inside the walls of Maranello or Viry-Chatillon. ❧

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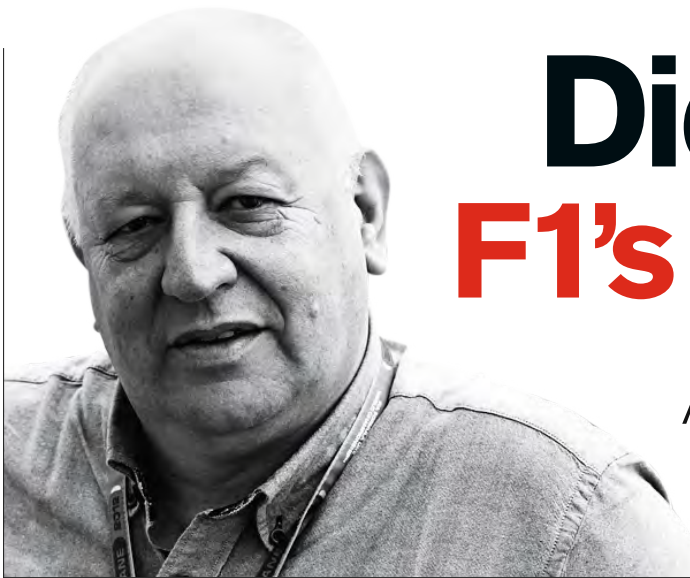
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Dieter Rencken

F1's political animal

As Formula 1's regulatory process comes under EU scrutiny, can we expect change for the better in 2015?

After one of the most fractious seasons in recent Formula 1 history, surely things can only get better. But, as the countdown to 2015's opening race begins, the overriding question is whether those words – famously the title of a hit record co-opted by the Labour Party for its 1997 election campaign – will resonate through F1's insular paddock.

The good news is that F1 *could* get better; it could so easily come to its senses. Unfortunately such a scenario is highly unlikely given the proliferation of alpha males in the paddock, all intent on not only grabbing the whole pie, but swallowing it whole. So battles will be fought on three fronts: political power, financial power, and last, but certainly not least, horsepower.

Indeed, the latter is providing the initial battleground as Mercedes comes under attack over its hard-earned engine advantage, having played the regulations (agreed, remember, by all participants, and signed off and ratified by the Formula 1 Commission and FIA's World Motorsport Council respectively) – to the last letter. During the last round of 2014 summits the have-nots (and, saliently, Formula One Management) tried and failed to force through engine-format changes.

But, in the end, Ferrari and Renault did get their way thanks to a loophole in the engine regulations allowing changes to be made during the season. And this without resorting to further lobbying in the hope of pushing through a change for 2016 that is no longer needed.

inarguable, but, then, so do all disadvantaged teams on a list which includes Williams, Mercedes and McLaren – indeed, any outfit not on the same financial terms as FOM favourites Ferrari and Red Bull.

Already Marussia is gone, Caterham operating optimistically on much-repaired wings and prayers, and Lotus listed as “unconfirmed” on FIA entry lists. These factors demonstrate the depth of F1's shifting sands, yet last year all and sundry stubbornly refused to extract their heads. In fact, they seemed to submerge them further, so why would the passing of a season improve matters in this (or similar) regard?

This makes redressing F1's financial imbalance the second most important job in 2015, for no sport exists without participants. But where to find the additional funding, estimated to run to at least \$200m per annum? The two financially advantaged teams are unlikely to volunteer reductions in their takes – why should they? – while CVC needs every penny it draws from the sport to service the debts it has taken on.

Which brings us neatly to the priority task: identifying who should succeed Bernie Ecclestone as CEO of this multi-billion sport – one which does not belong to CVC or the FIA (or even Ferrari and the teams), but to its legions of fans across the globe, all of whom are currently being extremely ill-served by F1's custodians.

Strong rumours abounded before Christmas that the 84-year old was to be replaced by a corporate captain,

“This sport does not belong to CVC or the FIA, but to its legion of fans across the globe”

However, in 2015 the politicking is likely to be subtler than recently, for all protagonists are aware that the eyes of the European Commission are focused on F1's regulatory process. It is the make-up and powers of the Strategy Group that is most likely to come under intense scrutiny, and it will be fascinating to observe the power struggle between the FIA, FOM, and the six enfranchised teams. One wrong move...

The mere threat of an EU investigation is likely to temper F1's politics for the foreseeable future, for neither the governing body nor FOM – particularly the latter's venture fund parent CVC Capital Partners – are likely to emerge uncriticised from scrutiny by Brussels. The other Strategy Group members (particularly teams owned or controlled by multi-nationals) are also in the line of fire.

However, EU intervention may arrive too late to save the three beleaguered teams, Lotus, Force India and Sauber, whose financial travails are well known. That they deserve due compensation for 2014 (at least) is

with several credible names in the mix. But no change eventuated, although sources are adamant that there were showdowns of sorts. However, to quote a senior team boss: “It seems CVC is powerless to prevent Bernie taking Formula 1 with him when he goes...”

Formula 1's overriding objective for 2015 must be to sort its structures, from CVC boardroom politics through FOM's machinations and Strategy Group power to the FIA's regulatory clout. The increasing irrelevance of Ferrari and overriding clout of Red Bull need to be redefined, for such top-heavy reliance is unhealthy. Look no further than the recent engine unfreeze debacle.

Collectively the political obstacles facing F1 seem insurmountable. And yet, just a year ago, when engine reliability in pre-season testing was dire, such was the sport's will to stage a successful race in Melbourne that the situation was transformed within weeks. Oh that such will extends beyond the engineering offices to the corridors of power; if not, things can only get worse... ❧

This week in motorsport



12

PRIAULX CLOSES ON BTCC RETURN

Three-time World Touring Car champion Andy Priaulx is on the brink of a return to the BTCC.

The Guernseyman was a BTCC race winner with Honda (above) in 2002 before joining BMW and earning the '04 European Touring Car crown and three consecutive

world titles from 2005-07.

WSR team boss Dick Bennetts is understood to have held talks with Priaulx about him driving one of the team's 125i M Sports alongside his factory European Le Mans Series campaign and four-round United SportsCar programme in a GTD-

class Turner Motorsports BMW Z4. The team will announce a driver at AUTOSPORT International at 1130 on Thursday (today).

Bennetts said the team was still committed to re-signing champion Colin Turkington, despite the loss of title backer eBay at the end of 2014.

PRIAULX'S TOURING CAR RECORD

Starts: 220 (BTCC, ETCC, WTCC, DTM and V8 Supercars)

Titles: 4

Wins: 27

Podiums: 42

Rollcentre to run Ginetta

Rollcentre Racing ends a six-year absence from the prototype ranks in the new LMP3 class this year.

The Martin Short-run team, which finished fourth overall at the 2007 Le Mans 24 Hours, plans to run a Ginetta-Juno in the European Le Mans Series and is now seeking drivers.

Top BRDC Formula 4 team Lanar Racing has also bought one of the Nissan-engined Ginetta-Junos from the Yorkshire constructor. It will run 2013 F3 Cup champion Alex Craven.

Montagny fails FE drugs test

French international star Franck Montagny has dropped out of the Formula E Championship after testing positive for a derivative of cocaine.

Montagny, a Le Mans 24 Hours podium finisher and ex-Formula 1 racer, failed the test after the Putrajaya round in November. "At the end of the race, I saw the guy who tests signalling me," said the Andretti Autosport driver. "I understood immediately. I knew it was dead. I was ashamed. Motorsport is perhaps over for me."

Jean-Eric Vergne, who starred on his FE debut with Andretti last time out in Uruguay, remains with the team for Buenos Aires this weekend, while IndyCar ace Marco Andretti makes his debut in the sister cars.



It took me a long time to make this decision, but there was no pressure at all. I wanted to be sure about it.



Robert Kubica after news that he will remain in the World Rally Championship with a Ford Fiesta RS WRC.

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



Lauda to race Aston in WEC

Former DTM and GP2 driver Mathias Lauda will contest this year's World Endurance Championship with Aston Martin Racing.

The Austrian, son of three-time Formula 1 world champion Niki, joins Pedro Lamy and Paul Dalla Lana as the line-up's silver-rated driver. He replaces Christoffer Nygaard, who has been upgraded to gold status for this season.

Lauda will get his first taste of an Aston Martin Vantage GTE at this week's official pre-season United SportsCar Championship test ahead of the Daytona 24 Hours on January 24-25 in which he will drive with Lamy, Dalla Lana and Darren Turner.



Stars enter Monte in 911s

Three Porsche 911s will fight for honours on the opening round of the FIA's all-new R-GT Cup in this month's Monte Carlo Rally.

Francois Delecour, Romain Dumas (above) and Marc Duez will do battle in the French Alps, with former Monte winner Delecour determined to show his rivals the way. Delecour, who drives a Tuthill-tuned GT3, said: "It's a dream to drive this car on these stages. It won't be easy – the Monte never is – but I go there to win."

Dumas was ahead of Delecour when the veteran clipped a chicane and damaged his car's radiator at October's Rally of France, the last time the pair met.

JRM gets WRX Mini

Sportscar racing team JRM has expanded into rallycross with the acquisition of the Mini project.

Prodrive, which developed the Mini WRC in 2013, has transferred the programme – including intellectual property and spares – to British squad JRM.

JRM has yet to decide where to compete, but is expected to race in the World Rallycross series.



Loeb LMP2 future bleak

Sebastien Loeb Racing looks unlikely to return to the LMP2 division in 2015.

The French team, which won a round of the European Le Mans Series, has yet to give up on plans to remain in the division, but its continued participation is looking unlikely, according to sporting director Franck Tine.

"Our main focus in 2015 is the WTCC with Citroen," he said.

Giovinazzi tops Valencia F3 test

Formula 3 European Championship race winner Antonio Giovinazzi topped five days of testing at Valencia before Christmas amid speculation that he could stay in the category for a title shot with Carlin in 2015.

The Italian was fastest on each of the two days he tested, while Santino Ferrucci (Mucke Motorsport), karter

Alessio Lorandi (Van Amersfoort Racing) and ADAC Formel Masters champion Mikkel Jensen (Mucke) also topped days. Dane Jensen ran strongly with VAR too.

Britons Sam MacLeod (with Motopark and VAR), Callum Iltott (Carlin) and George Russell (Carlin and Mucke) were also quick.

TOP SIX TIMES

| | | | |
|---|--------------------|----------------|-----------|
| 1 | Antonio Giovinazzi | Carlin | 1m24.854s |
| 2 | Mikkel Jensen | Van Amersfoort | 1m24.888s |
| 3 | Sam MacLeod | Motopark | 1m25.094s |
| 4 | Callum Iltott | Carlin | 1m25.179s |
| 5 | Santino Ferrucci | Mucke | 1m25.258s |
| 6 | Charles Leclerc | Van Amersfoort | 1m25.347s |



BRIAN LISTER: 1926-2014

THE CREATOR OF THE EVOCATIVE

Lister sportscars died a week before Christmas. He was 88.

Brian Lister started competing as a driver in the late 1940s before building his own cars, in which Archie

Scott Brown would prove successful, winning the 1955 and '57 British Empire Trophy races at Oulton Park before a fatal crash at Spa in 1958.

Lister wound down his racing efforts, saddened by further tragedies.



In brief

AUTO GP MERGER

Europe's two series for old A1GP cars have merged for 2015, with the fledgling Formula Acceleration 1 joining Auto GP. Organisers want at least 18 cars for the seven rounds, including Silverstone on May 23-24.

CAMPOS ON GP3 GRID

Leading GP2 team Campos Racing has replaced Hilmer Motorsport in the GP3 Series for 2015. Hilmer, which will continue in GP2, had a revolving cast of drivers last year.

PANIS JR STEPS UP

Formula Renault Eurocup race winner Aurelien Panis will step up to the senior FR3.5 category this season with Tech 1 Racing. The son of ex-F1 race winner Olivier tested with the team last autumn. Meanwhile, Dutchwoman Beitske Visser stays on board at AVF for a second season.

MOWLEM BACK IN US

Johnny Mowlem will contest his first full season in North America for 10 years with an assault on the LMPC one-make prototype class of the United SportsCar Championship with the BAR1 Motorsports squad. The Brit will drive with Tom Papadopoulos.

BERETTA TO MUCKE

Italian Michele Beretta has become the first driver confirmed for Mucke Motorsport's Mercedes-powered European F3 team in 2015 after switching from EuroInternational.

Mystery break for Abbring

Highly-rated Dutchman Kevin Abbring has landed a seat to contest selected rounds of the World Rally Championship with a manufacturer this season.

Abbring, who had been tipped to join Toyota, said he will not be testing for the Japanese firm this year. He would not be drawn on exact plans, but AUTOSPORT sources have confirmed he will be in a manufacturer World Rally Car.

"People keep congratulating me on a Toyota deal I haven't done," he said, "but I'm very happy to say I will be driving this year."



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Beltoise in the Matra MS11 at the British GP in 1968 – his first full season in F1



Jean-Pierre Beltoise

(1937-2015)

15

Jean-Pierre Beltoise, who has died at the age of 77 after a short illness, was the most successful French grand prix driver of his era and a man whose talents might have taken him further but for injuries sustained early in his career.

That Beltoise's only world championship Formula 1 victory came in the pouring rain with BRM at Monaco in 1972 suggests he had the skill to be one of the world's top GP drivers. The Frenchman had badly broken his left arm in the Reims 12 Hours in '64 and had minimal movement in his elbow thereafter.

"Jean-Pierre was superb at Monaco that day; it was a stunning drive," recalls Tony Southgate, designer of the BRM P160B driven by Beltoise. "He probably did lack a bit of strength because his elbow was pinned into position and he used to get all the required movement from his shoulder, but

it didn't matter in that race because of the rain. "I think the rain helped him and it showed what he was capable of. Some people suggested that it was a lucky win, but he lapped everyone else bar Jacky Ickx in second!"

Beltoise was a successful motorcycle rider, who won a series of national titles in France, as well as racing sporadically at world championship level. He made his four-wheel-debut at the 1963 Le Mans 24 Hours driving a 1100cc Rene Bonnet Djet. The accident the following season in the Reims sportscar race then forced him to concentrate on his car racing career with Bonnet owner Matra.

He took the French Formula 3 title in 1965 and then the European Formula 2 crown in '68 with the French manufacturer. By the latter season he was already racing full-time in F1 with its French-run operation after a handful of GP outings with the marque's F2 cars. By 1969 he was racing in the Tyrrell-run Matra International squad and finished fifth in the world championship with podiums at Montjuich, Clermont-Ferrand and Monza.

Beltoise remained with Matra and its French-run V12-powered cars until it downscaled to one car for 1972. A move to BRM yielded the Monaco victory in only his third race with the British team, as well as a further win at the end-of-season non-championship Victory Race at Brands Hatch the same season. Two more years with BRM included a second-place finish at Kyalami at the start of his swansong season in 1974.

A stalwart of Matra's sportscar campaigns, Beltoise might have given the marque its sought-



Best Le Mans result: P4 for Matra in '69

after Le Mans victory three years before it did finally triumph at La Sarthe. He and Piers Courage ended up fourth at the wheel of their MS650 and would have won the race had not the Briton tagged a GT car during the night. That was his best result in 14 attempts at Le Mans but he did win four rounds of the 1974 World Championship of Makes together with Jean-Pierre Jarier in the days before the sportscar world series had a drivers' title.

Beltoise claimed back-to-back French Touring Car titles with his own team running BMWs in 1976 and '77 and continued to race into the 1990s.

He was also involved in the accident in which Ignazio Giunti lost his life in the 1971 Buenos Aires 1000Km. He was trying to push his Matra to the pits after running out of fuel when the car was hit by an unsighted Giunti in his Ferrari 312PB. Beltoise was unhurt in the incident, but received a short ban from competition.

He leaves wife Jacqueline, sister of former Matra team-mate Francois Cevert, and sons Anthony and Julien, who both raced internationally. *By Gary Watkins*



Monaco '72: J-PB's sole GP win was also BRM's last





VETTEL AND FERRARI

PERFECT MATCH OR DOOMED TO FAILURE?

Nineteen years ago, Michael Schumacher joined Ferrari and set the ball rolling on a period of domination at Maranello. **EDD STRAW** asks if F1's latest German superstar can repeat the trick

ast year, Tuesday November 26 seemed little more than a footnote at the end of the Formula 1 season. It was the first day of the post-Abu Dhabi Grand Prix test and most of the attention was focused on the first, stuttering public run of the new Honda engine in the back of the McLaren. But something that might prove to be just as important was happening in an adjacent garage. There, a 27-year-old, clad in denim shorts and a striped shirt, was having his first introduction to Scuderia Ferrari.

Sebastian Vettel had originally hoped to be behind the wheel of the 2014 Ferrari that day having been given permission, subsequently rescinded, for release from Red Bull to drive. As Vettel put it, only semi-seriously, “the technical people were panicking a little bit, afraid I might take some secrets...” But the German could not resist this opportunity to get to work on his new assignment. After the worst year of his grand prix career, the only full season during which he failed to win a race and only showed occasional sparks of producing the top-drawer performances expected of him, this was a glimpse of the Vettel of old.

Determined, focused, eager to pick up on every scrap of information, to leave no stone unturned, he made a big impression on those who were in the garage that day. He’s going to need to continue to show that strength of personality and presence, because several of those he talked with that day have already left Ferrari.

The alliance between Vettel and Ferrari has long been anticipated. It was a logical union between a driver who had proved himself an all-time great and a team that needed a gold-standard driver. When Vettel was a humble one-time world champion he spoke of the dream of racing for the Scuderia so, while the deal for him to move for 2015 came about relatively quickly, it had been there in the back of his mind for a very long time.

“I know motor-racing history and I know Ferrari is a legend,” he said. “To have your name written among the names of the world champions is special, but having it in the list of the Ferrari drivers would be special too. It is my dream to race for Maranello one day.”

That long-awaited day has now arrived. Vettel has already had his first experience behind the wheel as a Scuderia Ferrari driver, in the 2012 machine at Fiorano. That will have been of limited use to him (and who knows what he thought when he realised just how close Fernando Alonso had come to beating him to the championship in a car that was clearly inferior to the Red Bull), but it will at least have allowed Vettel to acclimatise to the processes and operations of both car and team.

During at least four days at Maranello late last year, he spent time in the simulator and got to know some of the main players at Ferrari who he hopes will provide him with the machinery to match his hero, Michael Schumacher, in leading the team back to the promised land.

There are tantalising similarities to be drawn between 2015 and what happened in 1996, when Schumacher joined Ferrari. But more pertinent are the differences. For while Schumacher joined a team at the top of his game as a double world champion, Vettel comes in following a bad season. Some conclude that Vettel was ‘found out’ in 2014, but the facts don’t support that conclusion. Certainly, it was a poor season during which he was outclassed by team-mate Daniel Ricciardo, particularly on race performances thanks to



Schumacher era was a golden one



Vettel could only watch at Abu Dhabi test

Vettel’s struggles to make the tyres last, but it’s the anomaly in an exceptional career.

The rest of his time in grand prix racing has been extraordinary, winning in cars with a range of different characteristics. While it’s possible that he cannot adapt to the specific habits of the current generation of cars – and it is his job to be able to do so, so it will rightly be to the detriment of his reputation if he can’t – there are signs that after four seasons of exceptional results he simply could not raise his game to the point where he extracted the most from a relatively disappointing Red Bull package last year. While there are question marks over his motivation at times during his Red Bull swansong, on track he was clearly trying and was often one of the most committed drivers out there. He just wasn’t working with the strengths of the car. Strange, really, given how he had adapted to the demands of the exhaust-blowing generation of cars that required an unnatural driving style.

But the bottom line is that Vettel arrives at Ferrari with his reputation compromised and many question marks hanging over him, even though last season doesn’t come anywhere near

First drive came at Fiorano in 2012 car



'This is a very different Scuderia Ferrari to the one Michael Schumacher joined in 1996'

close enough to supporting the position of his sternest critics, who argue he somehow lucked in to four titles and to outclassing a high-quality team-mate in Mark Webber.

There are also doubts over Ferrari, which is hardly the powerhouse it once was – and should be. Its return in 2014 of two podium finishes was feeble for a team of its resources and, at best, Vettel's arrival marks the end of a state of flux, with myriad management changes having become the norm in recent years. This is a very different Ferrari to the one that Schumacher joined, which was already two and a half years into a revolution under the stewardship of Jean Todt. But Vettel can provide the focal point around which the

team, which has undergone many changes in recent months, can rebuild.

Alain Prost, one of Vettel's predecessors as star recruit, believes that what happens in the coming months will dictate whether the German's legacy will be of Ferrari legend or failure. While results are sure to be patchy in 2015, with even new team principal Maurizio Arrivabene's declaration that two victories would represent a good return seeming optimistic, this is the time when foundations are laid.

"At the beginning with Ferrari, it always works because you are in a positive trend and there are no problems," says Prost, who won five races for the Scuderia in 1990 before being ▶



Prost was fired before the end of the 1991 season

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Vettel has a lot of new systems to learn

'Vettel has shown he understands what he needs to do to make the team his own'

► unceremoniously sacked in '91. "It's like in politics when you change presidents. You have between three and six months to make the whole thing good and after that the opportunity is finished. So the first six months is very important."

In this regard, Vettel is in a good position. As he's coming into a team that is, by its own standards, failing and open to change, he doesn't have to contort himself to fit the image of a departing hero. While Alonso generally drove superbly for Ferrari, not least when he almost denied Vettel the 2012 world championship in an inferior car, out of the cockpit he was found to be increasingly hard work by the team. Vettel can act as a breath of fresh air, becoming a figure around which the team is built, just as he was at Red Bull. There were already inklings of him having that kind of influence during the Abu Dhabi test. The conferences he has already held with key team members show that Vettel understands what he needs to do to make the team his own.

"The first thing is that you have many interviews about what he knows about the Red Bull team, the chassis and the engine," says Prost of how team and driver must start their relationship. "Any experience you can bring is good and it's very important at the beginning for the team and the driver to have the equation

for how you got the best from what you had before. Then you need to ask for what you want in terms of organising things, meetings or whatever, to get the best from the team. Sebastian is going to have a new system to learn."

While the driver can only be a bit-part player in making the car competitive, it is clear that Ferrari sees Vettel as the fulcrum for its revival.

"There was a lot of unexpressed potential [at Ferrari] in 2013-14," said Ferrari president Sergio Marchionne before Christmas. "The great challenge for Sebastian and for our many fans is



Vettel claimed first win for Toro Rosso

that in 2015 Ferrari will start to show the reconstruction of the whole team.

"We expected our drivers to be completely committed and drive the hell out of the car. That is what they are. That is what they do."

Alonso certainly drove the hell out of Ferraris of differing quality during the previous five seasons, so why should things be any different for Vettel? The most encouraging thing is that those, rightly or wrongly, tainted with the failures of the Alonso era are no longer there. Luca di Montezemolo, Stefano Domenicali, Pat Fry, Nikolas Tombazis, Marco Mattiacci and Alonso himself have all left within the past nine months, so the question now is whether the team under Marchionne and Arrivabene can cohere like the famous alliance of the Schumacher era did.

Prost, recalling the in-fighting and instability that led to his acrimonious departure from Ferrari before the end of the 1991 season, believes Vettel has to get a measure of this quickly.

"It's always difficult to give advice to anybody going to Ferrari because it's not a team like any other," says Prost. "I don't exactly know the structure at Ferrari at the moment. I know looking from the outside, but you have to know this from the inside. There has been a lot of movement and lots has changed. ►

VETTEL V
SCHUMACHER

WHEN THEY JOINED FERRARI

| | | |
|-----|-----------------|----|
| 27 | AGE | 27 |
| 7 | FULL F1 SEASONS | 4 |
| 4 | CHAMPIONSHIPS | 2 |
| 139 | STARTS | 69 |
| 39 | WINS | 19 |
| 45 | POLES | 10 |
| 24 | FASTEST LAPS | 23 |

► “But I did give advice to Jean Todt a long time ago. I said to him to try to form a group of people that work together and to be careful of the politics. I think he got the message and that’s why he had those years with Rory [Byrne], Ross [Brawn], Michael and himself. It was people really working together. That’s important because it’s very difficult to maintain the cohesion of the whole group.”

There are indications that Ferrari’s new management shares Prost’s belief in the need for such an approach. Arrivabene has a clear idea of what Vettel can do for the team.

“What is important about Sebastian is the four world championships, and the experience coming from those four world championships and the enthusiasm and willingness to work as a team,” he says. “The drivers become stars of the show but in business they are employees. Of course at a different level, but they are still employees. I saw the work that Sebastian started to do here and I am sure he will be willing to do his best. He has a strong relationship with Kimi Raikkonen in order to help me and James Allison [technical director] rebuild the team. Sebastian will bring all this experience and willingness to work for a team like Ferrari.”

What Vettel cannot do is bring as many star technical personnel from Red Bull as Schumacher brought from Benetton to Ferrari two decades ago. While there are some defections, he’s not bringing Adrian Newey in tow as Schumacher did with Byrne. This means that the success of the team will have to be built upon Allison. That’s no bad thing, for Allison is a tireless worker and a great technical mind, a key player in the success of Renault/Lotus in recent times. The blame – which always hovers worryingly above Maranello like the Sword of Damocles ready to fall (rightly or wrongly) on whoever seems an appropriate

ISTITENE/GETTY



It’s unlikely Vettel will bring Newey to Ferrari

scapegoat at the time – for Ferrari’s poor season in 2014 can’t really be laid at Allison’s door. After all, the engine was the key weak point, while the architecture of the car was already in place when he arrived in September 2013.

The ingredients are certainly there for the team to work its way back up the grid in the Vettel era. The only real question mark is over whether the new-look team will be given enough time. It would be all too easy for Ferrari to start poorly, get demoralised, start the bloodletting again and blame Vettel. In F1, teams are like speeding juggernauts; it takes time for them

‘One senior Ferrari figure says you have to give two or three years for changes to bear fruit’

Fiorano test will have given Vettel an idea of the job’s magnitude



FERRARI'S

BIG-NAME SIGNINGS

Sebastian Vettel is the 16th grand prix-winning driver signed by Ferrari since the dawn of the world championship in 1950. But only four of his predecessors won a world championship for the Scuderia...



5% Win Rate
GIUSEPPE FARINA (1952-55)
 Starts 20 Wins 1

Pre-war Scuderia Ferrari driver Farina was re-signed following Alfa Romeo's withdrawal from grand prix racing ahead of the 1952 season. While a world champion, the Italian was in his mid-forties and signed as support act to Alberto Ascari. He finished second in the '52 world championship and won the following year's German GP.



9% Win Rate
JOSE FROILAN GONZALEZ (1954-55)
 Starts 11 Wins 1

Gonzalez had won the 1951 British GP for Ferrari before a switch to Maserati. He returned for two years, finishing second in the '54 world championship and again winning the British GP. Erratic, but well-regarded by Ferrari, driving a works car in his home grand prix as late as 1960.



43% Win Rate
JUAN MANUEL FANGIO (1956)
 Starts 7 Wins 3 - 1956 world champion



Already a three-time world champion when he joined Ferrari following the withdrawal of Mercedes from racing at the end of 1955. Had a fractious relationship with the team, leading to his departure at the end of the year, but not before he had won a fourth title.

29% Win Rate
TONY BROOKS (1959)
 Starts 7 Wins 2

Fought with Jack Brabham for the title, winning the French and German GPs. But he came under intense criticism for pitting to check for possible damage after being hit by Wolfgang von Trips in the season-ending US GP. Ferrari declared him "too cautious" and Brooks left after a single year at Maranello.



13% Win Rate
JACKY ICKX (1970-73)
 Starts 46 Wins 6

Ickx had raced, and won, for Ferrari in 1968 but was brought back in '70 after spending the previous season at Brabham. He won five races for Ferrari during his second stint but, after finishing second to posthumous champion Jochen Rindt in '70, the team went into decline amid excessive focus on sportscars and Ickx walked out.

CARLOS REUTEMANN (1976-78)
 15% Win Rate Starts 34 Wins 5

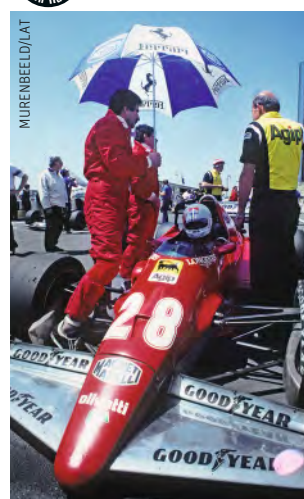
Controversially recruited as the successor to Niki Lauda following the Austrian's near-death experience at the Nurburgring because Ferrari believed its star driver would never be able to reach his pre-accident heights. That didn't prove to be the case, although once Lauda left in '78 Reutemann did win four races and finish third in the championship.



JODY SCHECKTER (1979-80)
 11% Win Rate Starts 28 Wins 3 - 1979 world champion

Recruited as team leader for 1979, Scheckter did exactly what was expected of him by winning the title in the iconic Ferrari 312T4. Although much is made of team-mate Gilles Villeneuve being subservient to him, the South African held his own and was a worthy champion. But the following season, in the dire T5, he had an abysmal year and quit the sport.

RENE ARNOUX (1983-85)
 11% Win Rate Starts 32 Wins 3



Problems in his relationship at Renault with Alain Prost led to Arnoux moving to Ferrari in '83. His three wins that year netted Ferrari the constructors' championship and third in the drivers' standings. But there were no more wins and he was axed by the team after the first race of '85 for unspecified off-track reasons.



GERHARD BERGER (1987-89, 1993-95)
 5% Win Rate Starts 96 Wins 5

After emerging as a race-winning driver with Benetton in 1986, Berger was signed by Ferrari to partner Alboreto. The machinery wasn't world-beating in his first stint, but Berger won four races. Then his accident at Imola in '89 took the edge off his speed. After three years at McLaren, came back for a second stint, winning the '94 German GP.

MICHELE ALBORETO (1984-88)
 4% Win Rate Starts 80 Wins 3

The Italian had made a name for himself with a couple of victories for Tyrrell before he joined Ferrari in 1984. He won five races in his first two seasons, battling unsuccessfully with Alain Prost for the '85 world championship, a title he could easily have won had the Ferrari been stronger in the second half of the year. After a disappointing '88 season, was not re-signed.



NIGEL MANSELL (1989-90)
 10% Win Rate Starts 31 Wins 3

It all started so well for Mansell and Ferrari, who was quickly dubbed *Il Leone* (the Lion) by the *Tifosi* after an unlikely debut win in the 1989 Brazilian GP at Rio. But after another surprise victory from 12th on the grid in Hungary, things started to go downhill. Alain Prost's arrival in '90 led to Mansell being marginalised, triggering his short-lived retirement.



ALAIN PROST (1990-91)
 17% Win Rate Starts 30 Wins 5

Joined Ferrari to escape his acrimonious relationship with Ayrton Senna at McLaren and had an immediate impact, winning five races and battling with the Brazilian for the world championship. High hopes for '91 were dashed by a poor car; he failed to win and was sacked one race before the end of the season.



MICHAEL SCHUMACHER (1996-2006)
 40% Win Rate Starts 179 Wins 72 - 2000-04 world champion

Schumacher hauling the unwieldy Ferrari F310 to three wins in 1996 was a sign of what was to come. It took a while but, after helping the team to the '99 constructors' crown, a year later he became its first world champion since Scheckter. That was the first of five titles, while his haul of 72 wins makes him the most successful driver in the Scuderia's history.



KIMI RAIKKONEN (2007-09, 2014-)
 13% Win Rate Starts 71 Wins 9 - 2007 world champion

Won his first grand prix for Ferrari and went on to clinch the world championship, but it has been downhill since then. There were moments of brilliance in the final two years of his first stint, particularly a great win at Spa in 2009, but he was paid off. Made a surprise return for last season, but was generally underwhelming.



FERNANDO ALONSO (2010-14)
 11% Win Rate Starts 96 Wins 11

Failed to win the world championship in his five seasons with the team, but it wasn't for want of trying. Was denied the 2010 crown by myopic strategic decision-making in the Abu Dhabi GP, and somehow took the title fight down to the wire two years later in an inferior Ferrari. While 11 wins seems a disappointing return, he very rarely had a car worthy of his abilities.



MARCHIONNE'S



NEW BROOM AT FERRARI

Ferrari's new chairman is a very different kind of leader to Luca di Montezemolo.

ANTHONY ROWLINSON explains what Sergio Marchionne is all about

Baggy-sweatered and bespectacled, Sergio Marchionne is not the likeliest figurehead for the world's most-recognised brand. Neither as sharp-styled as his Ferrari chairman predecessor Luca di Montezemolo, nor as image-driven as the lust-object road cars that arouse petrol emotion across the globe, he is nonetheless now the man who cups Ferrari's future in his hands.

As a 'car guy', responsible since the early noughties for the turnaround in fortunes of the Fiat group and sister brand Chrysler, Marchionne holds the development of Ferrari's road-car division dear to his heart; indeed his ambitions for its growth are said to have been the cause of the impasse between him and di Montezemolo in early 2014 that led to the latter's exit, after 23 years as the company's *generalissimo*.

But as any *tifoso* will relate, the glory of Ferrari has always been that its magnificent road cars were never intended by founder Enzo Ferrari to



be anything more than mere servants of the racing division – the Gestione Sportiva. For it is in *racing* that Enzo demanded his marque be judged and, 221 wins and 16 world titles later, that remains the case.

Little surprise that Marchionne's accession to the Ferrari chairmanship last October was greeted with trepidation by the ever-passionate Italian media. Could this hard-edged industry titan, famed for shattering outdated practices in his drive for profits and pragmatism, be trusted to look after the fabled Scuderia? Would he be more than a 'numbers guy'? Would he *understand*?

It's far too soon to make any definitive judgement on what to expect from Marchionne-era Ferrari, but his words and actions have given early indications. Let's start with the words.

Speaking last October at the Paris motor show, on the very day that di Montezemolo took his leave of Ferrari duties, Italo-Canadian Marchionne, 62, took trouble to articulate his 'feel' for the brand and calm fears that leading Ferrari might be 'just another job'.

"There is a tradition that can't be interrupted



“I go to Monza and see that the first six cars are not powered by Ferrari and my blood pressure just popped”

SERGIO MARCHIONNE

Marchionne brought di Montezemolo's reign to an end

“There is a tradition at Ferrari that cannot be interrupted by a change of chairman”

SERGIO MARCHIONNE

by a change of chairmanship,” he said. “The uniqueness of the brand and the uniqueness of the technical skills are at the core of what Ferrari is... and it is absolutely clear that all Ferrari’s uniqueness, exclusivity and technical prowess must be preserved. So you’re not going to hear any significant deviations from the strategy that Luca put together.”

Yet if we look at his deeds, this is the man who, as CEO of Fiat Chrysler Automobiles, ‘exited’ Montezemolo and who therefore must have

perceived a need for urgent change, beginning at the very top and from there filtering down into the organisation.

Pressed on whether Ferrari’s woeful 2014 F1 performance had been the trigger, he elaborated: “I go to Monza and see that the first six cars are not Ferrari, or powered by a Ferrari engine... my blood pressure just popped. If it happens once and happens twice, you wake up and maybe think there’s a better way to do this. Ferrari since 2008 has been plagued by a number of mishaps, has lost a couple of championships. We’ve had phenomenal drivers, [but] somehow, the chemistry has not worked. So [fixing the F1 team] continues to be my main objective in terms of Ferrari going forward. A non-winning Ferrari on the Formula 1 track is not Ferrari. I can live with periods of bad luck, but it cannot be a structural element of the brand.”

Hence, action: di Montezemolo, gone; Marco Mattiacci, gone; Pat Fry, gone; Nikolas Tomabazis, gone; Hirohide Hamashima, gone... and even before this raft of departures, former team boss Stefano Domenicali and engine chief Luca

Marmorini gone too. Fernando Alonso is also, of course, late of the Maranello parish, though his exit has to be categorised separately from what is otherwise a Marchionne-wielded management axe.

Across the board, then, as Ferrari’s F1 squad enters 2015, there has been change in every major performance-driving department – from aero to tyres, from engines to team management, the top table has been cleared to make way for a new-gen Vettel-focused scarlet army.

The man who will be in the hot seat, come bouquets or brickbats as the year progresses, is new team principal Maurizio Arrivabene, a past Phillip Morris marketing chief, who has grown close to Ferrari – and Bernie Ecclestone – through his former company’s continued, unbranded, backing of the team.

And where Marchionne carries an air more don-ish than that of motor-industry bruiser, Arrivabene looks outwardly more suited to the front-of-house duties inherent to his new position. His marketing nous has attuned him to media demands, as well as their needs, and he ▶

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FERRARI'S REVOLVING DOOR

During the past four years of underachievement, a raft of key management and technical figures have left the team.

ALDO COSTA

Axed as technical director after a disappointing start to 2011. Costa has since gone on to play a key role in the ascendancy of Mercedes.



CHRIS DYER

Senior engineer who carried the can for strategic planning at the Abu Dhabi Grand Prix in 2010 that led to Ferrari focusing only on Mark Webber rather than factoring in Sebastian Vettel as a title threat.



ROB SMEDLEY

Felipe Massa's long-time race engineer left Ferrari at the end of 2013, joining Williams as head of vehicle performance and playing a key role in the team's rise last year.



LUCA MARMORINI

Engine chief left last year after Ferrari's 1.6-litre turbocharged V6 package proved to be a disappointment. Mattia Binotto is now power-unit director.



PAT FRY

Joined from McLaren in July 2010 and picked up the technical reins when Costa was ousted the following year. Became engineering director when James Allison joined in 2013, but left before Christmas.



NIKOLAS TOMBAZIS

Greek chief designer who rejoined Ferrari in 2006. Was another of the key technical figures who departed in the major restructure before Christmas. Simone Resta has since taken up the role.



HIROHIDE HAMASHIMA

Tyre specialist who headed up Bridgestone's successful F1 programme was another to leave Ferrari before Christmas.



STEFANO DOMENICALI

Won the constructors' championship in his first year as team principal in 2008, but the amiable Italian's spell in charge came to an end when he resigned last April.



MARCO MATTIACCI

Spent six months as team principal last year before being replaced by Maurizio Arrivabene. The former CEO of Ferrari North America has now left the company.

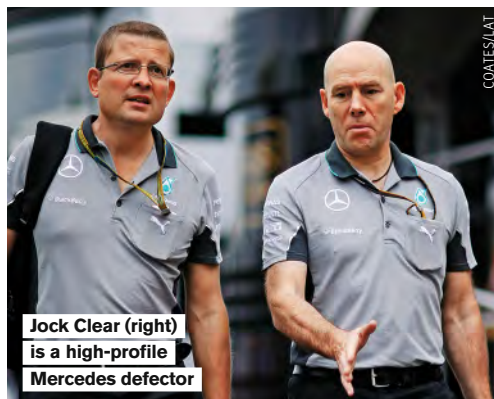


► made impassioned proclamations during Ferrari's end-of-season media briefing (his first as team principal) that F1 must embrace openness if it is to survive, let alone prosper.

"Formula 1 has drifted too far from the people," he said. "It must give people what they want in terms of the show. People are buying tickets – and expensive tickets – to watch F1. We have to listen to them and watch them and bring the sport closer to their needs. This is beneficial for everyone. We have to respond to the needs of fans or we will find empty tracks and just give awards to ourselves because no-one will be watching any more."

His words echoed themes often championed by another prominent F1 Italian: Flavio Briatore (also, coincidentally, a man able to rub along happily with Bernie Ecclestone, newly re-empowered as CEO of FOM). And if neither individual falls into the category of 'racer', as might a Christian Horner, or an Eric Boullier, that needn't be a weakness, so long as the technical and racing leaders around them are of sufficient stature.

Flav managed a winning structure at Benetton/Renault and at Ferrari there is promise: James Allison is now unequivocally in charge of matters technical, while new hire Jock Clear – a key poach from Mercedes – is as sharp a trackside operator as there is.



"We have to respond to the needs of fans or we will find empty tracks and just give awards to ourselves" SERGIO MARCHIONNE

It would be too much, however, to expect a 2015 miracle from Ferrari – perhaps even a grand prix win is too high a goal given Mercedes' 2014 dominance. The extent of recent change at Maranello has been so great that any notion of a title challenge seems an ask too far. The team lacked in every major performance parameter last season except one: driving – and that particular element, in the shape of Fernando Alonso, made its own decision as to the short- and medium-term prospects.

Before Ferrari's last dominant era, its architect Jean Todt built for three seasons to attain regular, repeatable, success; he then had to wait another four for a title, though they came thick and fast with Michael Schumacher from 2000 to '04.

Better, perhaps, to hope for respectability and sanity from the Scuderia this year and to counsel patience during a rebuilding phase, while Ferrari regroup around a new German world champion.

The requisite elements for success may already be in place and last week's revelation that engine upgrades will be permissible into the 2015 season could prove a vital break for Ferrari. But that alone will not make a championship-battling force, neither will Vettel's arrival, nor Allison's elevation. Together, they may well conjure greatness, given time to gel and grow. Until then, all Ferrari watchers would do well to remember Arrivabene's press-conference coda: "There is no magician." ❧

ALONSO AND FERRARI

WHAT WENT WRONG?

It seemed to be a marriage made in heaven between arguably F1's greatest active driver and historically its greatest team. But it ended with an acrimonious divorce. **EDD STRAW** explains why



The story of Fernando Alonso and Ferrari started and ended in the Middle East. But having marked his arrival with a bang with victory on his debut in Bahrain 2010, the Spaniard departed following a damp squib of a ninth place in last November's Abu Dhabi Grand Prix, following a final stint in which he barely seemed to be trying – a fact betrayed by very uncharacteristic steering traces. It was a sad way for Alonso to bid farewell to Maranello, ending a five-season innings of increasing frustration.

Alonso's time at Ferrari was neither a success nor a failure. The Spaniard generally delivered superb performances in his near-century of race starts for the Scuderia. He won his first race, was twice in the hunt for the world championship at the final race of the season and, in 2012, produced one of the most consistently remarkable seasons in the history of grand prix racing. But that win in Bahrain should have been the start of something big. Even without a world championship, Alonso could have walked away a folk hero – Jean Alesi proves that results aren't the only criterion for a place in the tifosi's hearts – but the relationship between team and driver had deteriorated over the years to the point where both were pleased to see the back of each other.



worried about outsider Sebastian Vettel. From there, it was all downhill.

Ferrari never mastered exhaust-blown-diffuser technology. In 2011, when huge levels of downforce were being produced before the rules pruned back the effect, Ferrari's sole win came at Silverstone, where the most advanced forms of the system were temporarily banned. It was no coincidence.

The 2012 car was a poor one, particularly early in the season, yet Alonso dragged it to wins in the Malaysian, European and German GPs, taking the title down to the wire. This campaign was the equal of anything Schumacher or Lauda produced in their

But while the primary reason for the relationship not working was technical, Alonso is not completely innocent. Always capable of being a fractious character inside a team, he almost immediately started throwing his weight around in 2010 when he spent much of the second race of the year in Australia stuck behind Felipe Massa, costing him a potential podium. Subsequent talks at Maranello laid down the number-one/number-two law, leading directly to the controversy at Hockenheim when Felipe Massa, a year to the day since his life-threatening Hungarian GP qualifying accident, was ordered to cede victory to Alonso.

'Alonso could easily have hung on for another year, and perhaps he considered doing so'

Alonso took only 11 grand prix victories for Ferrari. Granted, just three drivers in history have won more for the team, but when the names of the Ferrari greatest are listed he will never be held in the same regard as Alberto Ascari, Niki Lauda or Michael Schumacher – drivers who led Maranello to success untold.

A driver cannot make a decent car into a great one. There can be the odd exceptional performance, but Alonso was unfortunate in that he experienced probably his best Ferrari during his first season. In 2010, he won five races and came on strong in the closing stages of the season, only missing out on the title because of flawed strategic thinking. All the permutations Ferrari had in mind focused on obvious title rival Mark Webber, but nobody

pomp, reminiscent of the years when Schumacher came close to winning the title in the 1990s against superior machinery from Williams and McLaren.

Since that year, the slide has gathered momentum. There were two early wins in 2013, but since then nothing. Even when all the cards fell for him, Alonso could not win last year's Hungarian GP despite a superb drive. That's how far Ferrari had fallen. With a sub-par power unit arriving to join years of aerodynamic underachievement, the fact is that Maranello was no longer capable of producing the level of car that Red Bull could.

So it seems an open-and-shut case. Transfer Alonso's performances from a Ferrari into a superior car and there would certainly have been a couple of titles during his half-decade in Italy.

During his final two years at Maranello, there were many indications that Alonso overestimated the strength of his own position. When he publicly flirted with a move elsewhere in the middle of 2013, Luca di Montezemolo publicly admonished him. Serious consideration was given to dropping him at the end of that season once Kimi Raikkonen had been signed, with at least one very senior figure in favour of doing so. But he was just too good to axe.

From that moment on, separation seemed inevitable. Alonso could easily have hung on for another year, and perhaps he considered doing so once his attempt to engineer a move to Mercedes for 2015 – surely a transfer never seriously on the cards – was thwarted. But he knew that he had to get out – that too many bridges had been not necessarily burned, but certainly charred and weakened. For all his protests that he is in full control of his destiny, a move back to McLaren for the first year of Honda's comeback was far from his first choice. But it was a necessity.

It was a case of right place, wrong time for Alonso. During times of competitive plenty, the cracks would have been papered over. When team and driver are winning, it's very easy to maintain a healthy relationship. But the bottom line is that Ferrari could not produce a car that was anything more than second, third or fourth best during his tenure at Maranello.

A driver can only do so much. Alonso performed miracles more often than not during his time at Ferrari. But while he might occasionally think he is the second coming, even Alonso wasn't able to turn the water of disappointing cars into the intoxicating wine of title success. ❧

ALONSO AT FERRARI 2010-2014

- S Starts 96
- 🏆 Wins 11
- P1 Poles 4
- 🕒 Fastest laps 8
- PTS** Points 1190

Ferrari relationship started promisingly, with victory at the 2010 Bahrain GP

Jordan quits family team for MG deal

Former BTCC title winner Andrew Jordan will race a Triple 8 MG this year. He tells **MATT JAMES** why he quit the family-run Eurotech squad



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JAKOB EBREY

Former British Touring Car champion Andrew Jordan says leaving his family-run Eurotech team for the factory MG outfit will give him the best chance possible of winning another crown.

The 25-year-old confirmed this week that he has signed a one-year deal to replace Jason Plato in the Triple Eight Racing team and will handle a Pirtek-backed MG6 while Plato moves elsewhere in the BTCC.

Jordan said that he had a host of strong options for the 2015 campaign, but thought that switching from Eurotech Racing, which has been under the stewardship of father Mike for more than a quarter of a century, would help him focus on his fresh assault.

“Joining this team gives me the

best chance I will have of winning the championship again – it is as simple as that,” explained the 2013 title winner. “That is what my decision came down to.

“I had a number of options on the table and some very attractive ones, and I had to consider everything carefully. My father and I spoke at the end of the year and we thought we needed to do things differently because I wasn’t at the level that I needed to be in 2014. We looked at the option that worked best for us.”

Jordan, who last year drove a Honda Civic hatchback, says that without the pressure of operating the team alongside his father, he could instead concentrate on the driving side of his career.

He is scheduled to drive the car for the first time early next month,



JAKOB EBREY

Harrison (l) has no doubts about the 2013 champion's speed

ANDREW JORDAN CV

Born May 24, 1989
BTCC debut Brands Hatch, 2008
Titles 1 (2013)
Wins 14
Pole positions 6
Podiums 43
Fastest laps 15
Starts 208

JORDAN SR LETS GO OF ONE REIN AT EUROTECH TEAM

Andrew Jordan's move to MG has coincided with some fundamental changes at the family-run Eurotech Racing operation. The firm, which has been run for the past 26 years by Jordan's father Mike, will have a distinctly different look in 2015.

Jeff Smith, who raced with Eurotech between 2011 and 2013 has bought a shareholding in the team and will pilot one of the cars alongside a yet-to-be-revealed team-mate. This will allow Mike more time to concentrate on his son's career.

Mike says: "When we decided to take the Triple Eight option for Andrew, I knew that for me to carry on running two cars at Eurotech full time in the BTCC was not a good situation. I put 110 per cent effort into



my team and it would be impossible for me to do that if Andrew is in another pit garage, so this deal with Jeff was an easy decision."

Jordan said that he would still be involved with the operation of

Eurotech but more freedom would allow him to concentrate on other projects. "This will give me some time to develop my historic race-preparation side, which I have been doing over the past couple of years," he explains. "I have chances both in preparing cars and as a driver in that arena – I still really want to be driving.

"Sometimes, the timing is just right and for us, this is it," he says. "We will never again have that day at Brands Hatch at the end of 2013 when we won the title, standing on the podium as a family.

"Andrew was champion, my son-in-law Adam Hardy was his engineer and it was run by our own team. It was a special moment and probably one that can't be repeated."



Jordan has swapped family-run Honda for Triple 8 MG for 2015



Jordan Sr raced in 2014 Goodwood Revival and fancies more historics

and Jordan expects to be on the pace from the opening rounds of the season at Brands Hatch on April 4/5.

"The MG was a bloody quick car in 2014 – you can't get away from that," added Red Bull-backed Jordan. "It was, on a regular basis, the car that took it to the [title-winning] BMWs. We can try to take the areas where the Honda has been really strong – say at places like Thruxton, for example – and try to add that to where the MG has been strong. That will hopefully create a big menu of things that we can tweak to make the package stronger. I don't see why we can't be winning from the very first rounds of the season."

Jordan has already begun discussions with the technical staff at Triple Eight Racing and will bring

his engineer from Eurotech Racing – former Ganassi IndyCar man Andy Brown – with him to his new team.

Triple Eight Racing boss Ian Harrison said that Plato's decision to switch outfits had meant he was eager to sign another top-flight driver to spearhead MG's continued presence in the championship – which could extend beyond its current one-year commitment.

Jordan drove for Triple Eight back in 2009, his second year in the BTCC, when he handled a third Vauxhall Vectra alongside Italian Fabrizio Giovanardi and Matt Neal. He finished 10th in the points.

"We knew we were coming to a crossroads for 2015 so we had to go out and find a replacement for Plato, which is difficult," said Harrison.

"The MG was a bloody quick car in 2014. I don't see why we can't be winning from the very first rounds of the season"

ANDREW JORDAN

"There are not many people out there who can replace a driver like that. We looked around and Andrew was the obvious choice.

"His age, his profile and his speed – which goes without saying – made him a pretty straightforward option for us."

There will be a second Triple Eight-run factory MG6 on the grid in 2015, although Harrison said that a driver has yet to be signed.

MG Motor's sales centre and marketing manager Matthew Cheyne said that the firm could extend its commitment to the series if the new campaign was successful. MG won the Manufacturer-Constructors' points with seven race wins with Plato and Sam Tordoff during the 2014 season.

"Because we have done so well, it was logical for us to come back with Andrew," said Cheyne. "But that is not to say we wouldn't extend it further because touring cars is a great advert for us as a brand. Having won it, it means so much more to us now. It is a great way for us to engage with our customers." ❧

DAKAR RALLY BUENOS AIRES (RA), JANUARY 4-17

Orlando blooms with Al-Attiyah penalty

FRESH FROM WINNING BOTH THE 2014 FIA Middle East Rally Championship and the FIA WRC2 title, Qatar's Nasser Saleh Al-Attiyah signalled his intention to challenge for a second Dakar Rally victory by securing the first stage win between Buenos Aires and Villa Carlos Paz in Argentina – until a two-minute time penalty was imposed for speeding in a restricted zone.

The Qatari, driving a Red Bull-backed Mini All4 Racing, led from the start of the 105-mile special at Baredero to top a Mini one-two by 22 seconds, before his demotion to seventh position late on Sunday night moved local hero Orlando Terranova to the lead of the 136 cars that started the 5661-mile event as AUTOSPORT went to press.

"The stage was a bit too fast but we got off to a good start," said Al-Attiyah, winner of the Dakar in 2011. "We needed to know where everyone stands and will be more aggressive now. The penalty was unfortunate."

American Robby Gordon took advantage of the power of his Hummer on the fast, open stage to claim second position. 2009 winner Giniel de Villiers snatched the third fastest time in his South African-built Toyota Hilux and Pole Krzysztof Holowczyc rounded off the top four in a third Mini once Al-Attiyah's penalty had been imposed.

Peugeot made a modest return to the Dakar after a 25-year absence. Carlos Sainz pushed the new 2008 DXR into eighth position and Stephane Peterhansel was 10th, but fellow Frenchman Cyril Despres's switch from a motorcycle to driving the third car got off to a mediocre start; Despres finished 33rd.

Peterhansel is nonetheless upbeat about his chances of winning the event for a sixth time in a car: "Our drivers at Peugeot have experience of



Terranova led, but there's a long way to go

the race and everything around it so we don't feel any pressure. But the team is young and the personnel are discovering the Dakar eyes wide open. That is a challenge, but it also makes it motivating and enjoyable."

Joan Roma won last year's Dakar under X-raid team orders and was the first driver into the opening stage this year, but the Spaniard stopped with reported electrical problems after a few miles and his Mini plummeted out of contention. He eventually lost over six hours on the stage and any chance of repeating his 2014 success.

Federico Villagra also suffered substantial delays in his YPF Ford Ranger. He broke a rear propshaft, dropped 83 minutes to Al-Attiyah,

finished the stage in two-wheel drive and fell to the foot of the leaderboard.

Jacek Czachor's Dakar ended in tragedy even before the start. The Pole had intended to navigate Marek Dabrowski in an Overdrive Toyota Hilux, but was forced to return to Europe after hearing that his son had passed away. Dubai-based Briton Mark Powell was in Argentina to drive an Orlen Team press car and was duly promoted to co-driving responsibilities alongside Dabrowski. They were 15th after day one.

After passing through north-west Argentina and across the Andes into Chile this week, today (Thursday) crews climb through the high Atacama desert and the towering

sand dunes between the copper-mining towns of Copiapo and Antofagasta. The event finishes in Buenos Aires on January 17.

● Neil Perkins

RESULTS

1 Orlando Terranova/Ronnie Graue (Mini All4 Racing), 1h13m12s; 2 Robby Gordon/Johnny Campbell (Hummer), +42s; 3 Giniel de Villiers/Dirk von Zitzewitz (Toyota Imperial Hilux); 4 Krzysztof Holowczyc/Xavier Panseri (Mini); 5 Emiliano Spataro/Benjamin Lozada (Renault); 6 Bernhard ten Brinke/Tom Colsoul (Overdrive Toyota Hilux); 7 Nasser Al-Attiyah/Matthieu Baumel (Mini); 8 Carlos Sainz/Lucas Cruz (Peugeot 2008 DXR); 9 Erik van Loon/Wouter Roesegar (Mini); 10 Stephane Peterhansel/Jean-Paul Cottret (Peugeot).

ANDROS TROPHY ALPE D'HUEZ (F), DECEMBER 19-20 RD 3/6

Dayraut stretches lead as Grosjean stars in Renault

JEAN-PHILIPPE DAYRAUT LEFT ALPE d'Huez with his Andros Trophy points lead extended, although Jean-Baptiste Dubourg stopped him from taking a double victory.

But it was Formula 1 star Romain Grosjean who captured the headlines, finishing third on his first outing in four years and only being denied a repeat by a suspension problem in race two.

Dayraut, whose Mazda was fastest in practice for both parts of

the double-header, won the second final from Benjamin Riviere and Olivier Panis, but didn't find it so easy in the first.

After holding the lead at the start, Dayraut left the door open into a left-hander and Dubourg scythed up the inside. His Renault Clio found enough grip to make the move stick, holding the lead to the end, although Dubourg was unable to overhaul the heat points scored by Dayraut.

Behind them, Grosjean wasn't



Grosjean leads Panis

able to get involved in the fight, but did hold third throughout.

● Edouard Paille

RESULTS

Final 1 1 Jean-Baptiste Dubourg (Renault Clio 3), 6 laps in 4m34.138s; 2 Jean-Philippe Dayraut (Mazda 3), +0.839s; 3 Romain Grosjean

(Renault); 4 Benjamin Riviere (Citroen DS3); 5 Olivier Panis (Toyota Auris); 6 Bertrand Balas (Mini). **Final 2 1 Dayraut**, 5 laps in 3m41.059s; 2 Riviere, +4.078s; 3 Panis; 4 J-B Dubourg; 5 Toomas Heikkinen (Mazda); 6 Franck Lagorce (Dacia Lodgy). **Points 1 Dayraut, 347**; 2 Panis, 316; 3 J-B Dubourg, 303; 4 Lagorce, 302; 5 Riviere, 302; 6 Heikkinen, 271.

CONFERENCE CENTRE
INFORMATION

WILLIAMS



CONFERENCE CENTRE

INFORMATION

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CONFERENCE CENTRE

INFORMATION



| | DISTANCE FROM GROVE (MILES) | APPROXIMATE TRAVEL TIME (MINS) |
|---|-----------------------------|--------------------------------|
| ROAD | | |
| M4 | 17 | 25 |
| M40 | 21 | 25 |
| RAIL | | |
| Oxford Railway Station | 20 | 20 |
| Didcot Parkway Station | 17 | 15 |
| London Paddington Station | 67 | 60 |
| AIR | | |
| London Heathrow (LHR) | 61 | 60 |
| London Gatwick (LGW) | 96 | 90 |
| London Oxford (LOX) | 18 | 30 |
| Bristol (BRS) | 75 | 80 |
| Birmingham (BHX) | 76 | 80 |
| Heli Pad (Prior landing permissions required) | - | - |

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| ROOM | THEATRE | CLASSROOM | BOARDROOM | CABARET | U-SHAPE | DINING | RECEPTION |
|---------------|---------|-----------|-----------|---------|---------|--------|-----------|
| Drivers Suite | n/a | n/a | n/a | n/a | n/a | 200 | 350 |
| Ayrton Senna | 200 | 80 | 40 | 120 | 30 | 130 | 200 |
| Piers Courage | 100 | 60 | 40 | 80 | 30 | 120 | 140 |
| Alan Jones | 50 | 15 | 12 | 24 | 12 | 40 | 60 |

CIRCUIT GALLERIES

Circuit Gallery A

| | | | | | | | |
|-------------|----|-----|----|-----|-----|----|----|
| Silverstone | 30 | n/a | 22 | n/a | n/a | 20 | 30 |
| Monaco | 50 | 28 | 26 | 32 | 28 | 40 | 50 |
| Hockenheim | 12 | 10 | 10 | n/a | 12 | 10 | 14 |
| Monza | 28 | 14 | 14 | 14 | 12 | 20 | 28 |

Circuit Gallery B

| | | | | | | | |
|---|-----|-----|-----|-----|-----|----|-----|
| Estoril | 50 | 32 | 26 | 32 | 24 | 50 | 50 |
| Jerez | 40 | 24 | 26 | 32 | 24 | 40 | 50 |
| Barcelona | 50 | 32 | 26 | 32 | 26 | 40 | 50 |
| Trophy Room <small>(hospitality room only)</small> | n/a | n/a | n/a | n/a | n/a | 70 | 100 |



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A full-page photograph of Sebastien Ogier sitting on a wooden ledge. He is wearing a light blue denim shirt, dark trousers, and black sneakers. He is looking towards the camera with a slight smile. The background shows a window with blinds and a wooden door frame.

**SEBASTIEN
OGIER**

**OUT
OF
LOEB'S**

SHADOW

Last year, Sebastien Ogier won his second World Rally title. As DAVID EVANS explains, 2014 might well have been the year in which the Frenchman truly came of age as Sebastien Loeb's successor as a legend

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A

Friday morning last May. Sebastien Ogier's Volkswagen Polo R WRC slows to a halt following 17 miles of the Santa Catalina stage. First on the road, he has no complete comparison with which to gauge his performance over the first Rally Argentina test of significance. Unbeknown to him, two key rivals have hit trouble. Informed of their fate,

his reply is fascinating. Not to mention staccato. "Oh..."

There followed a brief description of his own run through the Rally Argentina stage. But, as he headed out to the next stage, he remained in the dark regarding the plights of Mikko Hirvonen and Mads Ostberg.

Face value might show that to be arrogance. It's not. It's the kind of deep-rooted self-belief found in any champion. Of course, he was interested in what had happened to his rivals, but at that time he was centred on himself, his performance and crafting another step towards another title.

Ironically, Ogier lost Argentina last year. And



Ogier smiled again after a mid-season wobble

"I've always been confident. It's my character and my philosophy. You have to trust yourself and trust your chance"

victory in the South American event remains obstinately absent from his CV – the only current World Rally Championship qualifier still unconquered by the Frenchman.

It's unlikely to stay that way for long.

Confidence has never been a problem for Ogier. Not when he started his sporting life on the football pitch or when he moved to the piste as an accomplished skier. And certainly not when he rocked up in Sebastien Loeb's Citroen team and immediately got up in the face of the French car maker's darling.

"I've always been confident," Ogier says. "It's one of my ways of working. It's my character and my philosophy, you have to trust yourself and trust your chance. It's the only way for me to make it."

And Ogier knows the importance of making the most of chances. Without a second chance early in his career, he wouldn't be where he is today.

Contesting the Rallye Jeunes (the French Federation's annual find-a-driver scheme) in 2004, he fell foul of the rules.

He explains: "The first part of the competition was like a gymkhana in the parking [area] and you had to be fast, but if you touched the cones you were disqualified. In the first year I was pretty fast and the fastest by far on the day of my selection, but I touched the cones, so I had to wait for one more year. I failed."



Evans hears how Ogier rose to the top in WRC



Argentina victory has eluded the champion

Then he came back and won.

After a couple of seasons on the French domestic scene, funding from Citroen and the FFSA helped him into the 2008 Junior World Rally Championship. He dominated it in a fashion that hadn't been seen since another French Seb had won the equivalent title (then called the FIA Cup for Super 1600 drivers) seven years earlier.

The Citroen factory team was calling. First he was on the fringes, but once Ogier had taken his first WRC win in Portugal, 2010 – only his 26th start at the highest level – Dani Sordo was moved aside to make way for what was expected to be the next generation of Citroen's global domination.

Except that bit didn't quite go to plan.

Ogier simply wasn't willing to accept Loeb's seniority in the team. If he was quicker, why couldn't he win?

The predictably combustible situation did just that in Germany, when Ogier sent some choice comments in his team-mate's direction after internal squabbling spilled out into the public domain. There was fault on both sides. Loeb and Guy Frequelin simultaneously rallied support within Citroen while railing against Ogier and then team principal Olivier Quesnel, both of whom left the company at the end of 2011.

Three years on, Ogier's older and wiser. Would he do things differently? Patently, the easy answer to that one is yes. Had he swallowed his pride and bitten his tongue, he wouldn't have spent the following season at the wheel of a Super 2000 ▶



Stellar 2014 season was capped with win in Rally GB finale





It'll be Loeb v Ogier again in Monte Carlo

MCKLEIN/DE

► Skoda (as part of Volkswagen's team development process), but that's not the Ogier way.

"For sure," he says, "I was young and I know that, at this time, I have not always reacted the best way, but that's just part of life and experience – you have to learn from your mistakes and you have to make the mistakes to progress. I was definitely not in an easy situation and with the small experience I had, I didn't do it perfectly, but I still have no regrets. I did it my way."

There's no doubt, Ogier's a tough character to work with. He demands absolutely everything the team has got. And he gives everything of himself in return. There have been, and there will be, flash points. And he'll deal with them in precisely the same fashion.

"I always am 100 per cent myself," he says, "and that's the way I am working. When I think something, I have to say it. I am straight and honest and I hate it when people are not like that with me."

But, let's be honest, it hasn't worked out badly... And any fears that Loeb's shadow might linger long after the nine-time champion left the building



Ogier would relish more competition in the WRC

have passed. Admittedly, his return to the Monte Carlo Rally later this month will relight that particular fire.

Much as Ogier will this month tire of analogies with the one he once cited as a role model, he relishes the competition Loeb will bring.

"Loeb stays Loeb, he is definitely someone we have to take seriously," says Ogier. But can he win? "I don't hope so! I will do my best that nobody other than me can win this rally."

Undoubtedly, a Loeb return will add an extra

edge to this season's opener, but Ogier's over the whole tutor-pupil thing now. Loeb's just another name; another driver to beat.

And Ogier relishes more competition. In the same way that Loeb's brilliance was hard to quantify given the dearth of potential rally winners, the same could be said for Ogier. In reality, two drivers – Ogier and Jari-Matti Latvala – dominated last year's championship. Without wishing to bang on about the 1990s, it's hardly the Burns, McRae, Auriol, Mäkinen, Sainz, Kankkunen competitive hotbed.

"Maybe it's only two [drivers]," says Ogier. "It's true, we are both a little bit above the others, but it's often been like that in rallying. For sure there was a great time in the 1990s when we had all these drivers. But then there were many years when it was a duel between Loeb and one other. And I believe he had even more margin over Mikko [Hirvonen] than I have with Jari-Matti. In those years Mikko was consistent and really strong, but we have to say, most of the time Seb had a good margin on him and, for me, he [Loeb] was in danger in three rallies each season: Finland, GB and

SEBASTIEN OGIER

CAREER PROGRESSION



2008

Explodes onto the WRC scene with a debut JWRC win. Three victories aboard a Citroën C2 S1600 are enough to seal the title in his rookie year. Steps up to a C4 WRC for GB, where he leads then crashes.



2009

Drives semi-works C4 WRC, but comes close to losing his seat after a troubled first half of the year. Second on the Acropolis stops the rot and allows the Frenchman breathing space to find some consistency.



2010

Takes his first win in Portugal and replaces Dani Sordo in the factory Citroën team for the gravel rallies in the second half of the year, where he adds a second win in the Japanese round.

ALL PICS: MCKLEIN/DE

Citroen departure led
Ogier to VW – and
two world titles



“I have seen some other drivers speaking too much compared to what they do on the track and that makes me smile”

Sweden, the rest he had quite a good margin. For me it's a different story: Jari-Matti is able to fight. He is competitive almost all the time. Because it is still *almost*, that made my small gap; it was only Poland and Monte Carlo where he was not really competitive. The rest he was there.

“It's a little bit frustrating, because I think people think it's easy to win. I would love more drivers and more competition and that can still happen – we have some good times coming.”

It's important to stress here that Ogier is talking about the onset of more manufacturers enhancing the potential for more seats, which will inevitably drive up competition. He's talking about improving the sport and the spectacle in pure terms.

He's not talking about the FIA's attempts to tie one arm behind his back to let the others catch up. This year, the championship leader will be forced to start the first two days of every rally at the front of the field. Sweeping the loose gravel off the surface on Friday and Saturday in places such as Mexico and Sardinia will all but wipe out the championship leader's chances of winning those events.

This decision was at the heart of Ogier's meltdown in the middle of last season. It was also the reason he and his VW team-mate wrote to FIA president Jean Todt to ask him to reconsider the rule change. All he wants is a level playing field. His consideration is slightly easier coming from inside what is arguably the strongest team in the history of the WRC, but you can see where he's going.

“I felt it was completely unfair,” says Ogier. “I was fighting for fair rules and competition. Next year we are definitely going to have some not-deserved victories. I would never be the one who would want to win thanks to advantage and yeah, I was hoping most of my rivals would be like that and have a lot of ambition to become the best by the hard way and not by the easy way.”

Such was his anger towards a sport he loved, Ogier admits he considered stopping.

“It was more frustration than pleasure for me to go to the rallies in the summer,” he says. “And when you start to be in this position you don't enjoy so much what you do. I really tried to analyse the situation and say, ‘OK, something has to change...’

back stronger from that summer of discontent.

It's fair to say that he hasn't emerged from the whole episode as the most popular fella in the service park, but he cares little for such sentiment. He's there to do a job. And he's learned to answer his critics in the best way possible.

“When I hear comments from other drivers I am thinking more now,” he says. “And I realise, the best way to answer anything or any critic or stupid sentence that someone else says is to answer on the track. It's funny now, I have seen some other drivers speaking too much compared to what they do on the track and that makes me smile now more than anything else. The best way to prove is on the track, then you don't need to fight with talk.”

On the stages, Ogier will face the fight of his life this season. Undoubtedly, the rule change will cost him points this year and it's how he reacts to it that will define 2015 and quite likely the rest of his career in the WRC.

If the end of 2014's anything to go by, expect normal service to be resumed aboard Polo number 1 later this month. ▶



2011

Full factory driver. Wins Portugal again and then takes the closest win ever (0.2s over Latvala) in Jordan. But Citroen's stars collide and Ogier is out and VW-bound by the end of the season.



2012

Drives a Skoda Fabia S2000 on every event bar Rally New Zealand as Volkswagen learns the WRC ropes. Running fourth in Monte was a highlight, the monumental shunt that follows a low point...



2013

Finally back in a World Rally Car after a year without a turbo, Ogier wheels Volkswagen's Polo R WRC out of the box to dominate the WRC, taking nine wins and the title on his home round in France.

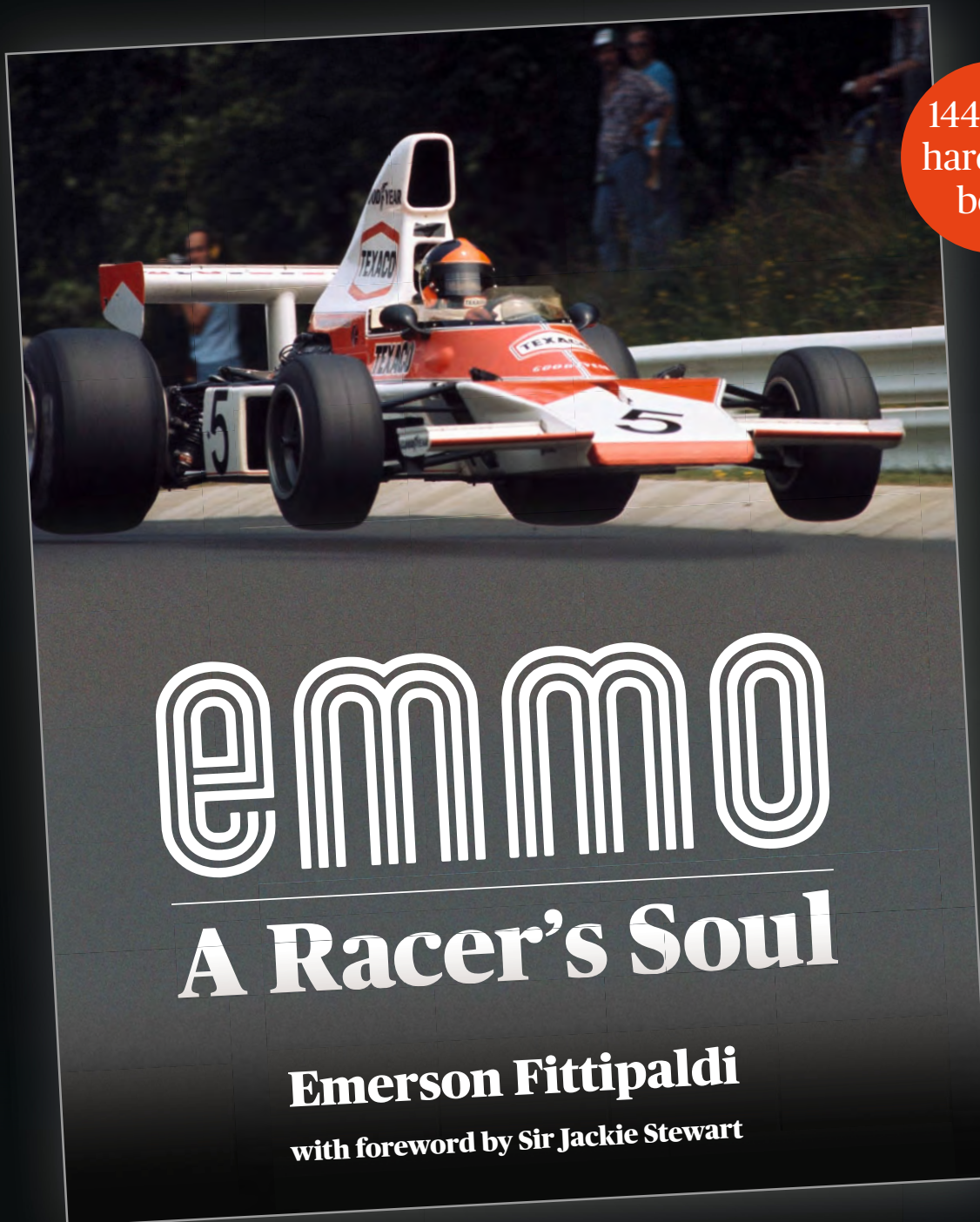


2014

Eight more WRC wins and another title, but the bid to add to his 2013 win is considerably harder as he battles to accept rule changes and a team-mate who gets quicker as the year progresses.

OUT NOW!

The story of F1 legend Emerson Fittipaldi - in his own words



Available from [amazon.co.uk](https://www.amazon.co.uk)

From the publishers of  and 



Senna leads the field at Estoril for Lotus in '85

Why Senna's heroics made Ogier want to be a racing driver

Drivers never forget their first world championship event win. They just don't. It's what they've worked the early part of their career for; a foot on the big stage.

Sebastien Ogier's no different. He'll never forget the Rally of Portugal, 2010. WRC victory number one.

The time, date and place were even more special for the Frenchman after his hero managed the equivalent feat in his own field 25 years earlier.

But who is that hero? Winding back 25 years places you firmly in the middle of rallying's iconic Group B era. If ever there was a production line for rally heroes, that was it.

Who was it that the toddling Ogier remembers so well? Juha Kankkunen took his first World Rally win in 1985. So, the flying Finn?

Not quite. Ogier's idol wrestled a 1000bhp Lotus 97T to victory at the Portuguese Grand Prix victory, 25 years, one month and nine days before Seb sprayed the champagne on the

Algarve in 2010. But Ogier's celebrations were someway south of Estoril, where Ayrton Senna broke his duck at motorsport's highest level.

Anybody with more than a passing interest in motorsport is only too well aware of the Brazilian's status as a household hero, but it's surprising that somebody born on the Monte Carlo Rally route – with rally heroes paraded before his very eyes on an annual basis – should take so readily to the triple Formula 1 champion.

But Ogier has. His crash helmet carries the double S and his present from a grateful employer this year was a Ducati Panigale 1199S... the Senna edition only available in Brazil.

"Earlier in my life I followed F1 on TV," says Ogier. "And then I would watch the Monte Carlo Rally when it came past my house. When I started rallying, Loeb was there. But he was not my hero, I would say he was my model and example – the one to follow. The only one I can call hero is Senna. For me, he is the biggest hero of motorsport. I am still able to watch the movie about him that I have



Ogier carries the Senna 'Double S'

seen many times. It's really nice as well that Senna made his first win in Portugal and I got my first win in Portugal at the same time of the year and 25 years on."

The Senna legend grew and grew for Ogier when he made an annual pilgrimage to the Monaco Grand Prix with his father, where they worked as marshals in an effort to make the trip more affordable. While they were too late to witness any of Senna's six wins around the world's most famous street circuit, they still lived the laps through those famous corners.

And it was with some pride that Ogier took to the track at the Porsche Supercup race in 2013.

It's not hard to imagine that Ogier would have spent more time on track had his boyhood dream come true. "I never got the chance to go racing," he says. "I was dreaming of karting as a child, but it was so expensive. Today I have no regrets, first because I could not have done it differently and I am proud that I have done it myself. And, if I had the chance to change, I'm not sure I would want it. I love the diversity of rallying; we drive through some amazing places in the world. I think I could also love racing, but the talent you need in rallying is something I really like. I like sliding the car, which is why I normally like driving the car more on gravel and snow than on asphalt." ❧



Race chance came on the streets of Monaco in the Porsche Supercup



110,000 miles to a Porsche contract

Earl Bamber was possibly the world's furthest-travelled driver in 2014 on his way to winning two Porsche crowns. At one point the Kiwi's path crossed with that of **MARCUS SIMMONS**

Back in 2006, a 17-year-old Australian named Daniel Ricciardo was comfortably beaten to the Formula BMW Pacific title by a 16-year-old New Zealander called Earl Bamber. Eight years later, the defeated Ricciardo (he wasn't even second in the points – he was beaten into third by future British Formula 3 racer Sam Abay) is the smiling superstar of the Red Bull Formula 1 team, while Bamber has finally joined the professional ranks as a Porsche works driver after years of slog.

He's got there after a remarkable 2014 season, in which he won the F1-supporting Porsche Supercup at the first attempt, doubled up with a second Asian Carrera Cup crown, and was leading the German Carrera Cup at the point when he called a halt to that campaign due to a slew of date clashes. As well as that, he drove Porsches in GT3 form (a class win in the Bathurst 12 Hours), GT Daytona (outings in the Daytona and Sebring enduros), and finally – the clincher in terms of his Porsche contract – a starring role and class podium in the CORE Autosport-run

factory GTE-spec 911 RSR at Petit Le Mans.

If you think that's a busy season, then you're right. He did 27 race weekends, and if you plot a course from race to race as the crow flies, then it comes to a cumulative distance of almost 110,000 miles. It's doubtful that anyone else with a competition licence can match that.

The 2014 campaign was only Bamber's second with a roof over his head. After that BMW Pacific success with Meritus, he was quick in a cameo with the same team's GP2 Asia branch, but became best known for being a dab hand in A1GP and Superleague Formula.

As those quirky series died out, so did the opportunities, and by 2012 the Kuala Lumpur-based former farm boy was reduced to a couple of FBMW outings as a grid filler-cum-driver coach with Meritus. At the same time, he was working on a new path into Porsche racing. It would bear fruit, with Bamber taking six race wins on his way to the 2013 Asian Carrera Cup title.

"It's almost been like two careers," he admits, "one that was single-seaters and one that's GTs. I started with GTs in Carrera Cup Asia and it started off slowly, working up to the podium,

then winning some races and eventually winning the championship. Then in the middle of the season I started getting some more offers to drive other GT cars in the GT Asia series."

Off the back of his success, Bamber was selected for Porsche's international scholarship. He won it, earning €200,000 towards a season in the Supercup. At the same time, he joined the small Swiss Fach Auto Tech team for a couple of 2013 Supercup outings, and shocked the series' elite by taking pole for the Abu Dhabi finale.

"Everyone was a bit surprised," he recalls. "I was a guy coming from Asia to qualify on pole. That was the foundation for the GT drives I got this year, and being able to move into the Supercup was fantastic."

Bamber's Asian success with Nexus Racing attracted fellow Malaysian team LKM Racing for 2014, and LKM would also top up Bamber's budget for his Supercup campaign with Fach. The relationship with LKM would start early, in November 2013 in Macau, where he won the Asian Carrera Cup race from Sebastian Loeb in the wet.

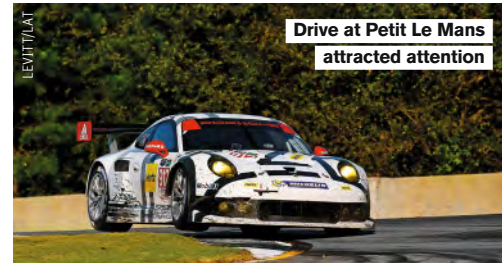
"That was fantastic and we've just sort of built on that," he says, acknowledging that what has



Bamber took Supercup title in his debut year with the Fach team



Single-seaters – this is A1GP in '08 – gave way to future in GT racing



Drive at Petit Le Mans attracted attention

“It’s probably one of the most prestigious things to achieve, to be a Porsche factory driver. It’s living the dream!”



BAMBER'S 2014 ITINERARY

| DATE | EVENT |
|-----------------|-------------------------------------|
| January 25-26 | Daytona 24 Hours |
| February 9 | Bathurst 12 Hours |
| March 15 | Sebring 12 Hours |
| March 30 | Sepang, Asian Carrera Cup |
| April 19-20 | Shanghai, Asian Carrera Cup |
| May 3-4 | Hockenheim, German Carrera Cup |
| May 11 | Barcelona, Porsche Supercup |
| May 17-18 | Oschersleben, German Carrera Cup |
| May 25 | Monte Carlo, Porsche Supercup |
| May 31-June 1 | Hungaroring, German Carrera Cup |
| June 8 | Fuji, Asian Carrera Cup |
| June 14 | Le Mans, 24 Hours support |
| June 22 | Red Bull Ring, Porsche Supercup |
| June 28-29 | Norising, German Carrera Cup |
| July 6 | Silverstone, Porsche Supercup |
| July 20 | Hockenheim, Porsche Supercup |
| July 27 | Hungaroring, Porsche Supercup |
| August 2-3 | Red Bull Ring, German Carrera Cup |
| August 16-17 | Sepang, Asian Carrera Cup |
| August 24 | Spa-Francorchamps, Porsche Supercup |
| September 7 | Monza, Porsche Supercup |
| September 13-14 | Sepang, Asian GT |
| September 21 | Marina Bay, Asian Carrera Cup |
| October 4 | Road Atlanta, Petit Le Mans |
| October 18-19 | Shanghai, Asian Carrera Cup |
| November 1-2 | Austin, Porsche Supercup |
| November 16 | Macau, Asian GT |

helped is that the 991 model is now ubiquitous across Porsche championships, while all Bamber's Carrera Cup racing in 2014 was on Michelin tyres.

“Everything is the same, which is brilliant,” he says. “What is great is that everyone has the same car and it's a matter of getting the most from yourself and the team to be at the front. I was just living inside the car in 2014, and that helped make the season very successful.”

The Fach team had never previously been recognised as a serious rival to traditional Supercup powerhouses such as Lechner and Konrad, but in its corner was not only Bamber but its engineer, ex-Formula Super Vee/Group C racer Axel Plankenhorn. In this sense, anyone thinking that Bamber's wilderness-to-Porsche-GT career echoes that of Brit Richard Westbrook will be vindicated, as Westbrook raced for Plankenhorn's Araxa Racing team some years ago.

“Axel did a fantastic job all season,” says Bamber. “The dynamics worked well and it was a small team doing all the basics really well, and that's what you need in Supercup.”

Another small squad with which Bamber shone was Team 75, the German Carrera Cup team of his new Porsche colleague and LMP1 ace Timo Bernhard. When he left the Red Bull Ring round in early August he was leading that championship too, but knew that he would not be contesting any more events. Instead, Porsche Junior Klaus

Bachler took over the seat.

This also left an impression, as in Germany the domestic series is regarded as at least on a par with Supercup. “Our results there were pretty good to be leading and it was great for Timo's team,” says Bamber. “They're a very, very small team, but we were getting the most out of what we had and pulling out some big results against some big teams.

“Supercup is more difficult,” he argues. “You get such limited running, with one practice, one qualifying and one race. In Germany you get free practice, two quallies and two races so there's more opportunity to make a difference.”

His performances across both series had set the ball rolling on talks to become a Porsche factory driver in endurance racing, and his Petit Le Mans starring role sped things up. New Porsche GT boss Frank-Steffen Walliser felt that, if a contract wasn't offered soon, someone else would get in there first.

As a result, Bamber begins logging up the air miles again this month as he begins his first full season in the United SportsCar Championship with the Daytona 24 Hours.

“It's probably one of the most prestigious things to achieve, to be a Porsche factory driver,” he smiles. “It's living the dream – I can't think of many things to do outside Formula 1 that are better than driving GT cars.”

HOW TOYOTA BECAME WORLD CHAMPIONS

A LONG-TERM COMMITMENT TO CUTTING-EDGE TECHNOLOGY – ON ROAD AND TRACK ALIKE – PAID OFF WITH A DOMINANT YEAR IN THE WORLD ENDURANCE CHAMPIONSHIP



TOYOTA HYBRID FOR THE ROAD



Yaris Hybrid

The intelligently packaged Yaris sets the standard for the next generation of small cars. Serene and quiet, it's so economical that you can get more than 80mpg.

CO2: 75g/km Top speed: 104mph
Power: 98bhp Mpg: 85.6



Auris Hybrid

The Auris is the first car in its class to offer a choice of three engines: petrol, diesel and hybrid. The versatile hatchback just got even more flexible.

CO2: 92g/km Top speed: 112mph
Power: 136bhp Mpg: 78.5



TOYOTA

ALWAYS A BETTER WAY



1985
1986

THE DREAM BEGINS

Having gained experience in the All-Japan Endurance Championship over the previous two years, Toyota entered the 1985 Le Mans 24 Hours race. The company had made an appearance at the famous event during the 1970s as an engine supplier, providing a 2.3-litre turbocharged unit for the Sigma team, and returned with a two-car attack. One 85C was entered by TOM's, which had built the racers, and one by Dome, which had designed them. Satoru Nakajima, Masanori Sekiya and Kaiaru Hoshino came 12th overall – the first Japanese car to finish the endurance classic.

The following year, Dome and TOM's returned with an updated car that boasted a stronger chassis and improved aerodynamics. The seed had been sown for Toyota's long-term commitment to sportscar racing.



1990
1994

BLOOD, SWEAT AND TEARS

The first Toyota-badged cars had appeared at Le Mans in 1987, and in '89 the company carried out its first full programme in the World Sports-Prototype Championship. The 89C was Toyota's debut ground-up Group C design, and certainly had plenty of speed, claiming pole position on home turf at Suzuka. In 1990, the latest 3.2-litre twin-turbo V8 finished sixth at Le Mans, and more was to follow.

In '92, Masanori Sekiya, Pierre Henri Raphanel and Kenny Acheson were second at La Sarthe, and a year later Eddie Irvine's Toyota led the early stages. In '94, Mauro Martini, Jeff Krosnoff and Irvine entered the final 90 minutes of the 24-hour enduro with a lead of almost an entire lap, only for transmission problems to drop them to second place by the time it reached the chequered flag.

“Why do we do it? To push technology, to make even better cars, and foster more car fans” **Kiichiro Toyoda**

TOYOTA HYBRID TECHNOLOGY

The race-proven system for everyday driving

Competing in the World Endurance Championship has been the ultimate proving ground for the technology that can be found in Toyota's road cars. Its Hybrid Synergy Drive system gives the flexibility to switch between petrol and electric power, always offering the best solution for whatever driving conditions you come across. Not only does the petrol engine charge the battery, the

braking system does too, ensuring that the electric motor is always ready to go. Each battery is engineered to last the life of the car – there are no cables, no sockets, no waiting around while the power is topped up. You'll use less fuel and the latest technology outperformed the European Union's 2014 emissions criteria before they were even announced. Road tax is free as well.



Auris Hybrid Touring Sports

Efficient and beautifully packaged, the Touring Sports combines practicality with the rewarding driving experience of the standard Auris.

CO2: 85g/km Top speed: 118mph
Power: 134bhp Mpg: 76.3



Prius

The world's favourite hybrid was a ground-breaking model when it first appeared in 1997, and it continues to set the standard almost 20 years later.

CO2: 89g/km Top speed: 106mph
Power: 99bhp Mpg: 72.4





1999 THE FIGHTING SPIRIT

Having come so close at Le Mans earlier in the decade, Toyota returned in 1998 with the fabulous GT-One. The 600bhp, twin-turbo V8 was the benchmark in terms of outright speed, but the Thierry Boutsen, Ralf Kelleners and Geoff Lees car retired from the lead with only 80 minutes remaining. In '99, the GT-One was even further ahead of the opposition – in fact, it was faster in race trim than most rivals could manage during qualifying. Martin Brundle put his car on pole position, but a series of mishaps and a dose of poor luck cost the team again, with the Brundle/Collard/Sospiri GT-One suffering a puncture. Ukyo Katayama, Keiichi Tsuchiya and Toshio Suzuki came through to chalk up another second place at Le Mans.



**2012
2013 A NEW DAWN**

More than 10 years after coming so close with the GT-One, Toyota came up with a revolutionary design for a new era of sportscar racing. The TS030 was the first petrol-engined hybrid to compete in the World Endurance Championship, and, alongside the 3.4-litre V8 powerplant, used advanced KERS technology to charge its supercapacitor. There would be three victories in 2012 – at Interlagos, Fuji and Shanghai – followed by another two in 2013 using an updated version of the TS030. The car also took six pole positions. In both years, the team finished the season in second place in the championship, using the experience as a springboard for the success that was just around the corner.

“I would like to say congratulations and thank you to all drivers in the FIA Championship for helping to revolutionise hybrid technology and make ever-better cars that delight people around the world”

Akio Toyoda President Toyota Motor Corporation

2014 WORLD CHAMPIONS

This was the year that it all came together, when Toyota's decades of motor racing experience and expertise paid off. The all-new TS040 combined its 3.7-litre V8 engine with hybrid technology that could operate on both axles to give temporary four-wheel drive. Despite 2014 being one of the most hotly contested seasons in recent memory – with both Audi and Porsche entering factory teams for the new LMP1-H category – the Toyota proved to be the dominant car. The year started with victory in the Silverstone Six

Hours, and the TS040 went on to take five wins in all. Former Grand Prix driver Kazuki Nakajima put his crew's car on pole position for the Le Mans 24 Hours, too – almost 30 years after his father Satoru came 12th to record Toyota's first finish at La Sarthe. Team stalwarts Anthony Davidson and Sebastien Buemi were crowned drivers' champions, and Toyota took the manufacturers' title. It was proof that the company's commitment to cutting-edge hybrid technology had paid dividends.



Prius Plug-in

This electric-hybrid Prius gives you the best of both worlds, with the ability to travel up to 15 miles on electric power only following a 90-minute charge.

CO2: 49g/km Top speed: 112mph Power: 132bhp Mpg: 135



Prius+

The same hybrid technology as the standard Prius but with a seven-seater body for added practicality. It's another ground-breaking model for Toyota.

CO2: 96g/km Top speed: 105mph Power: 98bhp Mpg: 68.9



TOYOTA

ALWAYS A BETTER WAY



2014 VICTORIES

- | | |
|----------|------------------------|
| April 20 | Rd 1: Silverstone, ENG |
| May 3 | Rd 2: Spa, BEL |
| Oct 12 | Rd 5: Fuji, JAP |
| Nov 2 | Rd 6: Shanghai, CHI |
| Nov 15 | Rd 7: Bahrain |



TOYOTA
HYBRID



LMP1 CHAMPIONSHIP POSITIONS

| | | |
|----|---|------|
| 1 | ANTHONY DAVIDSON/SEBASTIEN BUEMI Toyota Racing Toyota TS040 HYBRID | 166 |
| 2 | ANDRE LOTTERER/BENOIT TRELUYER/MARCEL FASSLER Audi Sport Team Joest Audi R18 e-tron quattro | 127 |
| 3 | MARC LIEB/ROMAIN DUMAS/NEEL JANI Porsche Team Porsche 919 Hybrid | 117 |
| 4 | LUCAS DI GRASSI/TOM KRISTENSEN Audi Sport Team Joest Audi R18 e-tron quattro | 117 |
| 5 | ALEX WURZ/STEPHANE SARRAZIN Toyota Racing Toyota TS040 HYBRID | 116 |
| 6 | NICOLAS LAPIERRE Toyota Racing Toyota TS040 HYBRID | 96 |
| 7 | LOIC DUVAL Audi Sport Team Joest Audi R18 e-tron quattro | 81 |
| 8 | KAZUKI NAKAJIMA Toyota Racing Toyota TS040 HYBRID | 71 |
| 9 | BRENDON HARTLEY/MARK WEBBER/TIMO BERNHARD Porsche Team Porsche 919 Hybrid | 64.5 |
| 10 | MATHIAS BECHE/NICK HEIDFELD/NICOLAS PROST Rebellion Racing Rebellion-Toyota R-One/Lola-Toyota B12/60 | 64.5 |

LMP2 CHAMPIONSHIP POSITIONS

| | | |
|---|--|-----|
| 1 | SERGEY ZLOBIN SMP Racing (AF Corse) ORECA-Nissan 03R/03 | 146 |
| 2 | JULIEN CANAL/OLIVIER PLA/ROMAN RUSINOV G-Drive Racing (OAK) Morgan-Nissan LMP2/Ligier-Nissan JSP2 | 137 |
| 3 | MATT HOWSON/RICHARD BRADLEY KCMG ORECA-Nissan 03R/03 | 130 |

GTE CHAMPIONSHIP POSITIONS

| | | |
|---|---|-------|
| 1 | GIANMARIA BRUNI/TONI VILANDER AF Corse Ferrari 458 Italia | 168 |
| 2 | FREDERIC MAKOWIECKI Porsche Team Manthey Porsche 911 RSR | 134.5 |
| 3 | RICHARD LIETZ Porsche Team Manthey Porsche 911 RSR | 111 |

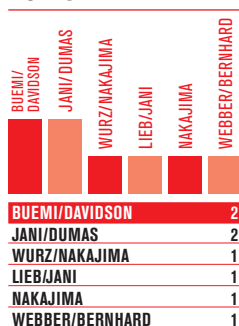
GTE AM CHAMPIONSHIP POSITIONS

| | | |
|---|---|-----|
| 1 | DAVID HEINEMEIER HANSSON/KRISTIAN POULSEN Aston Martin Racing Aston Martin Vantage V8 | 198 |
| 2 | CHRISTOFFER NYGAARD/PAUL DALLA LANA/PEDRO LAMY Aston Martin Racing Aston Martin Vantage V8 | 164 |
| 3 | NICKI THIIIM Aston Martin Racing Aston Martin Vantage V8 | 144 |

WINS



POLES*

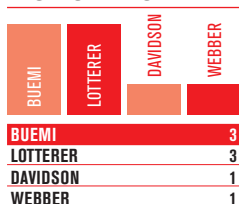


| | |
|---------------------------|---|
| DAVIDSON/BUEMI | 4 |
| FASSLER/LOTTERER/TRELUYER | 2 |
| LAPIERRE | 2 |
| WURZ/SARRAZIN/CONWAY | 1 |
| DUMAS/JANI/LIEB | 1 |

| | |
|-----------------|---|
| BUEMI/DAVIDSON | 2 |
| JANI/DUMAS | 2 |
| WURZ/NAKAJIMA | 1 |
| LIEB/JANI | 1 |
| NAKAJIMA | 1 |
| WEBBER/BERNHARD | 1 |

*Except for Le Mans, pole position decided by a four-lap average time based on two drivers' lap times.

FASTEST LAPS



POINTS SYSTEM EXPLAINED
25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. Double points awarded for Le Mans 24 Hours.
RACES: Silverstone, April 20; Spa, May 3; Le Mans, June 14-15; Austin, September 20; Fuji, October 12; Shanghai November 2; Bahrain, November 15; Interlagos, November 30.

FOR IN-DEPTH RESULTS
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The car (most often) in front is a Toyota

The Japanese marque made up for another Le Mans defeat by snaring the drivers' and manufacturers' titles. By **GARY WATKINS**

A new era dawned for sportscar racing – no, for motor racing in general – with the 2014 World Endurance Championship and an innovative set of LMP1 regulations that placed a new emphasis on efficiency. It was Toyota that got its sums right and produced a car in the TS040 HYBRID that more or less dominated the championship to claim its first circuit-racing world titles with both the drivers' crown for Sebastien Buemi and Anthony Davidson and the manufacturers' gong. What it didn't win, however, was the big prize: the Le Mans 24 Hours, which once again went to Audi.

The TS040 won five of the eight rounds, but such was its superiority that it might well have taken a clean sweep of victories. Toyota could most definitely have won Le Mans, should have triumphed in Austin, and reckoned it would have deprived Porsche's 919 Hybrid of a first victory at the Interlagos finale but for the late-race caution period that meant a safety-car finish.

That domination allowed Buemi and Davidson to take the drivers' title with a round to spare in Bahrain, even though they only scored a solitary point in the desert after a technical issue. Winning the makes' crown was a mere formality in Brazil.

HOW IT WAS WON

That's a relatively easy question to answer despite the complexity of the rules. The Toyota had a clear edge over the Audi in terms of the boost available from its twin hybrid systems, an advantage that became increasingly apparent when the championship moved into its second, post-Le Mans leg predominantly held on point-and-squirt Tilkedromes. And the TS040 held sway over Porsche's 919 Hybrid because it looked after its Michelin tyres better than the German firm, making a return to top-flight sportscar racing. It really was that simple.

The new rules limited the fuel that could be used during the course of each lap, at the same



Mark Webber left F1 to join Porsche

The #8 Toyota won four times to secure the drivers' and manufacturers' titles



EBREY/LAT

“The title battle, although probably not the final result, was affected by changes to the fuel allocation of the cars”

time as encouraging the use of more powerful hybrid systems. Toyota's solution was an enlarged version of its normally-aspirated petrol V8 and kinetic energy-recovery systems working off each axle. The Toyota Motorsport GmbH squad, which was again assisted by the French ORECA team, chose to run in the sub-class of the regulations that allowed for six megajoules of energy to be returned to the track around the 8.47-mile Circuit de la Sarthe at Le Mans.

That put it two notches ahead of Audi, whose latest turbodiesel to carry the R18 monicker, an all-new machine despite its name, ran a solo hybrid system on the front axle after a second turbo-driven system was abandoned. That forced it to run in the lowest of the four sub-categories that allowed for 2MJ of recovered energy, which explains why the R18 was outgunned out of the slow corners and effectively outclassed by the time the WEC regrouped in Austin in September.



Dumas, Jani and Lieb gave Porsche a win in Brazil finale

The writing was on the wall for Audi in the US even though it left for Japan with Le Mans winners Andre Lotterer, Marcel Fassler and Benoit Treluyer only 11 points shy of Buemi, Davidson and their original co-pilot, Nicolas Lapierre. Audi might have finished one-two, largely thanks to a dramatic downpour, but the car had been outperformed by the TS040 on the track most likely to favour the R18 over the final five races. The German car was left trailing in Toyota's wake over the next three rounds and slipped behind the improving Porsche in the pecking order. By the time the Audi looked

anything approaching halfway competitive again, at Interlagos, the drivers' title was already decided and the manufacturers' as good as settled.

The championship battle, although probably not the final result, was undoubtedly affected by changes to the fuel allocation of the cars before the first race. The rulemakers modified the fuel table in favour of the petrol-powered machinery on the basis of the final data supplied by the manufacturers and subsequently made only a minor adjustment after Le Mans. Audi began a war of words that has yet to end, but the FIA and the ▶



Briton Anthony Davidson
took the title a round early

► Automobile de l'Ouest reacted by claiming that the German marque was spreading misinformation about the rules and their principles.

Audi might not have won the championship, but its 13th Le Mans victory was much more than a consolation – the blue-riband WEC event undoubtedly remained the bigger prize even in the third year of the new WEC. The R18 was a more competitive proposition around the fast Circuit de la Sarthe, though it was not quite a match for the Toyota. The #7 TS040 shared by Alex Wurz, Stephane Sarrazin and Kazuki Nakajima held a lead of approaching two minutes when the failure of a simple electrical connector caused a calamitous short circuit that stranded the car out on track. Audi argued that Lotterer and co had stabilised the gap to the leader, Toyota that its drivers were merely pacing themselves.

It wasn't plain sailing for Audi from then on. A turbocharger failure for the Lotterer car looked set to give Tom Kristensen a 10th Le Mans victory in what turned out to be his swansong appearance in the great race. An identical failure for the car the Dane shared with Lucas di Grassi and Marc Gene (who stepped in when Loic Duval was ruled out after a massive accident in practice) subsequently



Kristensen came close
to 10th Le Mans win in
his final season



Treluyer helps Lotterer (l) and Fassler
home after their third Le Mans win

allowed Porsche to lead the race and then Lotterer, Fassler and Treluyer to score a third Le Mans win.

Le Mans was one of the few races that the second Toyota could have won in 2014. The #8 car of Buemi and Davidson, who raced as a duo after Lapiere was dropped ahead of the Fuji race, generally held sway over the sister car in which Mike Conway subbed for Nakajima on three occasions. The #7 Toyota won just once, when Buemi and Davidson were delayed by alternator failure in Bahrain, but might have won at Silverstone (and probably would have had Toyota not split its tyre strategy), Le Mans and Fuji.

Porsche was never likely to challenge for the championship in its first year back at the top of the sportscar racing tree since 1998. It arrived with modest aspirations, but it hit its initial targets of

making it onto the podium and proving that it could be competitive in its first two races. It notched up a third place with Mark Webber, Timo Bernhard and Brendon Hartley first time out at Silverstone, a distant result helped by the retirement of the two Audis, and then Neel Jani and Marc Lieb put the sister car on pole position at Spa, the former then leading early on.

The Porsche ran in the same 6MJ hybrid class as the Toyota courtesy of a front-axle kinetic and a second exhaust-driven retrieval system. Constant development and the arrival of a high-downforce aero package for Austin allowed it to edge ahead of Audi over the WEC's second leg and become a regular podium finisher, but it didn't look likely to beat Toyota until Interlagos thanks to its appetite for its tyres.

LMP2: WINNING WITHOUT WINNING

Sergey Zlobin joined that select band of drivers who have won a major international title without a victory. The Russian did, however, score a points maximum in LMP2 last season with the AF Corse-run SMP ORECA squad. And that is exactly why he claimed the FIA Endurance Trophy for LMP2 Drivers.

The SMP ORECA-Nissan 03R he shared with Mika Salo and Anton Ladygin finished 12th in class, 53 laps behind the P2 winner, at the Le Mans 24 Hours in June. Yet as the first – and only – WEC-registered entrant home they picked up a maximum score in the double-points round. Those 50 points effectively gave Zlobin the title even though he and his team-mates in the six-hour races, Nicolas Minassian and Maurizio

Mediani, were never contenders for victory before or after.

The Michelin tyres run by SMP weren't a match for the Dunlops of the rival OAK Racing-run G-Drive and KCMG entries, but the paucity of cars in P2 in the WEC in 2014 allowed them to keep notching up the points to allow Zlobin to take the title when the G-Drive Ligier-Nissan JSP2 retired at Interlagos.

OAK and KCMG shared out seven victories between them, but their respective retirements at Le Mans meant they were always playing catch-up. Chinese entrant KCMG, whose ORECA-Nissan was shared by Richard Bradley, Matt Howson and Alex Imperatori (with Tsugio Matsuda taking the place of the last-named on two occasions), lost its chance of the title with a second



Russian Zlobin took
the LMP2 crown

retirement in round six at Shanghai, while the OAK trio of Olivier Pla, Roman Rusinov and Julien Canal, which switched from open-top Morgan to the new Ligier coupe after Le Mans, looked on course to take the title until its early retirement in Brazil with suspension failure.

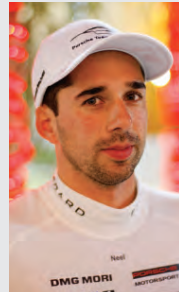
TOP 10 PROTOTYPE DRIVERS

**1 SEBASTIEN BUEMI**

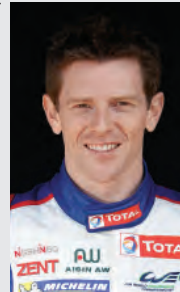
A sportscar star was born in 2014. Buemi sprinkled his season with the kind of performances that differentiate the great from the good. A worthy champion.

**2 ANDRE LOTTERER**

Le Mans comeback drive was as good as anything we've seen from Lotterer at La Sarthe. Never let his head drop when the R18 wasn't competitive.

**3 NEEL JANI**

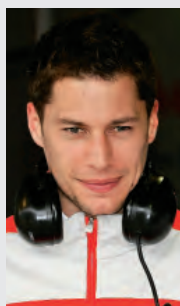
Given the factory drive that his performances with Rebellion merited, Jani got to prove what many of us already knew – he's a top-class sportscar driver.

**4 ANTHONY DAVIDSON**

There wasn't much to separate Davidson and Buemi – it's just that the Swiss was in the right place at the right time to catch the eye.

**5 KAZUKI NAKAJIMA**

Nakajima was impressive in his five races. It was probably no coincidence that he drove the #7 Toyota in the three races it was competitive.

**6 LOIC DUVAL**

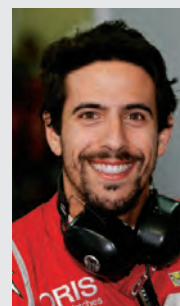
The Frenchman regularly posted the performances we've come to expect of him, either side of the monster shunt in practice that ruled him out of Le Mans.

**7 MARCEL FASSLER**

A strong season for a driver who was generally quicker than Treluyer and more consistent. Significantly, he played a key role in the Le Mans win.

**8 TIMO BERNHARD**

Bernhard was the clear team leader in the Porsche he shared with Webber and Hartley. Got to grips with the car quicker than anyone bar Jani.

**9 LUCAS DI GRASSI**

Strong first full year in prototypes – the Silverstone opener, remember, was only his fourth LMP1 race. Shunt in Britain was a black mark, though.

**10 ROMAIN DUMAS**

Got stronger as the season wore on, taking third in the final championship reckoning, even if he wasn't quite a match for Porsche team-mate Jani.



HONEY/GETTY



Privateer Rebellion took P4 at Le Mans

SBLOXHAM/LAT

This was a knock-on from the disastrous start to its test programme in the summer of 2013. A major vibration issue forced a redesign of the direct-injection V4 turbo engine, the new unit coming on stream in December. That meant Porsche was fixing its tyre specifications with Michelin in the early phase of performance testing at the start of the year. The tyres had one-lap performance, witness the 919's four poles, but not the longevity. Only in Brazil, on the new high-grip Interlagos asphalt, did the car become a contender.

Degradation was not an issue at the series finale and Jani, Lieb and Romain Dumas were able to triumph over Buemi and Davidson. The victory, which followed a quartet of top-four finishes, allowed Jani and his team-mates to jump from sixth in the points table before the finale to third. They took that spot on countback from the winless Kristensen and di Grassi.

Regulations that placed an onus on energy-retrieval mitigated against the competitiveness of the privateers that bravely chose to take on the manufacturers. Rebellion Racing and the German Lotus LMP team both turned out with cars entered in the LMP1-L – L for light – class, but failed to

trouble the factories, despite a series of performance breaks from the rulemakers.

Rebellion's eponymous Toyota-engined R-One, designed and built by ORECA, missed Silverstone, but the car scored its best result – an amazing one for what was a largely untested machine – with fourth place at Le Mans for eventual P1 privateer champions Nick Heidfeld, Mathias Beche and Nicolas Prost. Its German rival, which homologated its AER-engined P1 machine as a CLM rather than a Lotus, didn't make it onto the grid until the second leg of the series and only managed to qualify ahead of the best of the LMP2 runners at the Interlagos finale.

SOMETHING TO REMEMBER

Buemi's opening stint at Austin was something special. It was a joy to watch a driver at one with a great racing car on a circuit that he loves. There was an undisclosed technical difference between the two Toyotas that day, but that doesn't explain how and why he left Wurz trailing in his wake by 35s in 20 laps. It didn't really matter that he had a quick spin – he still pitted more than 20s up on his team-mate!

SOMETHING TO FORGET

Lapierre's treatment at the hands of Toyota was, to say the least, shabby. His removal from the line-up after costly incidents at Le Mans and then Austin – both, it should be pointed out, on slicks during sudden storms – wasn't handled well and was probably best described as a panic move by a manufacturer desperate to claim championship success after its failure to win Le Mans. ▶



Lapierre was dumped from winning Toyota

SBLOXHAM/LAT

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- FIA World RallyCross Championship - Manufacturers' title (Ford / OslbergsMSE)
- FIA World RallyCross Championship - Drivers' third place (Reinis Nitišs)
- Chinese Touring Car Championship (CTCC) - Manufacturers' title (Ford / FRD)
- British Touring Car Championship (BTCC) - Multiple race wins (Mat Jackson / Motorbase)
- Formula Ford Championship (Jayde Kruger / JTR)
- Rally America - 2WD victory (ACP / Team O'Neil)



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GTE: BRUNI DOUBLES UP FOR FERRARI



Bruni took another GTE Pro title, this time with Vilander

Gianmaria Bruni came from behind to clinch the 2013 FIA World Endurance Cup for GT Drivers at the season finale. This time around he and Toni Vilander, now his full-time team-mate at the AF Corse Ferrari squad, sealed the title with a round to go, but it would be wrong to suggest that the GTE Pro class was in any way less close fought in 2014.

Bruni and Vilander, together with Giancarlo Fisichella at Le Mans, had to drive their Ferrari 458

Italia flat-out all the way at nearly every race to claim the title in the face of opposition from Aston Martin and Porsche. They never had it easy, and arguably rarely had the fastest car, on the way to four victories, Le Mans included. That they ended up so far ahead in the points – and would have been further ahead had not an unsighted Bruni driven into the back of the slowing KCMG ORECA in Shanghai – was more a result of the opposition failing to knit together a coherent championship assault than their own superlative efforts.

The role of the AF squad, which also secured the teams' title and the manufacturers' crown for Ferrari, shouldn't be overlooked. It was perfect in the pits and developed its own fuel-filler system for the 458 ahead of the season that shaved vital seconds off its pitstops.

New Porsche driver Frederic Makowiecki ended up second in the points after his switch from Aston Martin aboard the best of the factory Manthey cars that he initially shared with Marco Holzer and then Patrick Pilet. The 911 RSR wasn't a consistent frontrunner after being hit with a 25kg Balance of Performance penalty after finishing one-two at Silverstone, even when it lost 10 of

those kilos for the final three races. It won just once more, in Shanghai when the lead cars from Ferrari and Aston Martin retired.

The Aston Martin Vantage was the fastest car in class, and by some margin if you believe the British marque's rivals. The situation wasn't quite as simple as it looked, however. Aston Martin Racing usually opted for a six-stop strategy with seven equal-length stints rather than opting for five full stops and a splash. This meant the lead car of Stefan Mucke and Darren Turner ran a lighter fuel load and was on fresher rubber for longer than its rivals.

Mucke and Turner won twice, but a 10th in class at Le Mans after a power-steering hose failed, a first-lap incident at Fuji and then the Shanghai retirement meant they could finish no better than fifth in the points.

AMR did, however, dominate in GTE Am, which was only to be expected given their driver line-ups. David Heinemeier Hansson and Kristian Poulsen took the title after finishing first or second in every race, their four victories coming together with Nicki Thiim. ❧



Aston dominated GTE Am-class war

TOP 6 GTE DRIVERS



1 GIANMARIA BRUNI

Bruni came as close to perfection as is probably possible in such a competitive arena as the GTE Pro class of the WEC in 2014.



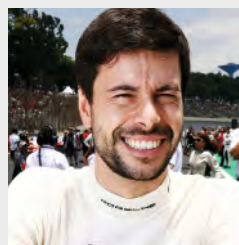
2 PATRICK PILET

The late-summer reshuffle that resulted in Porsche placing Pilet with title challenger Makowiecki shows how highly he is regarded by the German marque.



3 STEFAN MUCKE

Aston Martin ace Mucke drove better than ever in 2014. He retained his blinding one-lap pace and consistency, as well as banishing the mistakes from his game.



4 FREDERIC MAKOWIECKI

The mercurial 'Mako' was straight on the pace after his delayed switch to Porsche, but for once wasn't always quicker than his team-mate.



5 RICHIE STANAWAY

The Kiwi only did three races in 2014, but when everything was right he was the fastest of the Aston Martin drivers – and was in good company at AMR.



6 TONI VILANDER

The Finn was a worthy team-mate for Bruni and had exactly the same faultless season. His role in their title success should not be overlooked.

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Over the coming pages we introduce some of the highlights to look forward to during your mid-winter motorsport fix...

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Henry Hope-Frost (he's the one on the right) recounts his magic show moments



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David Brabham
Popular, versatile racer who's reintroducing the Brabham team name in 2015.

David Coulthard
Multiple grand prix race winner with McLaren and Williams and expert voice on BBC F1 coverage.



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Jann Mardenborough
Nissan's gaming prodigy became a race winner in GP3 in 2014. What's next?

Allan McNish
Scottish supreme ambassador for motorsport is delivering this year's Watkins Lecture.

Matt Neal
Lofty Honda-driving multiple BTCC champion and NEC local is always on hand at the show.

Andy Priaulx
Our man in Munich has had a glittering tin-top career with BMW, with three WTCC titles. And it's far from over...

George Russell
New McLaren AUTOSPORT BRDC Award winner, joined by fellow finalists Alexander Albon, Ben Barnicoat, Sennan Fielding, Seb Morris and Harrison Scott.

Gordon Shedden
'Flash' is yet another of the BTCC champions who'll be in Birmingham.

Petter Solberg
Norwegian superstar who's gone from World Rally star to Rallycross champ.

David Croft
Lead commentary man for Sky Sports F1 does his stuff in the Live Action Arena.

Anthony Davidson
Reigning World Endurance champion is on hand to talk of 2014 success with Toyota.

Jack Harvey
Ex-British F3 champion who missed out on Indy Lights 2014 title by a millionth of a smidgen.

Rob Huff
Motor racing's equivalent of a Chelsea FC player: winning for the Russians (in Lada's WTCC squad).

Oliver Jarvis
Former McLaren AUTOSPORT BRDC Award winner gets promotion to full-time Audi LMP1 team.

Andrew Jordan
BTCC champion of 2013 joins BTCC champions of 2001, '02, '03, '04, '07 and '08.

Jordan King
Formula 3 ace who's moving up, but will it be GP2 or Formula Renault 3.5?

Alex Lynn
In 2014 he went from Macau GP winner to GP3 champion. Now he's stepping up.



MCKEIN

Will Stevens
Diminutive Brit made surprise F1 debut in Abu Dhabi – and gets to tell us about it!

Colin Turkington
Soft-spoken Northern Irishman was class act of BTCC for a second time in 2014.

Nick Yelloly
A winner in FR3.5 and GP3, the amiable Brummie is plotting his next move on the racing ladder.



The fastest chat show

Hundreds of guests have graced the main interview stage at AUTOSPORT International to chat with HENRY HOPE-FROST. Here, our compere picks out a few of his favourite moments

Stepping out onto the main stage on the opening day of AUTOSPORT International 2015 this morning (Thursday) will mark the start of my 10th event as compere. For four long and luxurious days every January since 2006, I've been immensely privileged to chew the fat with a colourful and charismatic cross-section of motorsport-industry personalities, from Formula 1 world champions and Le Mans legends to world rally heroes and touring car tearaways, as well as series bosses, team chiefs and engineers – and all in front of an enthusiastic audience.

Ahead of this year's marathon, which come Sunday afternoon will take my tally to 40 days (I won't go into details about the similar number of nights with many of my 'victims' in various Birmingham curry houses and hotel bars...), I've

had a think about which of my guests – some of whom have become friends, all of whom are heroes from classic or contemporary racing and rallying – have been the most memorable. Who to leave out was the biggest problem, of course.

BEST OF BRITISH

The 2010 show was always going to be a big one for British F1 fans. Just a few months before, Jenson Button had become this country's 10th F1 world champion and news that he'd be appearing on the stage sent the anticipation into overdrive. To a welcome that almost blew the roof off the NEC, Jenson appeared on cue and was his usual friendly, articulate and engaging self. When he beckoned a couple of awestruck kids perched on their dads' shoulders at the back of the huge crowd to offer them British Grand Prix tickets, the parting of the masses and accompanying cheers were incredible. For me, his visit was a perfect tell-your-grandchildren moment.

F1 drivers are all a big draw, of course. My backstage anticipation before introducing a really big name is part of the thrill but three-time world champion Sir Jackie Stewart did it for me in 2013. Ten minutes before his slot, the tartan-trousered Scot produced a DVD for me to use as an intro on the big screen above the stage. A sneak preview of the disc beforehand meant I needed only to steer fans' eyes in the direction of said screen. A super-slick, testimonial-laced archive film of JYS doing his stuff in the mid-'70s to Maroon 5's *Moves Like Jagger* perfectly encapsulated what I was dealing with. It was uber-cool.

Two other British motorsporting icons and household names, Stirling Moss and John Surtees, rank very close to the top of any petrolhead's must-meet list and I've been lucky enough to get to know both over the years. Their powers of recall and subsequent story-telling, egged on by me in fully-zipped-anorak mode of course, are legendary, and will always be cherished.

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DUNBAR/LAT



F1 world champion Jenson Button was on top form in 2010

FERRARO/LAT



Chatting to McRae in the last year of his life

FERRARO/LAT



Plato's always been game for a laugh in public



STALEY/LAT



Le Mans legends TK and McNish came as sportscar world champs

Pour in F1 veterans Martin Brundle, David Coulthard and Damon Hill for their ego-free wisdom and wit and my home-grown-F1 cup has runneth over.

RALLYING TO MY CAUSE

My long-standing love of rallying means that I was always going to have a long list of wants, mostly comprising blokes from Finland and Sweden. It's a work in progress, although three world champions have created quite a stir.

My 2007 interview with Colin McRae proved poignant a few months later. Plans were in the pipeline for Britain's first world rally champion to make a comeback, but fate decided otherwise.

Last year's show provided an unexpected audience with a childhood hero. Double world champion Walter Rohrl had been spotted in AUTOSPORT Engineering in some sort of ambassadorial role. Word got round and a plan was hatched to get the lanky German legend on

stage. He agreed to an impromptu appearance and was cheerful and charming about it. After chatting about 131 Abarths, Asconas, 037s, Quattros and 911s I needed a lie-down.

But for sheer theatrics, nothing can touch Petter Solberg. The effervescent Norwegian was on cracking form last year ahead of his attempt to add the inaugural FIA World Rallycross crown to his 2003 WRC title. I reckon he'll be even better this year after coming up trumps. If smiling a lot and fan-interaction won championships he'd have dozens on the CV. Oh, and he gatecrashed my Rohrl interview because he wanted to be part of it.

LONG-DISTANCE LEGENDS

You can't really call yourself a true motorsport enthusiast without a healthy interest in the Le Mans 24 Hours. My love of the French enduro, at which I've spectated and worked for many years, may even be classed as unhealthy so its big winners are a key part of the stage repertoire.

Listening to Derek Bell, Tom Kristensen, Allan McNish, Emanuele Pirro and Andy Wallace reminiscing about their combined 23 wins has been such a treat. I'm still deciding if Kristensen/McNish sharing their 2013 Le Mans and WEC victory secrets or Wallace calmly describing life at 240mph in the dark aboard the '88-winning Silk Cut Jaguar (I was there, aged 17) a few years earlier was my highlight. Nice problem to have, I know.

DOOR-BANGING DIALOGUE

British Touring Car racers Jason Plato, Matt Neal, Gordon Shedden, Andrew Jordan and Rob Austin know how to work a crowd and the multiple race winners were in mischievous mode this time last

year. The on-stage jousting was as suggestive as some of the on-track manoeuvres and it's always a thrill-a-minute job to keep a six-way session like that rumbling along. Plato, who I first encountered regularly during his Renault Spider campaign in 1996, is always good value and his 2007 decision to disappear backstage and mute all the mics while SEAT team-mate Darren Turner was in full flow was playful Plato at his best.

MUSICAL MADNESS

Perhaps my most unusual encounter came in 2013 with jovial BBC F1 frontman Jake Humphrey. His reminiscing about four years hosting the Beeb's coverage included amusing impressions of Eddie Jordan and a physical rendition of Psy's *Gangnam Style*, played on my phone, requested by a lady in the crowd. How we got to this I can't and daren't remember, but it got more laughs than anything I've witnessed in nine years hosting the world's fastest chat show. Can't wait for the next nine. ☺

GRIFFITHS/LAT



Smiling Solberg joined hero Rohrl

GRIFFITHS/LAT



Photo proves Humphrey really did dance, *Gangnam Style*

Star cars to look out for

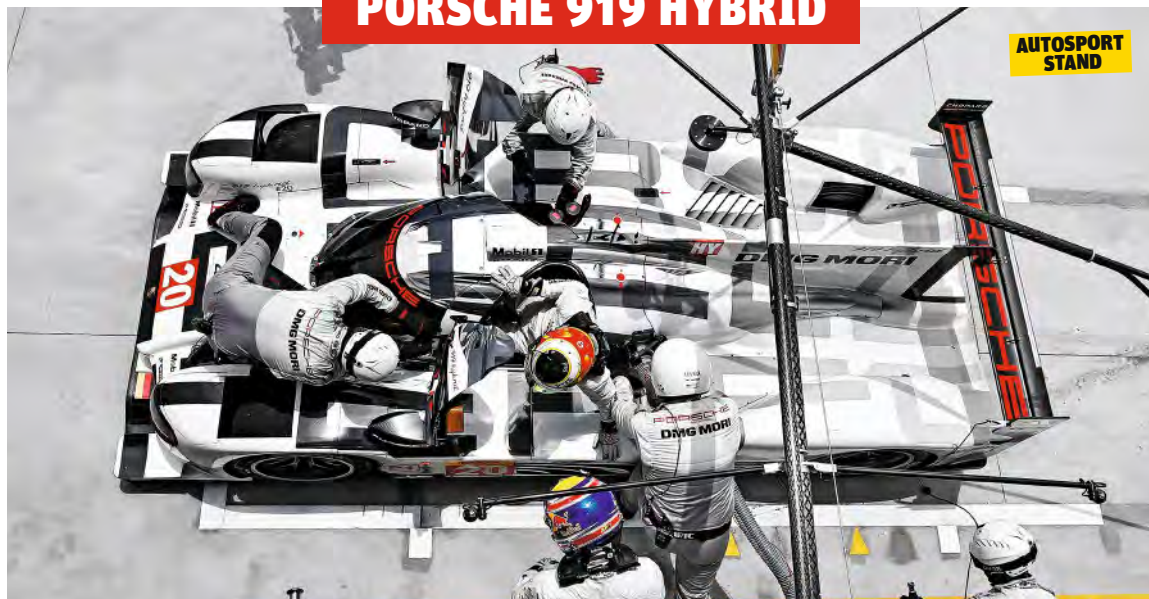
There aren't many opportunities to see some of motorsport's best machinery at this time of year. AUTOSPORT International is the place to be to get an early 2015 fix

Here's a first – of sorts: a racing car at AUTOSPORT International that is barely any noisier when it's competing than it is on static display in the Birmingham NEC. The Formula E Spark-Renault SRT_01E is

the silent witness among the exotica at the main AUTOSPORT stage, where it will be joined by Porsche's show-stealing 919 Hybrid LMP1 car, WSR's British Touring Car Championship-winning BMW 125i M Sport and – for Thursday

and Friday – by M-Sport's World Rally Championship-contending Ford Fiesta RS WRC. There are plenty of other highlights, too, including a grid of Formula 1 cars and some beautiful historic sports cars.

PORSCHE 919 HYBRID



Porsche returned to the top level of sportscar competition in 2014 with its 919 Hybrid LMP1 car and tasted victory in the final round at Interlagos with Neel Jani, Marc Lieb and Romain Dumas. The strength of its two-litre turbocharged V4 racers was also proved when Mark Webber emerged without serious injury after shunting the sister car he shared with Brendon Hartley and Timo Bernhard.

The 919 provided further variety in an LMP1 class in which different concepts abound. In its case, the 750bhp is produced by its tiny engine in conjunction with two energy recovery systems, one of which is an exhaust-driven generator charging the car's central battery. The KERS is mounted on the front axle, meaning that the front wheels are driven in addition to the rears when it's activated.

Lieb, Jani and Dumas took third place in the World Endurance Championship in a highly promising debut season.

SPARK-RENAULT SRT_01E



Formula E whirred into life last September with its first race in Beijing, and round four of the all-electric series takes place this weekend in Buenos Aires. It's therefore the test car that we've got on display.

The racing has been entertaining so far, and this is the first chance of the year for UK fans to see an example of the cars that are scheduled to battle it out in Battersea Park in June.

BMW 125I M SPORT



In its second year, WSR's BMW 125i M Sport carried Colin Turkington to the British Touring Car Championship title. The team

will have one of its rear-wheel-drive on the AUTOSPORT stand, where its plans for the 2015 season should become clearer.

TICKET HOTLINE 0844 581 1420 OR AUTOSPORTINTERNATIONAL.COM

F1 RACING



The nine teams to have contested the entire 2014 Formula 1 season will all be represented on the stand of *F1 Racing*. It's always an unmissable display, so make sure you catch the *F1 Racing* grid and see whether Mercedes has carried its almost-unbeaten 2014 pole record into the new year!

SELOXHAM/LAT

MERCEDES C11

An ex-Michael Schumacher Mercedes C11 Group C car would be one of the standout cars of any show in any company, and at AUTOSPORT International it will star on the 'Historics' stand, presented jointly by the Silverstone Classic and our sister mag *Classic & Sports Car*.

Powered by a five-litre, turbocharged V8 engine, the Sauber-run car carried Jean-Louis

Schlesser and Mauro Baldi to the 1990 World Sports-Prototype title. In the sister car, Jochen Mass acted as co-driver/'tutor' to a series of Mercedes-backed juniors including Schumacher, Karl Wendlinger and Heinz-Harald Frentzen.

The C11 is also regarded as the car whose success persuaded Mercedes to return to F1, which it finally did when it badged the Ilmor engines used by Sauber in 1994.



INGHAM/GETTY

FORD FIESTA RS WRC



For Thursday and Friday, Cumbria-based motorsport powerhouse M-Sport brings one of its Ford WRC cars to the AUTOSPORT stage. The 300bhp, 1.6-litre, turbocharged four-wheel-drive

machine was rallied last season by Mikko Hirvonen (in his swansong season), Robert Kubica and Elfyn Evans, while Ott Tanak replaces Hirvonen in the line-up for 2015.

BTCC

The Dunlop MSA British Touring Car Championship's feature occupies stand 6440, with some of the weaponry from the UK's most popular racing series and plenty of stars on hand throughout the four days of the show. Among the highlights here are the unveiling of Andrew Jordan's 2015 programme with MG, Derek Palmer with the

Support Our Paras Infiniti, and folk hero Rob Austin with his Audi A4.

The BTCC will be well represented elsewhere, including champions Colin Turkington, Matt Neal and Gordon Shedden. But perhaps the biggest legend of the series will be found on the *Motorsport News* stand: grizzled journo Matt James.



EBBEY/LAT

S. BLOXHAM/LAT



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Stand by for action!

From a Guinness World Record attempt to a star appearance from World Rallycross champion Petter Solberg, the Live Action arena is an AUTOSPORT International must

Many people have been entertained by Petter Solberg over the years. And many have been entertained by the commentaries of David Croft. Many have also been entertained by

watching attempts at parallel parking, although that's usually for the wrong reasons, with great mirth behind your front-room curtains when you spy your neighbour skewing their clapped-out Focus at 45 degrees to the pavement, 17 feet away from the van belonging to the builders who are putting up an extension across the road and whose dashboard contains the world's largest supply of empty Styrofoam coffee cups and copies of the Daily Star.

This time, though, parallel parking will entertain for the *right* reasons. Anyone attending Live Action at AUTOSPORT International will get to see Britain's Alastair Moffat attempt to wrest his Guinness World Record back from China's Han Yue. Two months ago, Yue lowered the record to a gap just 8cm longer than the Mini he was driving, so Moffat's effort will be one to



TV's David Croft hosts Live Action

STALEY/LAT



World Rallycross champ Petter Solberg will star

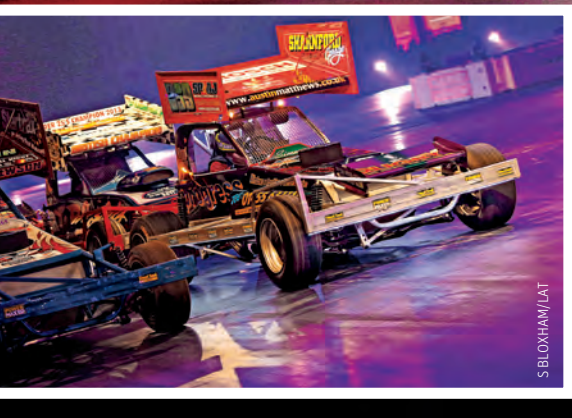
PSR/MCKLEIN

TICKET HOTLINE 0844 581 1420 OR AUTOSPORTINTERNATIONAL.COM



PERFORMANCE TIMES

| | |
|---------------------|------------------------|
| Thursday January 8 | 1400 |
| Friday January 9 | 1400 |
| Saturday January 10 | 1000, 1300, 1600, 1800 |
| Sunday January 11 | 1000, 1300, 1600 |



watch for connoisseurs of parking perfection.

'Crofty' is the compere again, and reigning World Rallycross champion Solberg will star with his handling of a Citroen Xsara WRC car. "With so much power and noise, it's a sensational car for the stages," says the Norwegian, "and I'm sure it'll look and sound even better within the confines of the NEC to all of the fans."

With a total of nine performances – each lasting for 70 minutes – across the four days of the show, Live Action will also feature interviews with stars from the world of motorsport including 13-time grand prix winner David Coulthard and reigning World Endurance champion Anthony Davidson, as well as McLaren AUTOSPORT BRDC Award winner George Russell.

There's plenty more on-track action, with a demo of the charismatic new Tuthill Porsche 911 GT3 rally car and a drifting demonstration from Team Japspeed.

Competitive action comes courtesy of BTRDA Rallycross Clubmans Championship Super Modifieds, BrisCA F1 and F2 stock cars, autograss Class 7 and specials and... wait for it... taxi and minicab banger racing!

Another highlight will come from the Performance Car Show, in association with Autocar and PistonHeads.com, with a collection of Autocar's 'Britain's Best Driver's Cars' of 2014. Playing starring roles will be the Ferrari 458 Speciale, McLaren 650S and Porsche P11 GT3. We doubt they'll be racing them, though! ❧

Karting Trophy attracts an all-star cast



Try karting in the Adrenaline Zone



KARTING CHALLENGE

The Adrenaline Zone arena hosts the AUTOSPORT International Karting Challenge for the Dan Wheldon Karting Trophy on Saturday at 1900.

This three-hour enduro not only recognises the late Indy 500 winner, but raises money for the Alzheimer's Society, a charity dear to Wheldon's heart after the disease was contracted by his mother. A record 28 teams have entered the race, and there are plenty of celebrity names from the world of motorsport and beyond.

Foremost among these are a very strong motorcycle contingent, with ex-Grand Prix star, ace commentator and effervescent raconteur Steve Parrish, two-time World Superbike champion Troy Corser and current World Superbike ace Leon 'Pocket Rocket' Haslam in the field.

From the world of single-seaters come Formula Renault race winner and McLaren AUTOSPORT BRDC Award finalist Seb Morris, Formula Ford contender Sam Brabham

(grandson of Sir Jack) and ex-Superleague Formula hotshot Craig Dolby.

The British Touring Car Championship is represented by Dave Newsham, from British GT comes Aaron Scott, while the Porsche Carrera Cup GB flag is flown by Paul Rees and Kelvin Fletcher, who when he's not racing plays Andy Sugden (no relation to Tim or Tony, we are assured) in Emmerdale.

Make sure you get trackside to see some entertaining racing for a great cause.



Don't miss the Tuthill Porsche 911 rally car

ADRENALINE ZONE

The Adrenaline Zone is located near the Live Action Arena and gives you not only the opportunity to take the wheel of a kart, but also get the buzz of a passenger ride in a Ginetta G40 Club Car. The pick of Ginetta's own leading stars from its throng of highly competitive sportscar championships will be on hand to give you an experience not to forget.

Precision & perfection

The cars may be the stars, but their fundamental building blocks are a showcase for clever detail design and construction. AUTOSPORT Engineering is the home of performance

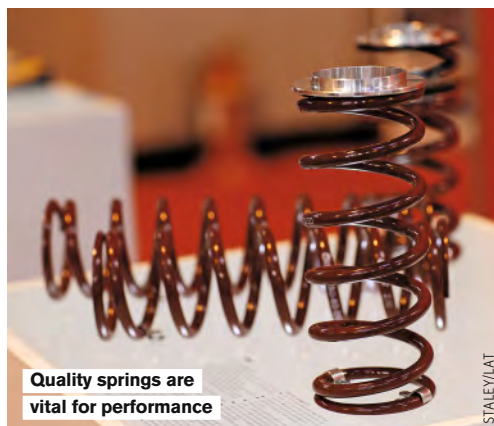
Looking back on 2014, there were British success stories all over the motorsport map. Lewis Hamilton in Formula 1, Anthony Davidson in the World Endurance Championship, Jolyon Palmer in GP2, Alex Lynn in GP3, Oli Webb in the European Le Mans Series... the list of drivers who won major titles last year is seemingly endless. But last year, and indeed every year in motorsport, British companies have been integral to winning in just about every category around the world. AUTOSPORT Engineering is the opportunity to showcase their wares.

Based on a review of the British motorsport business in 2013 conducted by the Motorsport Industry Association, there are around 4500 companies involved in the motorsport and high-performance engineering industry in this country. That adds up to an annual turnover of £9 billion with over 40,000 people employed. Around 200 of those companies are exhibiting in the AUTOSPORT Engineering show.

Unlike the rest of AUTOSPORT International, Engineering takes place only on the trade days. This means that come the weekend, when the show is open to the public, the exhibitors will long since have departed. For the companies showcasing their wares at AUTOSPORT Engineering are not chasing awareness among the public; instead, they are selling to specialists. Many of these companies sell very niche products, precision pieces of engineering integral to the operation of a competition car.

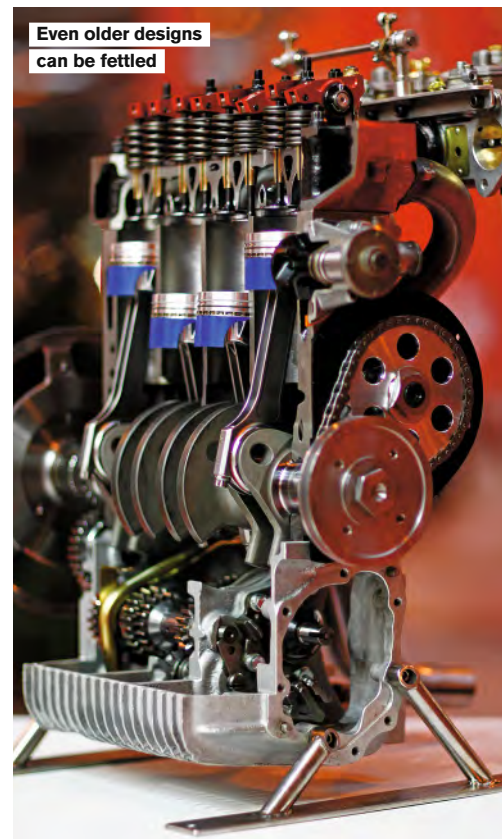
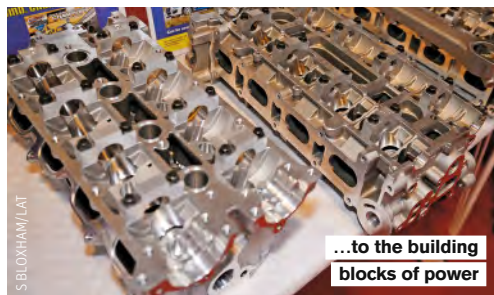
The breadth is remarkable. Some exhibitors will be well-known to anyone familiar with motorsport. For instance, the Bruntingthorpe Proving Ground, Wirth Research (which once produced the Virgin F1 cars and has a proud record in sports car racing), gearbox producers Hewland and Xtrac, and braking specialist EBC. But there are also a plethora of less well-known operations and projections.

There are some new projects as well. For example, Total Sim will be showing off its remarkable Catesby Tunnel Project. You've heard of a windtunnel, right? Well, imagine a full-size windtunnel without the limiting factor of space.



That's exactly what Total Sim and Aero Research Partners have imagined, using a 0.7-mile stretch of the Victorian Great Central Railway tunnel in Northamptonshire as a test facility for aero testing real racing vehicles.

Last year, almost 28,000 of the visitors to AUTOSPORT International were from the trade. And they will have plenty to look at in this year's Engineering show. A new addition this year will be the Low Carbon Racing and Automotive Show that has been incorporated into AUTOSPORT Engineering, a sign that innovation is still prospering in this country. ❧



Performance Car Show

presented by



in association with

AUTOCAR

& **PistonHeads.com**

While AUTOSPORT International is mostly about competition cars, there's plenty of room for road machinery. If you're a fan of automotive exotica, head to the Performance Car Show, presented in association with *Autocar* and *PistonHeads.com*.

The *Autocar* Supercar display will showcase some stunning machinery including the Lamborghini Huracan, the BMW i8, the Ferrari 458 Speciale and the Vuhl 05. Sister magazine *What Car?* will also show off its 2015 Award winners, announced the night before the show.

There will also be a series of exhibits for specialist car clubs, as well as the Pie & Piston refreshment area.

TICKET HOTLINE **0844 581 1420** OR **AUTOSPORTINTERNATIONAL.COM**



S. BLOXHAM/LAT

Ohlins can be found at Stand 7600



GRIFFITHS/LAT

Raikkonen's 2000 Formula Renault UK winner is for sale

COYS CAR AUCTION

The Coys Auction has long been a popular feature of AUTOSPORT International. Even if you don't have the cash to splash, it's well worth taking some time to have a look at the cars that will be going under the hammer.

For any motorsport fan with a discerning eye, there is one car that really stands out. Lot number 15 is a *bona fide* piece of motor-racing history – the Tatuus Formula Renault 2.0 car in which Kimi Raikkonen won the 2000 UK championship.

That season, the Finn won seven races on his way to claiming the title, comfortably ahead of future Champ Car racer Ryan Dalziel. A few months after taking the crown, he was making his grand prix debut for Sauber, while his old Formula Renault car was being

campaigned by Leighton Walker. The car was run by Manor Motorsport, which rebuilt it in 2005 using the original engine, gearbox and monocoque.

And this is not the only eye-catching racing car. There's an ex-Prodrive 1998 Honda Accord British Touring Car Championship machine as raced by Peter Kox. It comes with a complete spares package, and is in its original livery, meaning it would be a great car to race in the UK's Super Touring Car championship.

There's also an Alfa Romeo-engined Dallara F392 Formula 3 car, a 1989 Reynard F3000 machine taken to podium finishes by Marco Apicella, and a Group 2 Renault R5 Alpine.

The auction takes place at 1400 on Saturday.

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BMW's i8 sets new electric car standards



Speciale is Ferrari's lighter, faster 458



Mexican-built Vuh! 05 promises 0-62mph in 3.7s

Both Porsche Cars and Club GB will exhibit



MALCOLM GRIFFITHS

Lotus will demonstrate its road car and race range



TALEVI/LAT

Classic Team Lotus offers evocative JPS fix



GIBSON/LAT

Historic Sports Car Club brings retro rortiness



JAKOB EBREY

It's a Sin: GT4-spec R1 will make its debut



BLOXHAM/LAT

The national scene

Domestic racing is the lifeblood of motorsport, from entry-level championships to more professional and long-established series. AUTOSPORT International celebrates the best

The British Isles has a thriving national motorsport scene that offers not only variety but great quality – and, crucially, accessibility too. This year, as ever, AUTOSPORT International celebrates those virtues by playing host to a superb collection of our sport's best domestic offerings.

UK manufacturers Ginetta, Radical and Lotus will once again be touting the best efforts that 12 months of work in their respective factories have produced. Yorkshire manufacturer Ginetta is a regular at AUTOSPORT International and has presences in the main hall and the driving experience zone. Its G40 Club Car will be on

offer for passenger experiences in the Adrenaline Zone while the marque itself will showcase its wares on stand 2720.

In addition to Lotus's own stand (2400), its racing offerings – the Lotus Cup UK (7215) and Lotus on Track Racing Drivers Club (7260) – will have their own dedicated presences. Not part of

TICKET HOTLINE 0844 581 1420 OR AUTOSPORTINTERNATIONAL.COM

Wraps will come off new Radical SR8 RSX



Ride in a Ginetta G40 Club car in the Adrenaline Zone



Go Motorsport is your route into racing



Clio Cup UK is thriving once more



the same entity, but linked thanks to sharing the famous name, the inimitable Classic Team Lotus stand is well worth a visit at 6730.

Radical has yet again chosen the AUTOSPORT International Show to unveil one of its V8-engined race machines. The brand-new SR8 RSX succeeds the popular SR8 with a more powerful three-litre engine, seven-speed paddleshift gearbox and advanced electronics system. It will be on stand 6260.

Renault and Porsche are among the other car makers to have dedicated UK championships that make their presence felt in Birmingham. The French marque, which is pushing hard to rebuild its flagship Clio Cup UK grids, will be showing its fourth-generation Clio model as well as the exciting new R.S.01.

Porsche is bringing both national and club elements to ASI, since its 911 GT3 Cup car gets a public display on the Porsche Cars stand (2545), while the Porsche Club GB will also have its own separate showcase (stand 19660).

A more specific offering comes courtesy of Dutch supercar constructor Sin Cars, which debuts its new GT4-specification R1. It will be on show at the Pro Performance Metals stand in Hall 20 as the marque, which first unveiled the idea for its racing car at the Show a couple of years ago, ramps up its attempts to get in to frontline GT racing. British supercar company Keating Supercars will also launch a new car, the TKRS. Tested by the Centre for Advanced Performance Engineering at the University of Bolton, the vehicle will attempt to break the production sportscar speed record.

British motorsport's governing body the Motor Sports Association is back, in Hall 20, while its initiative to get people involved in motor racing – Go Motorsport – has AutoSolo passenger rides near Hall 4.

Many of the various organising clubs that provide the bedrock for the UK motorsport will be present at ASI. One of the two biggest clubs in the country will be present, with the British

Racing and Sports Car Club on stand 7050.

The cost-driven 750 Motor Club returns with its eclectic offering on stand 7130 that was one of the most inspiring elements of last year's Show. Among the featured examples are its new Renault Clio 182 (provided by Matt Fincham's Go Racing Motorsport team) and one of Revo Works superbly-prepared Civic Cup cars.

The Historic Sports Car Club returns with a typically evocative display on stand 6700 dedicated to the variety of cars that race within its championships, from monster Formula 5000 single-seaters to 1960s production-based Road Sports, while the Classic Sports Car Club can be found at stand 2280.

Motors TV is again running its competition for budding race commentators. Half of the dedicated racing television channel's stand (2765) will be transformed into a professional TV studio and commentary booth, where you can try your hand in front of the camera and behind the microphone. ❧

The greatest show in town

There's a lot to see at AUTOSPORT International so you'll need to plan your day. Here's our map to guide you to some of the headline attractions at the Birmingham NEC

AUTOSPORT STAGE



(THURS/FRI ONLY, HALL 9)

AUTOSPORT
INTERNATIONAL
Engineering Show



ILLUSTRATION S: ALAN ELDREDGE
STALE/LAT



Rally display

MCKLEIN

TICKET HOTLINE 0844 581 1420 OR AUTOSPORTINTERNATIONAL.COM



DUNBAR/LAT

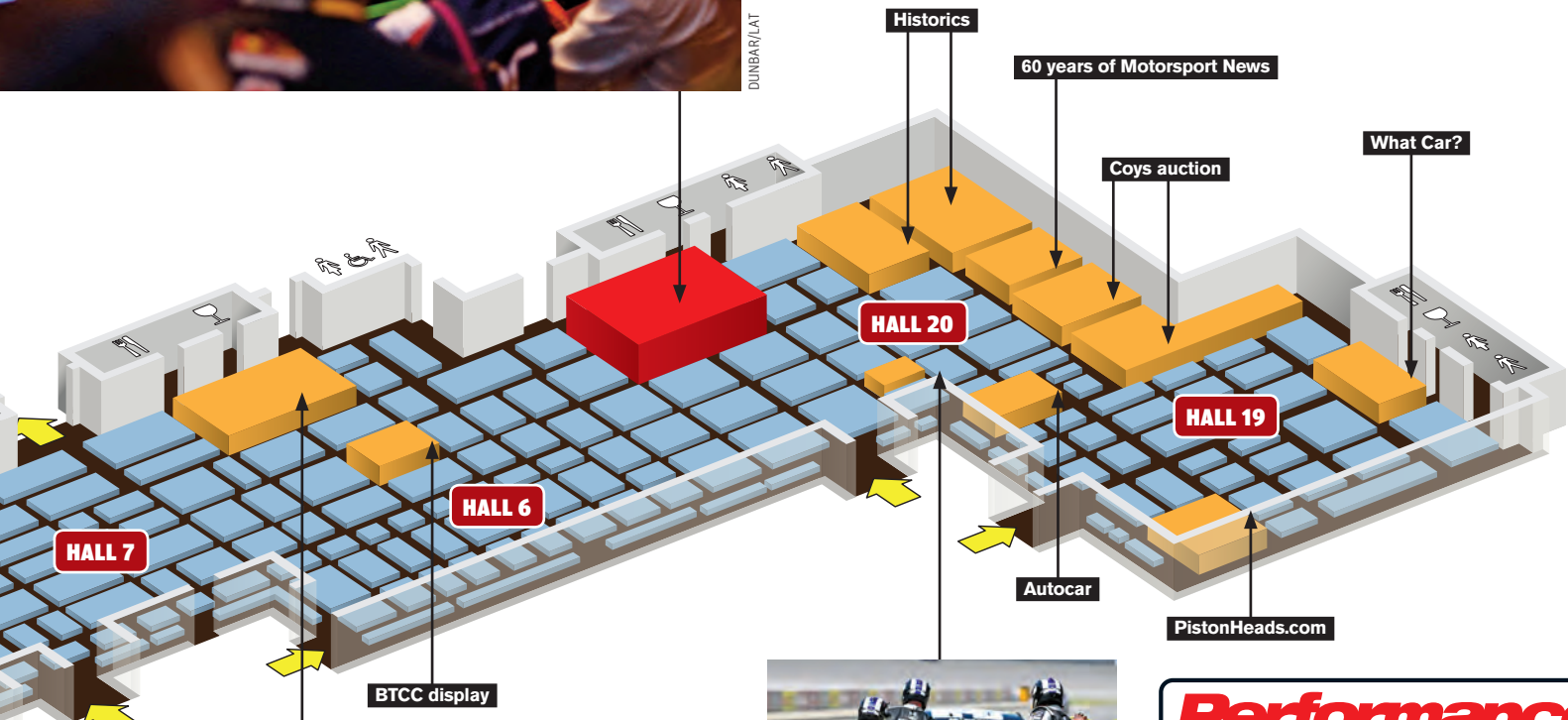
SHOW INFORMATION

OPENING TIMES
9am to 6pm each day (January 8-9 are trade days only)

TICKET PRICES (SATURDAY AND SUNDAY)

| Ticket type | Advance price | Door price |
|---------------------------|---------------|------------|
| Adult | £32 | £35 |
| Child (6-15) | £21 | £24 |
| Paddock Pass | £42 | £45 |
| Child Paddock Pass (6-15) | £31.50 | £34.50 |
| VIP Club | £120 | £120 |

All tickets include a seat in the Live Action Arena and entry to The Performance Car Show. Accompanied children under six get free access.



S BLOXHAM/LAT



KINRADE/LAT

Performance Car Show

presented by

ANDSAIL TYRES

in association with

AUTOCAR
& PistonHeads.com

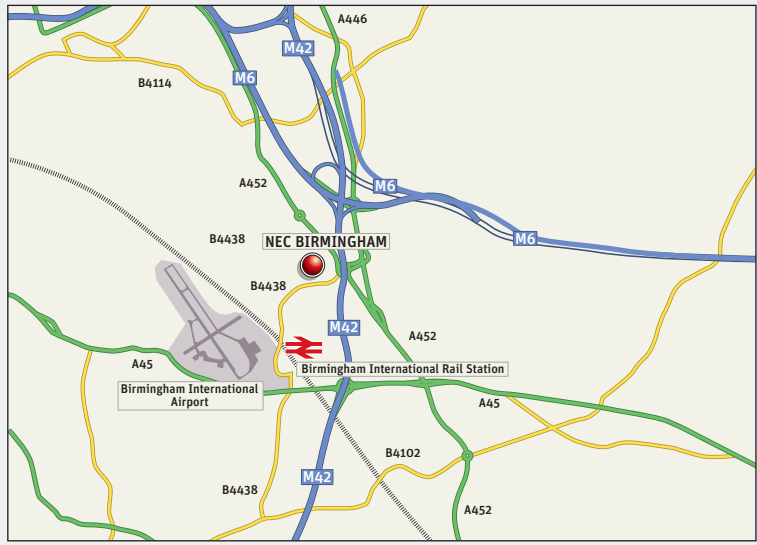
ROUTE FINDER

BY CAR
The NEC is easily accessible from junctions 6 and 7 of the M42, which connects to the M6, M40 and M5. The A45 also passes the NEC. Alternatively, you can type B40 1NT into your sat nav.

BY TRAIN
The NEC is a few minutes' walk from Birmingham International Station. Connections from Birmingham New Street run regularly and take 10 minutes. New Street has excellent links to all major UK cities.

BY PLANE
The NEC is a short drive from Birmingham International Airport. The easiest way to reach the venue is by the Air-Rail Link, a free shuttle service running every two minutes between 0515 and 0200. For scheduling call 08445 766000 or log on to birminghamairport.co.uk.

BY COACH
National Express runs regular services to Birmingham city centre and the airport. For information, log on to www.nationalexpress.com.



A-Z of exhibitors

| EXHIBITOR NAME | STAND | | | | | | |
|--|-------|---|-------|--|-------|---|-------|
| 1st Tickets | 19505 | BRISCA F2 | 10190 | Dunlop Puma Cup | 7451 | HCD | 10264 |
| 3J Driveline Ltd | E880 | Britcar | 2760 | Dynapack – Advanced Motorsport | E70 | HeadcaseEurope.com | 6202 |
| 3MO Performance | E1061 | British Motorsport Marshals Club | 7320 | Dyno Developments | 8708 | Hedtec | 6611 |
| 5 Club Racing | 7431 | British Rally Marshals Club | 8320 | Dynojet UK | E840 | HEL Performance | E748 |
| 5 Club Racing | 7433 | British Superkart Association | 6400 | Earl's Performance Products | E760 | Hewland Engineering Ltd | E620 |
| 60 Years of Motorsport News | 2580 | British Women Racing Drivers' Club | 6721 | EBC Brakes | 8240 | Hifi Filter | E541 |
| 750 Motor Club Limited | 7130 | Brown & Geeson Distribution Limited | 6555 | EEC Performance Systems | E599 | HiSpec Motorsport Ltd | 8600 |
| Absolute Alignment | E447 | Brown & Miller Racing Solutions Ltd | E980 | Eibach UK | E130 | Historic & Classic Kart Club for Great Britain | 6132 |
| AC Tech GmbH | E740 | BRSCC | 7050 | Electrox Laser | E1046 | Historic Car Art Gallery | 6800 |
| ACL Race Series | E77 | Bruderer Ltd | E1047 | Elite Motorsport Engineering | 7335 | Historic Car Art Gallery | 6800 |
| Active Simulators | 9010 | Brunel University London | 7115 | Elite Motorsport Engineering | 7342 | Historic Sports Car Club (HSCC) | 6700 |
| Adsverbatim | 6622 | Bruntingthorpe Proving Ground | E444 | Elite Racing Transmissions | 8615 | Historics, Classic & Sports Car and Silverstone Classic | |
| Advanced Dyno Solutions | 8205 | BTN Performance | E82 | Elliot's Inspired Autocare | 19203 | Present Track Icons and Wild Road Cars | 2280 |
| Advanced Fuel Systems | E481 | BTRDA Clubmans Rallycross Championship | 9110 | ELSA Solutions Srl | E81 | Historics, Classic & Sports Car and Silverstone | |
| AEM Electronics | E1147 | Buckmore Park | 6102 | Emissions Analytics | C50 | Classic Present Track Icons and Wild Road Cars | 2270 |
| Aero Tec Laboratories Ltd | 8405 | Burton Power | 8440 | Empire RV | 2770 | Holinger Engineering Co.Pty.Ltd | E680 |
| AeroCatch | E886 | Capricorn Automotive GmbH | E560 | Emtec Colleges | E883 | Hortons Books | 6901 |
| Aerocom Metals Limited | E985 | Caracalla 1947 | 6805 | Engine Parts (UK) Ltd | E240 | HRX SRL | 6455 |
| Aford Awards | 6100 | Cartek Motorsport Electronics | E646 | Envy Valeting | 19202 | Image Wheels Int Ltd | 6665 |
| AH Video Concept | 6956 | Caseliner | E340 | EOS – Electro Optical Systems | E1048 | In-Excess UK Ltd | 7640 |
| Akrapovic | 6575 | Castle Combe Racing Club / Avatar Sports Cars | 7435 | ESTP | E942 | Intercomp | 8300 |
| Albins Gear | E360 | Central Motorway Police Group | 9310 | Euro CNC Limited | E61 | Intrepid UK | 6101 |
| Alcatel One Touch Wheel Change Challenge | 2750 | CES Europe Ltd (Pit Equipment) | E830 | EVO Corse | E1065 | IS-Motorsport | E1073 |
| Alfa Romeo Championship | 7665 | Chris Bayley Automobilia | 6715 | Evo & Octane magazines | 6460 | Isoclima SpA | E960 |
| ALIVE | 19130 | Christopher Dugan | 6712 | Exact Engineering | 8700 | Itchy Feet | 7020 |
| Alutight Perma Grit | 6938 | Circuit of Spa Francorchamps | 7550 | F1 Model Helmets | 6895 | JAG - ROTAX | 6205 |
| Alvis Car Company | 19150 | CL Brakes | E343 | F1 Racing | 6020 | JamSport Racing | 7545 |
| Anglo American Oil Company Ltd | 2500 | Classic Sports Car Club Ltd | 7330 | F1 Racing Specials | 6245 | Jenvey Dynamics Ltd | 10610 |
| Anglo American Oil Company Ltd | E860 | Classic Team Lotus | 6730 | Fast Fox Ltd | 8216 | Jenvey Dynamics Ltd | E398 |
| AP Racing | E380 | Claytex | C56 | Ferodo Racing | E992 | John Monkman | 6909 |
| ARP Automotive Racing Products | E670 | Clean Drive | 19530 | Ferrea Racing Components | E570 | John Monkman | 6920 |
| Arrow Precision | E762 | CNC Heads | 8233 | FibrLec | E1070 | JTInnovations Ltd | 8201 |
| Art Forty Eight | 6711 | Cobra Exhausts UK | 19120 | Fine Cut Graphic Imaging Limited | E1049 | Juicy Details | 19532 |
| ASNU (UK) Ltd | E430 | Cobra Seats Ltd | 6645 | Force Racing Wheels Ltd | 8220 | K&N Filters | 6570 |
| Association of British Kart Clubs | 6305 | Combustion Punks | 9240 | Ford RS Owners Club | 19630 | KA Sensors | E486 |
| AST Suspension | 7510 | Compbrake Motorsport | 7205 | Forge Motorsport | E74 | Keating Supercars | 2602 |
| Athena - GET | E946 | Competition Car Insurance | 7216 | Formula Kart Stars | 6000 | Kelsey Media | 6936 |
| Atom Racing | 7450 | Conterra Limited | 19340 | Fourdot Affinity Ltd | 19301 | Kent Cams | 8400 |
| Audi Tuner Magazine | 19132 | Cool & Groovy Ltd | 7714 | FRAP Italy – Ball Joints Technologies | E872 | Kick Motorsport | 6606 |
| Aurora Bearing Company | 8330 | Corbeau Seats Ltd | 2200 | Free Radio | 9231 | Kimber Mills Forgings | E347 |
| Auto Adrenalin UK | 9220 | Cornering Force Ltd | 8343 | FreeM | 6131 | Knockhill Racing Circuit | 7520 |
| Auto Finesse | 2860 | Costco Wholesale | 19533 | Frost EV Systems | C71 | Koden Motorsport | 6550 |
| Autocar | 19010 | Coventry and Warwickshire Growth Hub | E346 | Fuchs Lubricants (UK) PLC | 6860 | KTS TurboBillet X | 7750 |
| Autocrew | 10630 | Coys | 2870 | Fun Cup | 7360 | Kulite Sensors Ltd | E449 |
| Autoenhance Ltd | 19410 | Coys | 2780 | G&S Valves Ltd | E844 | Kustom Racewear | 6502 |
| Automotive Brands Europe | 8740 | Coys | 2780B | Gary Stead | 6855 | Kwiktrak (UK) Ltd | 6476 |
| Autosport | 2220 | Coys | 2780C | GEMS Performance Electronics | E731 | Lane Electronics | E391 |
| Autosport Bearings and Components | E441 | Coys | 19160 | Ginetta Cars | 2720 | Laser Lines Ltd | E586 |
| Autotel Race Radio | 7325 | Coys | 19260 | Ginetta Cars Driving Experience | 4020 | Lazer Lamps Ltd | 6503 |
| Aviaid Dry Sump Systems | E286 | Coys | 2672 | GMR Design UK Ltd | 19110 | LCS & S (Motorsport Models) | 2920 |
| AVL Schrick | E970 | Crystal Lesiure | 9001 | Go-Kart Party | 9265 | LCUK | 7215 |
| AWSRacewear.com | 6120 | Custom Cages Ltd | E630 | Goldstar Onboard Ltd | 8730 | Leathergenie | 6926 |
| Bailey Morris Ltd | E75 | Dan's Motoring Memorabilia / Dazs Models | 6835 | Goodridge (UK) Ltd | E260 | Lee Almond Racing | 10522 |
| Base Performance Simulators | 6500 | David Thomas & Graeme Simpson | 6801 | Goodyear Dunlop Tyres UK Ltd (Title Partner of Dunlop MSA British Touring Car Display) | 6440 | Lee Spring Limited | E433 |
| BB Engineering Services | 6842 | DC Electronics – Motorsport Specialist Ltd | E181 | Grand Design Systems | E1180 | Legends Cars / Handy Motorsport | 6405 |
| BBS Motorsport GmbH | E395 | Delphi Automotive | 8247 | Grand Prix Racewear | 6220 | Life Racing | E1080 |
| BDC Events Ltd | 7460 | Demon Tweaks | 6540 | Great British Sports Cars | 6865 | Lifeline Fire & Safety Systems Ltd | E185 |
| Birmingham City University | 7010 | DEN Motorsport | 6850 | Greenpower | 9003 | Lille Racewear | 7339 |
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WILL STEVENS COMING OF AGE

The young Brit was first introduced to AUTOSPORT International as a young karter. This year, he returns as a grand prix driver.

By **GLENN FREEMAN**

Back in 2006, ex-Formula 1 drivers Martin Brundle and Mark Blundell appeared on the main stage at AUTOSPORT International to introduce the public to a karting superstar that they had signed to their 2MB management company.

The 14-year-old that joined them on the stage that day was Will Stevens, and over the following two years he would turn national karting success into international glory, earning the support of the Honda Formula 1 team along the way. Stevens, who surely can't be proud of that haircut from nine years ago, remembers what it felt like dreaming of Formula 1 – a goal he achieved at the end of last year when he made his debut for Caterham in the Abu Dhabi Grand Prix.

"I don't know what year that would have been, but I remember it was when I signed with Martin Brundle and Mark Blundell," he says of his first appearance at the show. "Back then I was young and aspiring to get to F1, and when you're a kid it feels totally different to be up there compared with



FERRARO/LAT

how it does now. But [he laughs, perhaps briefly remembering that hairstyle], it's nice to look back on where you started and where you wanted to go."

Stevens returns to the show with a grand prix start under his belt, and as he acknowledges that point he pauses for a second, perhaps taking in the realisation that one of the major goals he spoke of in 2006 became reality last year.

"When I first went on that stage, being in F1 was what I was talking about hopefully achieving one day," he says. "Now it's nice that I'll be going back there and I have achieved that."

The uncertainty surrounding Caterham this year, and the fact that the team missed the two GPs before the Abu Dhabi finale, meant that the deal for Stevens to make his F1 debut came about in a hurry. But it was a high note to end a rocky 2014 for the 23-year-old. He'd taken two wins in an otherwise disappointing Formula Renault 3.5 campaign, and had bounced between affiliations with Caterham and rival F1 minnow Marussia

during the course of the year as both teams battled their financial troubles.

"If you'd said a month before that race that I was going to be driving for Caterham in Abu Dhabi I wouldn't have believed you," Stevens says. "But we all know what F1 is like and things happen quickly. The opportunity came up and it was the perfect chance for me to show that I was ready. I'd worked with the team already so I knew most of the guys there, and that helped me a lot. You never know what's around the corner in F1 because things change so quickly, but when big opportunities come up you have to take them."

Between his first association with Caterham ending (when the team's ownership changed mid-season) and re-joining the squad for Abu Dhabi, Stevens had a short-lived deal with Marussia. It was meant to kick-off with a free practice appearance at Suzuka, and although the paperwork could not be completed in time for that to happen, there were promises of more FP1

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Fresh-faced Stevens was introduced at 2006 ASI show

outings before the year was out. However, nobody could have foreseen how Marussia's season would implode, starting with that horrible weekend in Japan where Jules Bianchi suffered his awful accident during the race. The team only appeared once more after that, running a single car for Max Chilton in Russia before eventually going into administration. Looking at the bigger picture, the fact that Stevens wasn't going to get his FP1 outings understandably didn't register on the radar as all of that was going on.

"You need to take whatever chance you believe is the best at that time," he says. "When Caterham got taken over we thought that Marussia was then the best route for my future. And at that point the situation there was looking good for me. I was going to gain a lot of F1 experience with them, so it was a shame it fell through.

"When the situation came that neither of the teams we'd been dealing with was around any more, that cut everything off. So when the Abu



Stevens won 2014 FR3.5 opener

Dhabi chance came up I had to grab it with both hands. I moved around a bit this year but if you look up and down the grid you see more drivers doing that more often now, because everyone has to take whatever opportunities they can. It would be nice to have a more settled environment, and hopefully soon I can have that."



Time with Marussia ended when the team entered administration

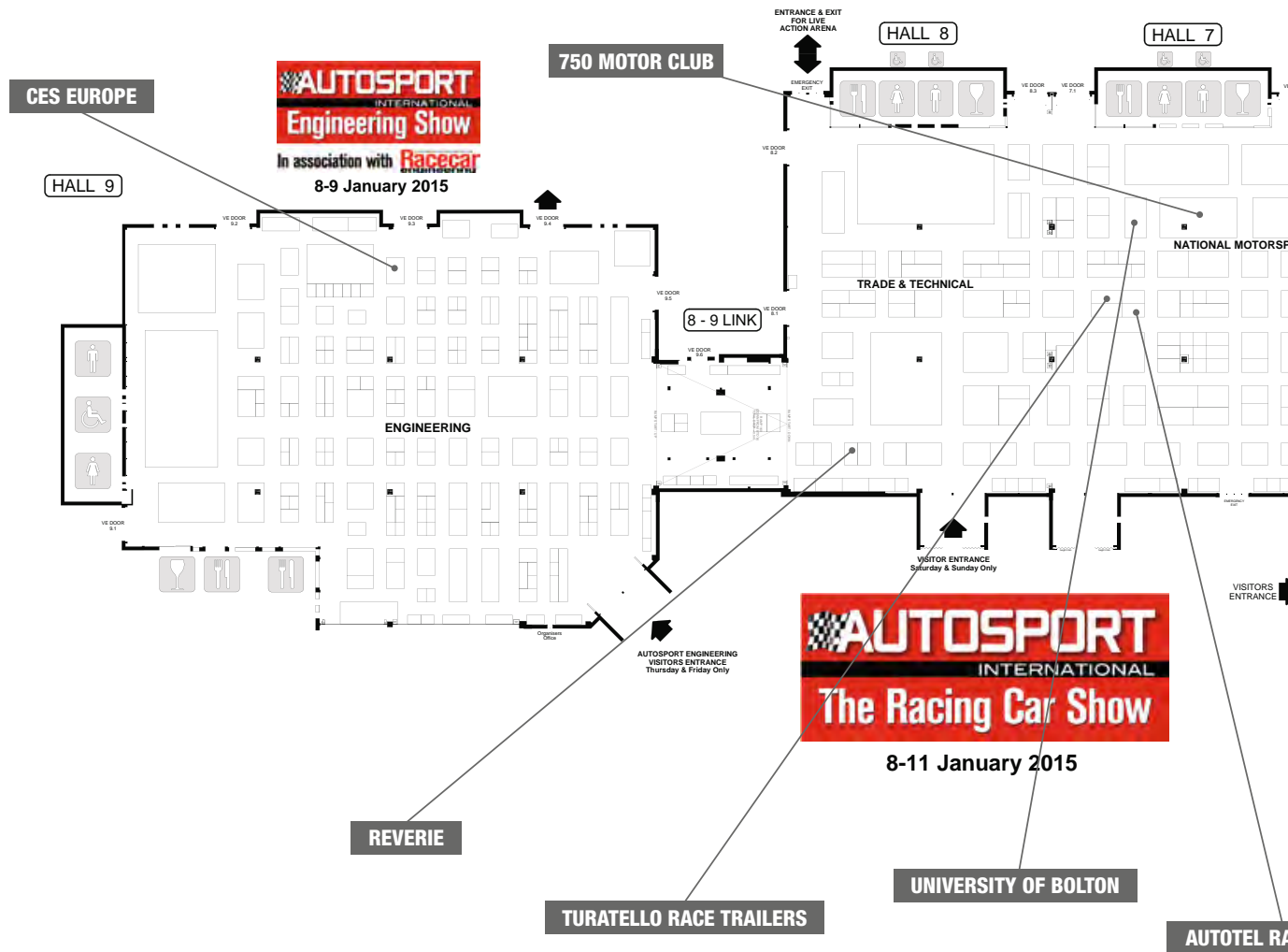
"When I first went on that stage, being in F1 was what I was talking about" WILL STEVENS

Unless one of the troubled smaller teams can find a way back onto the grid next year it looks like Stevens won't get the opportunity to add to his solitary F1 start ("I need a few more teams to be around!"), and he accepts that if he can't make something work at the top level of the sport then the time is approaching to make sure that he can make a living out of racing. That brings us on to his junior single-seater career, where after winning the FR3.5 season-opener at Monza last April, any hopes of a title push in his third season at that level fizzled out over the course of the campaign. He won the penultimate race of the year at Jerez, but there was little to shout about in between. It was a disappointment, especially considering that in 2013 he'd been best of the rest behind Kevin Magnussen, Stoffel Vandoorne and Antonio Felix da Costa, who went on to F1, GP2 and the DTM.

"I can't really explain last year," he says. "We had high hopes – just look at what those other guys went onto after 2013 – but things didn't click for us as much as they did that year. It's so hard to put your finger on what it was."

Stevens believes that his F1 appearance, where he qualified half a second behind team-mate Kamui Kobayashi and produced a tidy performance in the race to make the finish, helped rediscover some of that momentum that he lost in 2014.

"If you can jump into a situation like that and do a good job it sticks in people's minds," he says. "If you can prove yourself at the highest level, then I think it stands for a lot. Abu Dhabi was good for that, so whatever I go on to do in 2015, I hope that race will have helped me get there." ❧



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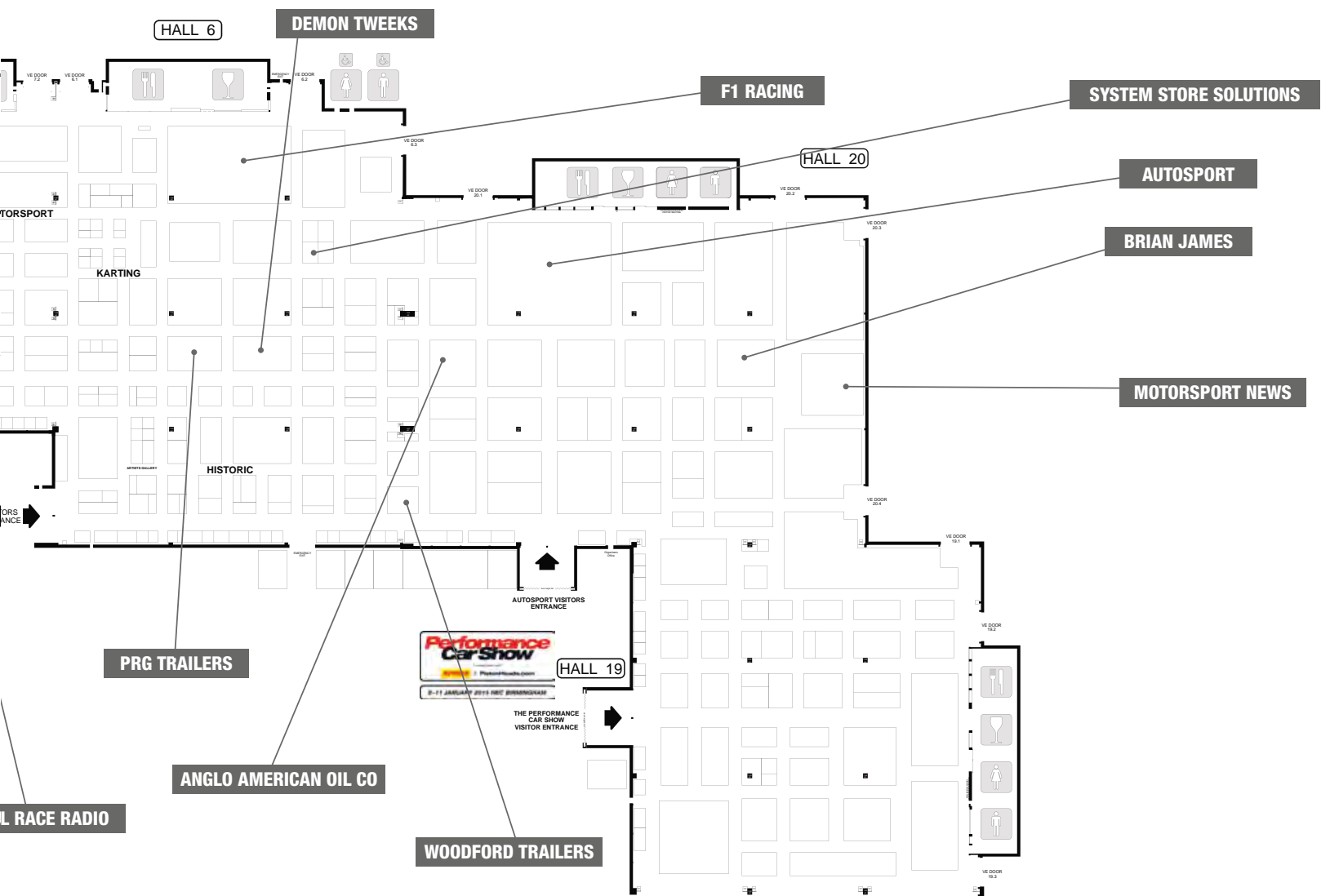
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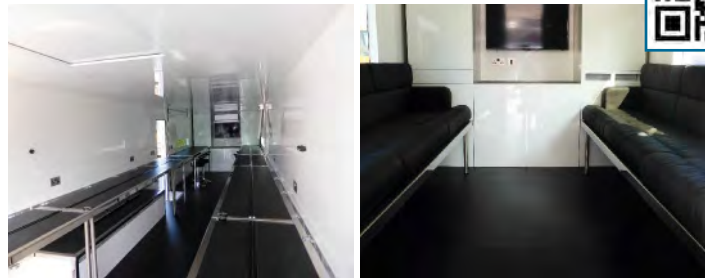
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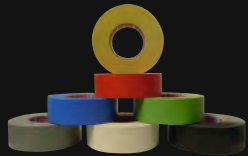
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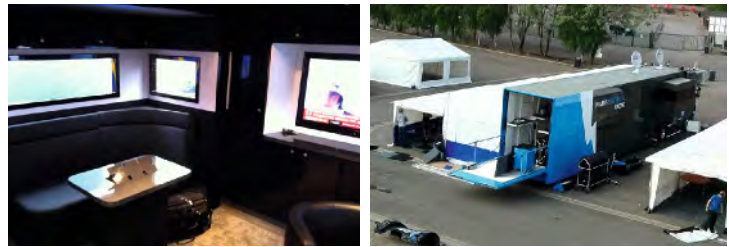
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TRACKSIDE SUPPORT ENGINEER For this position we are looking for talented engineers with trackside experience to provide support in our NASCAR Cup series program. Typical duties include driver/team liaison, optimization of race engine performance (from analysis of logged data) and engine integration with chassis tuning, pre-test planning and post-race reporting and pre/post event race strategy analysis. This position is based in our Charlotte, North Carolina office and extensive travel to race events and tests will be required.

Applicants should have an engineering degree (or equivalent experience), a background in IC engine development and at least 2 years of full time trackside engineering experience including typical software such as ATLAS and Motec. Initiative and excellent communications skills are also required.

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We also have a number of other current vacancies which include: Junior Designer, Junior Electrical Designer, Wiring Harness Technician, Sub Assembly Technician, Rally Technician, Transmission Technician and Shell Fabricators.

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Spence to make racing return

Former British Formula Ford champion primed for comeback



Spence won the British FFord title back in 1992

EX-BRITISH FORMULA 3 frontrunner and 1992 British Formula Ford champion Jamie Spence will return to racing in 2015 in the Radical SR3 Challenge.

Spence, now 41, was a rising single-seater star in the 1990s and also made his British Touring Car Championship debut in a Rouse Sport Nissan Primera at Brands Hatch in 1996.

He will return to competition after a 14-year absence when he contests Radical's premier UK championship, after first testing Jason Rishover's SR3 at Donington Park in August last year.

Spence will race solo in the SR3 Challenge with Rishover driving the Rawlson Racing-run car in the Clubmans Cup.

"My last time in a racing car had been in 2001 in F3 with Duma Racing," said Spence.

"I walked away, put my crash helmet in a box and didn't get it out until a few months ago when I tested the Radical. We did the test on the quiet. It was good to drive, with plenty of downforce."

LONG-TERM PLANS UNDECIDED

Spence turned his attention to competing in boxing when he ended his involvement in motorsport first time around, and has achieved success at national, European and, most recently, world level.

Though he intends to take the Radical campaign seriously and Rishover harbours greater ambitions, Spence said that his successful boxing commitments mean he has not given too much thought to whether it will spark a long-term return to racing after his 14-year layoff from the sport.

"Jason has got big expectations

and I will 100 per cent be doing the Radical series, although to what extent I'll get involved again in motor racing I don't know," added Spence. "I'm enjoying where I am at with the boxing."

KEEN GETS FIRST DAYTONA RUN

The SR3 Challenge UK is one of several championships eligible for the Sunoco Challenge, which rewards the most successful driver with a prize Daytona 24 Hours race.

Last year's SR3 Challenge champion Phil Keen won the main Sunoco prize and in December took part in his first test in leading United SportsCar team Action Express's Daytona Prototype (pictured below left).

"It's an awesome place," Keen said. "I'm really looking forward to it. I've always wanted to race in America and I'm lucky to have the chance to do it."

Keen has one more three-day test in January before partnering Max Papis, Eric Curran and Dane Cameron. The team said the British GT race winner impressed.

"We were impressed with Phil's ability to adapt to driving our cars on a challenging track like Daytona in only one day," said Action Express team boss Gary Nelson.

"After all the testing is complete I believe Phil will be a great contributor to our effort to get to the top step of the podium."



Keen has tested DP at Daytona

SCOTT MITCHELL
FEATURES
EDITOR

scott.mitchell@haymarket.com
@ScottMitchell189



BY THE TIME YOU READ THIS

I, like my AUTOSPORT colleagues, will be at the NEC in Birmingham for the 2015 motorsport season's curtain raiser. And it seems there is little time to rest as the new campaign fast approaches.

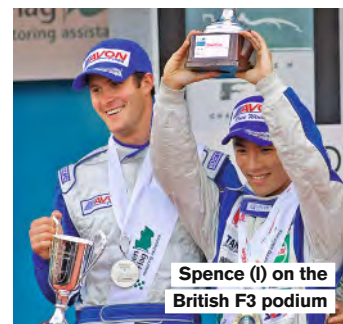
There are plenty of things to look out for in 2015, such as new series, fledgling championships and, of course, some star drivers as developments for the coming season start to take shape.

There's a lot to get through at AUTOSPORT International this weekend, and there's no better guide than the one in the front of this magazine. Perhaps, among the crowd throng, you'll bump into the returning racer Jamie Spence?

His long sabbatical from competition is now over with the 1992 British Formula Ford and 1993 British Formula 3 National-class champion preparing for his first racing experience since 2001!

It would be quite the story if Spence, now a successful boxer, were to win the Radical SR3 Challenge. Imagine if he followed in British GT Phil Keen's footsteps and bagged a Daytona 24 Hours drive for 2016? From the boxing ring to one of the most famous banked circuits in the world in just a year! Stranger things have happened in racing.

There's plenty of news this week regarding driver signings and 2015 plans, but of course ASI is where it normally all kicks off, so be prepared for our usual expanded news offering next week. And as our lead story shows, you never know who will creep out of the woodwork. The season really is just beginning.



Spence (l) on the British F3 podium



Nash will front two-car Lotus Evora entry

British GT

Nash joins British GT4 grid in Lotus Evora

FORMER TOURING CAR independent ace James Nash will compete in the British GT Championship in 2015 in a GT4-specification Lotus Evora.

Nash, who won the BTCC Independents' title in 2011 and the World Touring Car Championship equivalent two years later, will head a two-car entry run by his own

team running under the UltraTek Racing banner.

The 29-year-old will be joined in the first of two newly-built, Stratton Motorsport-prepared Evoras by Richard Taffinder, while former BTCC racer Jamie Wall will be partnered by Tim Eakin.

ISSY Racing's Evora was a regular frontrunner in last season's British

GT4 championship, but reliability stopped Gavan Kershaw and Oz Yusuf mounting a title challenge. Nash, who has instructed both amateur drivers in recent years, believes they will develop into race-winning partnerships.

Established squad Team Parker Racing will field an Aston Martin Vantage alongside its Bradley Ellis/

Ade Barwick Ginetta G55 in the GT4 class next season.

Caterham aces Terry Langley and Mike Hart will make their GT debuts in the Vantage, which is new to the Stuart Parker-run outfit.

"We'll begin testing in February to get them up to speed but I'm confident they can be competitive pretty soon," said Parker.

MSA Formula

Herta Jr to Carlin as karting ace Mitchell joins Arden

KARTING CHAMPION SANDY Mitchell and Colton Herta, son of IndyCar ace Bryan Herta, will contest the new MSA Formula championship.

Mitchell, who won the British Junior Max title in 2014, will race for the Arden team while Herta will join Lando Norris and Petru Florescu at Carlin.

The youngsters, who both turn 15 in March, are the latest confirmed drivers for the new series.

"We are very pleased to have Sandy as our first signing for the 2015 season," explained Arden team principal Garry Horner. "He is the first driver from the [Arden Young Racing Driver] academy to progress into a single-seater championship."

Colton Herta made his car-racing

debut in 2014 in the IndyCar-supporting USF2000 series and scored a best result of fifth.

Trevor Carlin said the youngster had impressed the team during a test, adding: "Colton could be the next great American racing driver."



Mitchell will move to cars

Britcar

Hunt to race Jaguar GT3 in planned Britcar 24 Hours entry

SIMON GREEN MOTORSPORT will return one of only two race-ready Jaguar XKR-S GT3s to the track in this year's planned Silverstone 24 Hours, with Freddie Hunt, the 27-year-old son of 1976 Formula 1 world champion James, set to join the driving strength.

Green's team started a fan-funding programme earlier last year to finance the entry to the revived 24-hour Britcar showpiece on April 23-26, and its entry has now been lodged.

Hunt has raced single-seaters in the



Jaguars were built for FIA GT campaigns

ongoing Indian MRF Challenge after returning to race in Formula Ford 1600 last year, and is the first driver signed to race one of the 510bhp cars.

Green said: "We are proud to have this association with Freddie and the joint goal to return a great British racing marque to the track where it belongs."

The car was tested for the first time at Rockingham in December. Simon Green Motorsport has formerly raced in historics and Ginetta G50s.

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Toyota Racing Series

MacLeod, Eastwood and Maini in strong TRS field

BRITISH FORMULA 3 RACE

winner Sam MacLeod and BRDC Formula 4 podium finisher Charlie Eastwood will contest this year's Toyota Racing Series.

The New Zealand-based category has attracted a strong entry for its first year with the new FT-50 chassis, with Ferrari's Italian Formula 4 champion Lance Stroll, fellow European Formula 3-bound Prema driver Brandon Maisano and BRDC F4

runner-up Arjun Maini all set to compete.

Formula Masters China title winner James Munro and Jamie Conroy and Thomas Randle, the current New Zealand and Australian Formula Ford champions respectively, are part of the expected 19-strong field.

"We thought about racing in TRS in 2014 but it didn't work out," said MacLeod, who is keen on a European F3 move for 2015. "It's a great way of getting your season started. My goal is to gain consistent, clean weekends but there'll be some good competition with drivers such as [Artem] Markelov."

Eastwood added: "I'd rather have tough opposition to build up for the season ahead instead of winning in the winter but being off the pace when the season comes around. It will be good to learn from experienced drivers."



Brits are heading to New Zealand

Club racing

New one-make Golf series

A NEW ONE-MAKE SERIES FOR THE Mk5 Volkswagen Golf GTi will be launched at AUTOSPORT International this week.

The new series on the British Racing & Sports Car Club bill is run by the same group behind the successful Production GTi Championship for Mk2 Golfs.

The idea behind the series is to "provide a natural progression from

Mk2s" and a reaction to parts for the older car "becoming rarer", according to series co-ordinator Rob Sadler.

Sadler claimed 10 are already in build and has targeted at least that number for when the series starts at Snetterton on April 19. The races will take place on the same weekends as the Mk2 events and the older cars will be invited to fill the grids.



Newer Golf will have its own series

BRDC Formula 4

Hillspeed signs duo for F4

BRDC FORMULA 4 RACE-WINNING

team Hillspeed has confirmed its first two drivers for the 2015 season.

Omani 16-year-old Al Faisal Al Zubair and 18-year-old South African Sebastian Lanzetti will join the team for this year's campaign, with Richard Ollerenshaw keen

to add a third driver before the start of the season, which starts on April 4-6.

Zubair is being mentored by British GT race winner Ahmad Al Harthy and the karting graduate will begin testing in February. Lanzetti tested with Hillspeed in Spain at the end of 2014 and Ollerenshaw hopes the early completion of both deals will stand each driver in good stead.

"We're absolutely delighted to confirm two deals so early in the new year," he said. "Racing in BRDC F4 is obviously going to be a big step for both guys, but we're confident they'll each progress very well in their respective first seasons in the UK."



Lanzetti tested in Spain

HUMBLE PYE

The voice of club racing



The motorsport year begins at ASI

A packed 2015 calendar promises superb action

As the motorsport fraternity converges on Birmingham for the annual AUTOSPORT International feast, the season ahead beckons. New cars, drivers and events will be revealed here, further whetting enthusiasts' appetites and deciding marshals' commitments.

Whatever your preferences, there will be something different to see.

Having attended club motorsport, national meetings and home internationals since the 1960s, and been immersed in historic racing for a couple of decades now, I'm always fascinated to see what emerges. For me, a mix of vintage, historic, classic and contemporary racing is the perfect foundation. As ever, though, the overcrowded calendar has thrown up frustrating clashes.

August is the big flashpoint. Two of the year's most enjoyable showpieces, the HSCC's Croft Nostalgia Weekend and Oulton Park Gold Cup, go head-to-head with massive European events, (Nurburgring's Oldtimer GP and Zandvoort's Historic GP), thus I will be staying on home soil. At least until the unmissable Spa Six Hours in September.

In fact, I'm planning two trips to Croft, among eagerly-anticipated visits to Brands Hatch, Cadwell Park, Castle Combe, Donington, Goodwood, Mallory Park, Oulton Park, Silverstone, Snetterton and Thruxton. Not only is Croft a great track to drive – there is always a big welcome too – but I am keen to witness the 750MC racers' first mass pilgrimage on May 23-24.

Goodwood's 73rd Members' Meeting on March 21-22 should kick off my season memorably. Last year's event was an absolute triumph and, with post-1966 touring

cars racing, a sufficiently different sensory overload to the awesome Revival events. Commentating over 1000cc F3 screamers this time should get my vocal chords warmed up for Thruxton's historic spectacular and Castle Combe's Howard's Day over the Easter weekend.

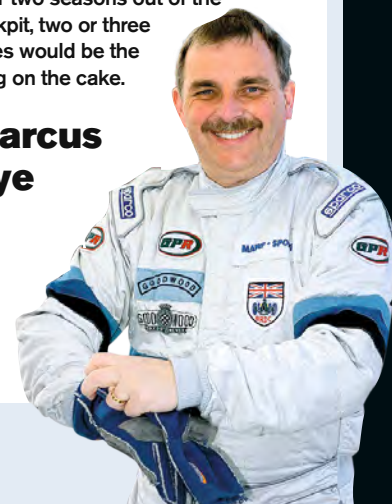
What with the Donington Historic Festival, two big Silverstones (May's HSCC International Trophy and July's

"August is the big flashpoint. As ever, the calendar has thrown up clashes"

Classic), the expanded-for-2015 HSCC AUTOSPORT Six Hours at Snetterton on June 13-14, July's reborn Chateau Impney hillclimb and the CSCC Mallory Park extravaganza on August 1-2, it promises to be a cracker. Even past Combe's relaxed Autumn Classic.

As I look to finalise my schedule, I'd love to squeeze in a weekend at Anglesey, drag racing at Santa Pod and the Brighton Speed Trials. And, after two seasons out of the cockpit, two or three races would be the icing on the cake.

Marcus Pye



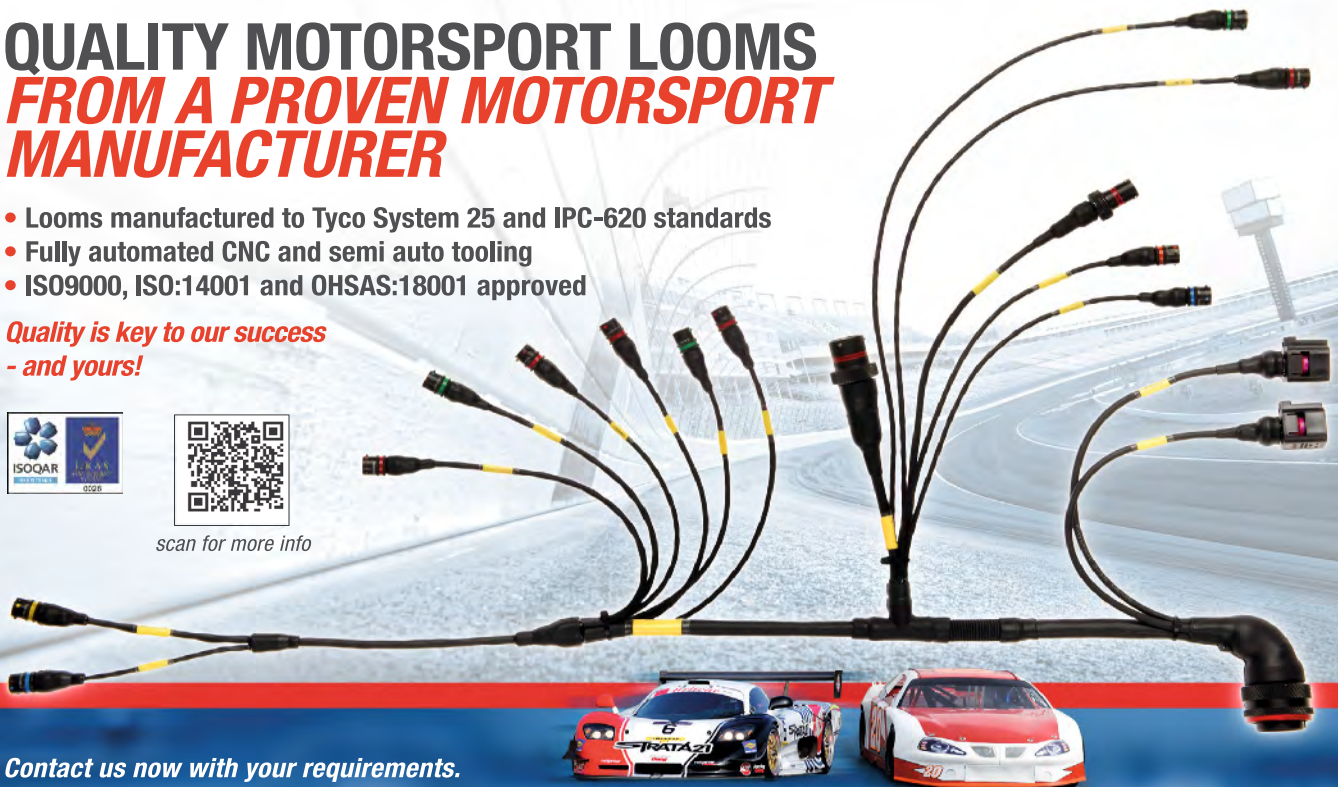
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Thompson (centre) had to fight through to win the reversed-grid race

ALL PICS: STEVE JONES

PLUM PUDDING MALLORY PARK, DECEMBER 26 CLUB MALLORY

Thompson storms to Boxing Day brace

AFTER A ONE-YEAR HIATUS, Boxing Day motor racing returned to Mallory Park, with the action organised for the first time by new outfit Club Mallory. The large crowd started to dissipate as rain fell towards the end of the afternoon, but racing was completed before snow blanketed the circuit by early evening.

Plum Pudding stalwart Andy Thompson bagged a brace of wins in the Saloon Car races at the wheel of his hybrid SEAT.

While Thompson worked his way through from row five, Civic Cup ace Rich Hockley made the early running before Darren Johnson (Clio) grabbed the lead at the hairpin on lap three. Ian Smythe's Cosworth-powered Fiesta ran second for a time until falling back following a spin just after Thompson took second at the Esses.

With four laps to run, the SEAT (an ex-BTCC Toledo shell with Supercopa engine and gearbox)

was more than 5s adrift, but that was halved within a lap. Thompson trailed the Clio out of Gerard's for the final time, then sliced through at the Esses to take a last-gasp win. Hockley took third.

Race two was straightforward, with Thompson taking the lead from Johnson on lap four before the Clio's retirement. Mini Se7en champion Andrew Deviny was second for a time, but Hockley took the place from him at Shaw's on lap 10. George Young (Ford Escort XR3) was an excellent fourth.

The victories in the Sports Car races were shared, with local competitor Rob Spencer taking the spoils in the opening race in his Stuart Taylor Locosaki. As a relatively late entrant, Spencer blasted his motorcycle-engined Sevensque car from row nine of the grid to second at the end of the opening lap, behind Ray Rowan's Porsche 996 GT3, aided when



Thompson takes the lead in the opener

David Porter stalled his Radical SR3 on the line. Spencer took the lead at Shaw's Corner on lap two and was not headed thereafter, but Rowan didn't get beyond half distance after a tyre came off the rim, prompting a spin at Gerard's.

As a result Mallory debutant David Fuller, in another Locosaki, was briefly promoted to second, but the resurgent Porter charged ahead a lap later. Fuller settled for a lapped third position, while Miles Hodgson got the better of fellow MR2 pilot Tim Heron for fourth just four laps from the end.

David Sharp's Lotus Elise briefly led at the start of the reversed-grid second race, but Martin Gee's Caterham was ahead at by the end of the lap. Predictably, Rowan and Spencer quickly came through from the rear of the field, with Porter — who made a rather better getaway on this occasion — soon up to third position.

Spencer took the lead from Rowan at the hairpin at the end of lap five

and looked set to complete a double when the Porsche lost a second in traffic at Gerard's with the race drawing to a close. But as conditions worsened, Spencer had an off on the exit of the Esses that handed Rowan victory. "I couldn't see the water that I aquaplaned on," admitted Spencer.

Porter completed the top three, with Hodgson again prevailing in the MR2 contest.

● Ian Sowman

RESULTS

SALOON CARS (16 LAPS) 1 Andy Thompson (SEAT Toledo) 15m39.8s (82.7mph); 2 Darren Johnson (Renault Clio); 3 Rich Hockley (Honda Civic); 4 Ian Smythe (Ford Fiesta); 5 John Morris (Vauxhall Tigra); 6 George Young (Ford Escort). **FL** Johnson 56.4s (86.2mph). **RACE 2 (15 LAPS)** 1 Thompson 15m05.9s (80.5mph); 2 Hockley; 3 Andrew Deviny (Mini Se7en); 4 Young; 5 Carl Swan (Honda Civic); 6 Oli Hood (Rover 100). **FL** Thompson 57.9s (83.9mph). **SPORTS CARS (17 LAPS)** 1 Rob Spencer (Stuart Taylor Locosaki) 15m37.2s (88.2mph); 2 David Porter (Radical SR3); 3 David Fuller (Stuart Taylor Locosaki); 4 Miles Hodgson (Toyota MR2); 5 Tim Heron (Toyota MR2); 6 Ian Fletcher (Fletcher Hornet). **FL** Spencer 53.3s (91.2mph). **RACE 2 (16 LAPS)** 1 Ray Rowan (Porsche 996) 15m45.1s (82.3mph); 2 Spencer; 3 Porter; 4 Hodgson; 5 Heron; 6 Fuller. **FL** Rowan 56.4s (86.2mph).



Rowan (24) and Spencer shared Sports Car wins



TITLE BRACE FOR LEGENDS ACE

Dean Brace had a simple aim for 2014 – win a second Legends UK title. But he never thought his approach would lead to the best win tally in the British Isles. By **ALEX KALINAUCKAS**

With drivers throughout the British Isles taking to the track every weekend come rain or shine, the task of comparing and evaluating them all together presents a difficult challenge.

But the AUTOSPORT Golden Helmet – much like its footballing equivalents – simply recognises and rewards clean, hard stats: the driver who has won the most races over the course of the national racing season.

This year, the Golden Helmet goes to Dean Brace, who took 23 victories on his way to clinching his second Legends UK title, with seven more wins than anyone else over the course of the season.

Brace clinched his first Legends title in 2013 and admits that breakthrough success made his approach to defending his title in '14 easier.

"Last year was difficult and it was a big relief to win it at the end of the year," Brace recalls. "We went into this year buzzing from winning it last season and full of confidence. I went into it a bit more relaxed and more confident just with the aim of winning more races and trying to win the championship as early as possible.

"We had a good start to the year, which enabled me to not really worry too much about the championship and just concentrate on doing as well as I could in every race."

Brace, who began racing in Legends in 2010 with little previous experience, got his title defence off to the perfect start when he won the first race of the opening meeting at Brands Hatch. He followed that up with five wins out six at the Cadwell Park round and, as the wins kept coming, the 28-year-old took the title at Pembrey with a round to spare.

"We had a good start and the ball just carried on rolling and we got the wins," said Brace. "It was good and it was nice to get the championship wrapped up nice and early.

"It's been a really good year for us as a team – I only had one DNF and not a single mechanical

failure so it all went very well."

Brace has been able to call on the support of his dad – and team-mate – Nick throughout the season and reckons the times they enjoyed success after close wheel-to-wheel racing stand out across a glittering year.

"The Pembrey weekend was a big highlight – having a weekend of good results and wrapping up the championship – but also because my dad won one of the races with me in second place," he explains. "During the year the best thing for me has been having a lot of close races with my dad and seeing him get some of the results he did.

"My dad has done everything for me and given me the best tools possible to get the results I did."

Brace is yet to confirm his plans for 2015 but hasn't ruled out aiming for an unprecedented third consecutive UK Legends title.

Brace's 23 victories outdid Matt Palmer, who took 16 wins on his way to the 750MC Toyota MR2 title. BRSCC Mazda MX-5 conqueror James Blake-Baldwin, record-setting Scottish Formula Ford 1600 ace Ciaran Haggerty (the top single-seater representative), saloons stalwart Rod



Last season was the best yet for Brace

Birley and Ford Fiesta ace Edward Cockill took 14 wins.

Special mention must also go to Simon Hadfield and Phil Keen for their impressive number of victories across a range of racing machinery. Hadfield, the FIA Masters Historic Sports Car champion, won 11 races in six different cars over the course of 2014. Keen scored nine victories in four cars that included three wins and fourth place in the British GT Championship standings.

Colin Turkington's eight victories on his way to a second BTCC crown put him 58th on the list, between GT Cup racer David Walley and Spire GT3 ace Matthew Higginson.



Second title was earned with the help of 23 wins



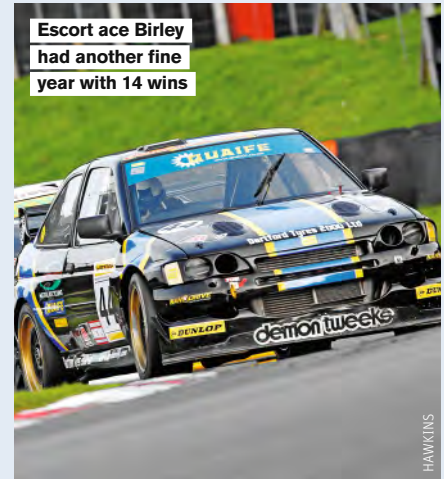
Radical ace Oscar Kruger's 2014 tally was 13 victories...

READ



...but three class wins meant he was pipped by namesake Jayde to 11th

EBREY/LAT



Escort ace Birley had another fine year with 14 wins

HAWKINS



TOP 100

The list of race winners in the British Isles is compiled with the following provisos: no handicap, repechage or consolation races; all races must be scheduled to run for a minimum of 10 miles; overall and class wins only count when there is a minimum of six starters. Overall wins take precedence over class victories, and where there's a tie on wins we separate them depending on average grid size. Compiled by MARCUS SIMMONS

| POS | DRIVER | CAR/CARS | O/ALL | CL | TOT | POS | DRIVER | CAR/CARS | O/ALL | CL | TOT |
|-----|---------------------|--|-------|----|-----|-----|---------------------|--|-------|----|-----|
| 1 | Dean Brace | Ford Coupe | 23 | 0 | 23 | 51 | Michael Meadows | Porsche 991 GT3 Cup | 9 | 0 | 9 |
| 2 | Matthew Palmer | Toyota MR2 Mk2 | 13 | 3 | 16 | 52 | Stephen Daly | Ray GR11 | 9 | 0 | 9 |
| 3 | James Blake-Baldwin | Mazda MX5 Mk1 | 14 | 0 | 14 | 53 | Phil Keen | Radical SR3/Porsche 911 GT3-R/ Lister-Jaguar Knobbly/Ariel Atom | 8 | 1 | 9 |
| 4 | Rod Birley | Ford Escort WRC | 14 | 0 | 14 | 54 | James Raven | Ray GR13/14 | 6 | 3 | 9 |
| 5 | Ciaran Haggerty | Ray GR14 | 14 | 0 | 14 | 55 | Toby Sowery | Dallara F305/Crossle 32F | 6 | 3 | 9 |
| 6 | Edward Cockill | Ford Fiesta Zetec S | 14 | 0 | 14 | 56 | Chris Hodgen | Van Diemen RF89 | 3 | 6 | 9 |
| 7 | Mike Gardner | Crossle 30F | 12 | 2 | 14 | 57 | David Walley | Porsche 997 GT3 Cup | 0 | 9 | 9 |
| 8 | Paul Sibley | MG Midget/Lotus Elan | 9 | 5 | 14 | 58 | Colin Turkington | BMW 125i M Sport | 8 | 0 | 8 |
| 9 | Steve Burgess | Radical SR3 | 4 | 10 | 14 | 59 | Matthew Higginson | Spire GT3 | 8 | 0 | 8 |
| 10 | Mark Charteris | Mallock U2 Mk20/21 | 13 | 0 | 13 | 60 | Tom Sanderson | Rover Metro GTi | 8 | 0 | 8 |
| 11 | Jayde Kruger | Mygale M12 SJ | 13 | 0 | 13 | 61 | Tim Davies | Ford Lotus Cortina | 8 | 0 | 8 |
| 12 | Oskar Kruger | Radical PR6 | 10 | 3 | 13 | 62 | David Ellesley | Ford Fiesta ST | 8 | 0 | 8 |
| 13 | Graham Smith | Caterham Classic Graduate | 6 | 6 | 12 | 63 | Jonathan Greensmith | Porsche Boxster | 8 | 0 | 8 |
| 14 | Shane Stoney | Mini Cooper | 0 | 12 | 12 | 64 | Jonathan Milicevic | Cooper T59 | 8 | 0 | 8 |
| 15 | James Janicki | Nissan Skyline | 11 | 0 | 11 | 65 | Adam Macaulay | Sheane FV01 | 8 | 0 | 8 |
| 16 | Chris Knox | Mini Cooper S R56 JCW | 11 | 0 | 11 | 66 | Mike Robinson | Renault Clio Cup 3 | 8 | 0 | 8 |
| 17 | Kenneth Thirlwall | Mini Cooper | 11 | 0 | 11 | 67 | Robert Burkinshaw | Honda Integra Type R | 8 | 0 | 8 |
| 18 | Russell McCarthy | MGB GTV8 | 11 | 0 | 11 | 68 | James Dorlin | Citroen Saxo | 8 | 0 | 8 |
| 19 | Niall Murray | Van Diemen LA10/Ford Fiesta Zetec | 11 | 0 | 11 | 69 | Charles Robertson | Ginetta G55 | 8 | 0 | 8 |
| 20 | Connaire Finn | Ginetta G50 | 11 | 0 | 11 | 70 | Charles Ferguson | Ginetta G40 Club Car | 8 | 0 | 8 |
| 21 | Keith Ahlers | Morgan Plus 8/Lola Mk1 | 10 | 1 | 11 | 71 | Andrew Blair | Ford Fiesta Zetec | 8 | 0 | 8 |
| 22 | Simon Hadfield | Aston Martin DB3S/AC Cobra/Lola T70 Mk3B/ March 743/Aston Martin DB4 GT/Ford Falcon | 9 | 2 | 11 | 72 | Mark Halstead | Turner Mk2/Lotus Elan S2/Ginetta G4 | 7 | 1 | 8 |
| 23 | Jamie Jardine | Reynard B4FF | 8 | 3 | 11 | 73 | David Howard | Jaguar XJ12 | 7 | 1 | 8 |
| 24 | Adam Gore | Lotus Elise S2 | 7 | 4 | 11 | 74 | Antony Bennett | Caterham R300 | 6 | 2 | 8 |
| 25 | Jim Davies | Toyota MR2 Roadster | 3 | 8 | 11 | 75 | Stephen Primett | Ford Escort | 6 | 2 | 8 |
| 26 | Martin Farmer | GAC | 10 | 0 | 10 | 76 | Matt Smith | BMW 320i | 5 | 3 | 8 |
| 27 | Jeremy Webb | Caterham Sigma Graduate | 10 | 0 | 10 | 77 | Tristan Judge | Caterham Sigma Graduate | 5 | 3 | 8 |
| 28 | John Paterson | Legends Coupe | 10 | 0 | 10 | 78 | David Tomlin | Ferrari 308 GTB/Ford Lotus Cortina/Lotus Elan S1 | 4 | 4 | 8 |
| 29 | Matt Simpson | Vauxhall Tigra | 10 | 0 | 10 | 79 | Mike Cutt | BMW M3 | 4 | 4 | 8 |
| 30 | Billy Albone | Batten 3 | 10 | 0 | 10 | 80 | Edward Ives | Elite Pulse | 2 | 6 | 8 |
| 31 | Ian Pearson | Van Diemen RF83 | 10 | 0 | 10 | 81 | Mark Baker | MGF VVC | 1 | 7 | 8 |
| 32 | Wayne Macaulay | Ford Fiesta ST | 10 | 0 | 10 | 82 | Stuart Pearson | Ginetta G20 | 0 | 8 | 8 |
| 33 | Pietro Fittipaldi | Tatuus RC00 | 10 | 0 | 10 | 83 | Paul Corbridge | Toyota MR2 Mk1 | 7 | 0 | 7 |
| 34 | Paul Rose | Saker Rapx | 9 | 1 | 10 | 84 | George Gamble | Ginetta G40 | 7 | 0 | 7 |
| 35 | Jon Winter | Hyundai Coupe | 2 | 8 | 10 | 85 | Frederic Wakeman | Frazer Nash Super Sports/Cooper T38 | 7 | 0 | 7 |
| 36 | Adrian Cooper | Procomp LA Gold | 0 | 10 | 10 | 86 | Steven Dailly | BMW 318Ti E36 Compact | 7 | 0 | 7 |
| 37 | Jonathan Woodcock | Rover Metro GTi | 0 | 10 | 10 | 87 | Harry Valkhard | Volkswagen Golf GTI Mk5 | 7 | 0 | 7 |
| 38 | Jim Baynam | MGB Roadster | 0 | 10 | 10 | 88 | Peter Morris | Porsche 996 C2 | 7 | 0 | 7 |
| 39 | Steven Hibbert | Lotus Sport Elise | 0 | 10 | 10 | 89 | Jack Mitchell | Ginetta G40 Junior | 7 | 0 | 7 |
| 40 | Leo Voyazides | Ford Falcon/AC Cobra/Lola T70 Mk3B | 9 | 0 | 9 | 90 | Stuart Gough | Van Diemen RF92 | 7 | 0 | 7 |
| 41 | Stuart Voyce | BMW 318Ti E36 Compact | 9 | 0 | 9 | 91 | Keith White | BMW Z4 | 7 | 0 | 7 |
| 42 | Patrick Sherrington | MCR | 9 | 0 | 9 | 92 | Graham Davidson | Noble M400 | 7 | 0 | 7 |
| 43 | Brian Chandler | Mazda MX5 Mk1 | 9 | 0 | 9 | 93 | Erik Holstein | BMW M3 | 7 | 0 | 7 |
| 44 | Alan Kirkaldy | BMW 318Ti E36 Compact | 9 | 0 | 9 | 94 | Colin Wells | BMW M3 CSL | 7 | 0 | 7 |
| 45 | James Dodd | Honda Accord/Ginetta G16/Chevron B31 | 9 | 0 | 9 | 95 | Andy White | Super Mighty Mini | 7 | 0 | 7 |
| 46 | Paul Roddison | Mazda MX-5 Mk3 | 9 | 0 | 9 | 96 | Andy Robinson | Ford Falcon V8 Supercar | 7 | 0 | 7 |
| 47 | Tom Bradshaw | Porsche 996 C2/Gibson GH-19 | 9 | 0 | 9 | 97 | Sam Wilson | Lotus 20/22/Cooper T71/73/Cooper T59/Ginetta G4 | 6 | 1 | 7 |
| 48 | Oliver Ford | Lotus Europa | 9 | 0 | 9 | 98 | Jim McLoughlin | Ford Sierra Cosworth | 6 | 1 | 7 |
| 49 | Jim Larkham | Radical PR6 | 9 | 0 | 9 | 99 | Mike Comber | Mazda MX-5 Mk3 | 6 | 1 | 7 |
| 50 | Dean Cook | TVR Sagaris | 9 | 0 | 9 | 100 | Callum Grant | Merlyn Mk20A/Merlyn Mk5/7 | 6 | 1 | 7 |

In pictures

Images around the globe, from Argentina to Austria via the French Alps



DUSTING OFF ON THE DAKAR
Stage one of the Dakar Rally journeys from Buenos Aires to Villa Carlos Paz. Chilean Boris Garafulic is one of eight Mini drivers

JANNER RALLY IS GO
The Skoda of ERC competitors Antonin Tiustak and Ladislav Kucera parades through Freistadt, Austria. The basilica of St Catherine's church dominates the skyline



ICE AND EASY DOES IT
Lotus Formula 1 driver Romain Grosjean took an impressive third place in the Super Final at Alpe d'Huez, the third round of the Andros Trophy



SNOW TROUBLE
Craig Breen's ERC season got off to a tough start. The Peugeot driver retired from the Janner Rally after running off the road at low speed and getting stuck down a bank



In the shops

Desirable new releases

2015 FERRARI F1 CALENDAR

£19.99 – autosport.com/shop
The official 2015 Scuderia Ferrari calendar features stunning images of the F14 T machine from the Maranello team's 2014 season, courtesy of Fernando Alonso (in his last with the team) and Kimi Raikkonen (in his first since 2009). A highly collectable item for real Prancing Horse fans.



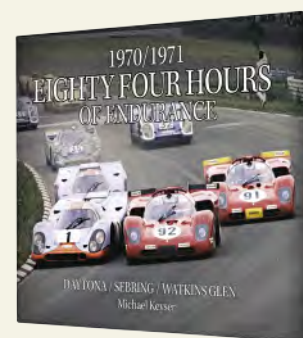
TOM CARTER WATCHES

£117-£298 – tomcarterwatch.com
US-based watch brand Tom Carter has just launched its first range of products in the UK, focusing on large timepieces. Accompanying the more traditional range of leather-strap watches, look out for the vibrant colours of the Voyager versions.



84 HOURS OF ENDURANCE

£59.99 – autosport.com/shop
Recalling the fierce scrap for World Sportscar Championship honours between Porsche and Ferrari, this book charts that battle from the Daytona 24 Hours in 1970, through to the Watkins Glen 6 Hours at the end of 1971. With more than 500 photographs, it captures a golden age of endurance racing.



WHAT'S ON

ON TRACK AROUND THE WORLD

DAKAR RALLY

Buenos Aires, Argentina to Buenos Aires, via Chile and Bolivia
January 4-17
dakar.com

FORMULA E

Rd 4/9
Buenos Aires, Argentina
January 10
fiaformulae.com

DUBAI 24 HOURS

Dubai, United Arab Emirates
January 9-10
24hseries.com/24h-dubai

ANDROS TROPHY

Rd 4/6
Isola 2000, France
January 9-10
tropheeandros.com

AUTOSPORT INTERNATIONAL

8-11 January 2015, NEC

A RAFT OF WELL-KNOWN racing names have been announced as attending AUTOSPORT International during the past week, headed up by former World Touring Car Champion and Lada works driver Rob Huff.

Huff, who won two WTCC races last year, will be joined by GP3 champion Alex Lynn, who hopes to have his 2015 plans ready to be revealed at



DUNBAR/LAT

the Birmingham NEC.

Oliver Jarvis, who has been promoted to the frontline of Audi's sportscar programme, Indy Lights runner-up Jack Harvey, GP3 racewinners

Nick Yelloly and Jann Mardenborough and David Brabham have also been confirmed.

Most will appear on the AUTOSPORT stage.

MY FAVOURITE DRIVER

Jean Alesi

Racing drivers are meant to be cool, aren't they? **CHARLES BRADLEY** believes Jean Alesi was the coolest cat of them all

European Grand Prix, Donington Park, 1993: I was already soaked to the skin, but didn't care because I'd just seen the coolest thing of my life: Jean Alesi bombing down the Craner Curves, a blur of white-topped gloves peeking out over the top of the cockpit and he wrestled his Ferrari F93A down the hill. V12 singing, head cocked to one side and then the other as he zoomed through the Old Hairpin, quickly followed by a huge roostertail of spray that drifted across to soak me some more. And this was only morning warm-up...

Now, bear in mind what happened that afternoon (I was at McLeans as Ayrton Senna divebombed Damon Hill for second on THAT opening lap), but Alesi transfixed me just as much that day as he had when he repassed Senna at Phoenix in 1990 (cue James Hunt: "Sloppy Senna"). Or passed Prost on the Italian GP opening lap at the Roggia chicane, then did it again at the restart.

Of course, his critics will say his was a talent squandered; that he allowed his temperament to get the better of himself too many times. But there were many grand prix wins that got away that were not his fault, and imagine what might have transpired if Williams had taken up that three-year contract he signed in 1990. Yes, that's 1991 through '93, when it won two world championships, one each for Nigel Mansell and Alain Prost.

Instead he drove for Ferrari, realising a dream that, if his career had panned out differently, would have been an itch he'd have surely scratched later in his career – perhaps during the Jean Todt/Ross Brawn era? I'll admit that if Jean's head wasn't in the right place, he was sometimes his own worst enemy. But when he was happy and confident – that was when true magic happened.

They say never meet your heroes, but they don't know Jean Alesi. He's the most charismatic bloke I've ever met, always on the lookout for mischief and adventure. He tells a great tale of a post AUTOSPORT Awards drive through London, with his then-boss Ken Tyrrell roaring from the passenger seat as Alesi

"Of course, his critics will say his was a talent squandered"

Fiery temperament sometimes got Alesi into trouble



RONDEAU/GETTY



Alesi at Donington, 1993: pure magic

LAT

drove the wrong way around Piccadilly Circus. "I hadn't been drinking; I thought I was back in Paris," he insisted.

My first-hand experience of riding shotgun in a road car with him occurred with a couple of future French F1 drivers in the back seats. He quickly established the car rules: "Good guys in the front, wankers in the back!"

Then he drifted the car around a

roundabout (lights mainly red) before the nearest of misses between a blue Volvo estate and a massive truck (I recall this because the image of the rapidly closing gap is as vivid as that scarlet Ferrari snaking down the Craners in '93).

There was stunned silence in the car... then laughter from the back... then some classic Alesi wisdom.

"You just 'ave to believe."

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JANUARY 8

1215-1340 Motors TV LIVE
Dubai 24 Hours qualifying
1430-1605 Motors TV LIVE
Dubai 24 Hours practice
1900-2000 Sky Sports F1
AUTOSPORT Awards 2014 highlights
2200-2230 Eurosport
Dakar stage 5 highlights

FRIDAY JANUARY 9

0930 (Fri)-1035 (Sat) Motors TV LIVE
Dubai 24 Hours
2000-2100 Sky Sports F1
1974 F1 season review
2200-2230 Eurosport
Dakar stage 6 highlights

SATURDAY JANUARY 10

1800-2030 ITV4 LIVE
Formula E Buenos Aires
2200-2230 Eurosport
Dakar rest day news
2230-2330 Eurosport
2014 Le Mans highlights



2014 WTCC review is on Eurosport

FLAMAND/DPP1



STALEY/LAT

Sky Sports F1 has the AUTOSPORT Awards

SUNDAY JANUARY 11

1000-1100 BT Sport 2
Formula E Buenos Aires highlights
1100-1200 ITV4
Formula E Buenos Aires highlights
2000-2100 Sky Sports F1
1975 F1 season review
2200-2230 Eurosport
Dakar stage 7 highlights
2200-2305 Motors TV
2014 V8 Supercars season review

MONDAY JANUARY 12

2230-2300 Eurosport
Dakar stage 8 highlights

TUESDAY JANUARY 13

2230-2300 Eurosport
Dakar stage 9 highlights

WEDNESDAY JANUARY 14

1925-2100 Motors TV
AUTOSPORT International 2015 stage highlights
2100-2235 Motors TV
Andros Trophy Isola 2000 highlights
2230-2300 Eurosport
Dakar stage 10 highlights
2300-0000 Eurosport
2014 WTCC season review

ONLINE

HOT ON THE WEB THIS WEEK

YouTube MERCEDES 2015 TEASER TRAILER



SEARCH FOR: Road to 2015 – The Trailer (2:01)

We're not far away from the start of F1 launch season, and the excitement starts to build with the release of the trailer for the Mercedes team's exclusive behind-the-scenes documentary on its preparations for the upcoming season.

AUTOSPORT +

Exclusive content coming up in our premium website this week

If you can't make it to AUTOSPORT International in person, you can follow all the latest news and happenings on our website. Our team buried deep in a bunker under the AUTOSPORT central stage in Birmingham will make it seem like you really are there in person.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM DAKAR RALLY AND ANROS TROPHY, PLUS WEC REVIEW
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



76

Revved up over what's on the box

SKY SPORTS F1 HAS NO SHORTAGE

of airtime to fill, but to its credit since taking over coverage of grand prix racing it has been producing new content to add to the staple race footage. We've become very familiar with the series of Legends interviews, featuring Steve Rider chatting to various world champions and, sometimes, not-quite title-winners. But a relatively recent addition is the Tales from the Vault Series.

Last weekend I caught The Story of 1984. You can guess what it's about, and indeed the sales pitch centred on the closest world title fight in history when Niki Lauda pipped team-mate Alain Prost to the title by just half a point. But you might be surprised by the scope of the show.

Filmed in front of a live studio audience (presumably they weren't there in 1984) the real strength of the show is that it did not dwell solely on the battle up front. Ayrton Senna bursting onto the scene



Brundle survived epic 1984 wreck

LAT

with Toleman was covered, as was Martin Brundle's debut season in F1.

While it's hardly a stretch for Sky to have interviewed a member of its own broadcast team, it was great to hear him reflecting on his F1 break, interspersed with a few period interviews that show how disturbingly similar the young Martin Brundle looks to his still-young sportscar racing son Alex.

His anecdote about jumping into the spare car after crashing heavily at Monaco was priceless, revealing that he had asked for clarification on what circuit he was at just before setting out on his last-ditch attempt to qualify.

The Tyrrell team, at that point, realised he probably shouldn't drive. To everyone's

credit, he was pulled from the car. Things were different back then, but even in those more *laissez-faire* times they weren't all completely reckless.

The good thing about this programme format is that it's versatile. According to the Sky Sports website, on the same day that the 1984 retrospective was recorded, there was also an episode called the 'Winning Formula'. I haven't caught that yet, but it addresses various periods of dominance in F1 history.

It's good to see that Sky is able to reach beyond simply replaying classic races (which is a great thing to do) and interviewing legends. It should add plenty of value to the subscription in 2015.

Revved Up

TOP TEN

1970s French Formula 2 drivers

A famous crop of French rising stars raced in F2 in the '70s. **MARCUS SIMMONS** picks the best

From a post-war wilderness, French fortunes soared with a revolution of cool, shaggy-haired, sunglasses-toting superstars in the making. Let's just keep up the mental picture

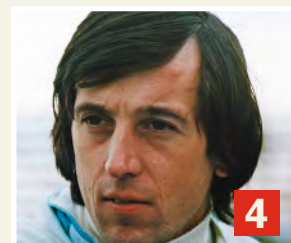
and imagine they all quaffed red wine and smoked Gauloises too.

Most of them wore the colours of Elf, thanks to the Volant schemes at Paul Ricard and Magny-Cours

– inspired by Channel Islanders Mike and Richard Knight, plus Tico Martini and Simon de Latur – that carried wannabe racers from the racing school all the way to

Formula 1. For a period in the 1970s they dominated in F2.

The majority went on to have successful grand prix careers, with seven winning races in F1.



1 Rene Arnoux
Starts 26 Wins 6 Poles 2
Best season 1977 champion, Martini-Renault

Cruelly denied the title by Elf Switzerland team tactics at the '76 finale, this uncomplicated racer from the Alps-shadowed city of Grenoble stayed at Martini to beat Ron Dennis-run Eddie Cheever and dominate team-mate Pironi.

2 Jacques Laffite
Starts 32 Wins 7 Poles 6
Best season 1975 champion, Martini-BMW

The smiling Parisian ex-mechanic dovetailed his F2 title-winning season with his first proper campaign in F1 with Williams. This was in the first Martini F2 car – powered by a Schnitzer BMW – and Laffite cleaned up.

3 Patrick Depailler
Starts 37 Wins 4 Poles 8
Best season 1974 champion, March-BMW

A former motorcycle racer from Clermont Ferrand (sometime host of the French GP), he won an intra-team battle for the title within the works March squad against Hans Stuck. And contested the full F1 season with Tyrrell!

4 Michel Leclere
Starts 43 Wins 4 Poles 5
Best season 1975, 2nd(equal), March-BMW

Possibly the most underrated on this list, on his day Leclere was unbeatable in the March and Elf Switzerland teams. The difference was that his F1 'break' came with the Wolf Williams team in 1976...

5 Patrick Tambay
Starts 39 Wins 6 Poles 0
Best season 1975, 2nd(equal), March-BMW

This urbane and talented man from the Cote d'Azur did not have a meteoric career, but matched Leclere at March and backed up Arnoux at Martini in '76. Also had a curious Nogaro win knack (three, albeit one non-championship).

6 Jean-Pierre Jabouille
Starts 49 Wins 5 Poles 6
Best season 1976 champion, Elf-Renault

Multi-talented ex-art student reworked the spaceframe Alpine design himself. Helped by driving skill, canny team management and backing from a Swiss cheese consortium, he won the title one year after brother-in-law Laffite.

7 Jean-Pierre Jarier
Starts 26 Wins 7 Poles 4
Best season 1973 champion, March-BMW

The Parisian was March's works *pilote* in both F1 and F2 in 1973. Helped by team boss Max Mosley's initially exclusive tie-up to use the new BMW engine, Jarier waltzed to the junior title without trouble.

8 Didier Pironi
Starts 13 Wins 1 Pole 0
Best season 1977, 3rd, Martini-Renault

The half-brother of early-'70s bit-part F1 player Jose Dolhem only had one year in F2, but a late-season win at Estoril showed his ability. After being overshadowed by team-mate Arnoux, he would flourish in F1.

9 Jean-Pierre Jaussaud
Starts 42 Wins 2 Poles 1
Best season 1972, 2nd, Brabham-Ford

Jaussaud was 35 when he finished runner-up to Mike Hailwood (aged 32 – some young guns!) in the 1972 rankings in a privateer Brabham. Never top of the F1 shopping lists but won Le Mans '78 with Pironi and Renault.

10 Francois Cevert
Starts 27 Wins 3 Poles 1
Best season 1971, 5th, Tecno-Ford

Cevert's F2 career started in the late 1960s and, from mid-1970, he was racing also in F1. So F2 was rarely his priority, although he shone with the Italian Tecnos.

*All statistics refer to European F2 Championship races.

NEXT WEEK

F1 2015 REVEALED

Plus: AUTOSPORT International; Dakar adventure



AUTOSPORT & SUNOCO Daytona Trip 21st-26th January 2015

Anglo American Oil Company have the ultimate ticket package to the Rolex 24 At Daytona® – to find out more please visit us at Autosport Show stand 2500, hall 20, on 8-11th January.

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The Rolex 24 At Daytona is the first big international race of the season and therefore you can expect to get up close to drivers such as Christian Fittipaldi, Sebastien Bourdais, Max Angelelli, Scott Dixon, Tony Kanaan, Brendon Hartley, Alex Brundle and Andy Priaulx and many more on the grid walk.



- 2015 Phil Keen
- 2014 Bradley Smith
- 2013 Ivan Bellarosa
- 2012 Felipe Nasr
- 2011 Ross Kaiser
- 2010 Derek Johnston



- 2015 Oskar Krüger
- 2014 Lewis Plato
- 2013 Lawrence Davey
- 2012 Aaron Steele



Just a few Rolex 24 At Daytona facts:

- The typical lap time on the World famous oval at Daytona is 1min 43 secs
- During the weekend you will see top speeds close to 200mph!
- It is a 24hr sprint race to the chequered flag - the winning margin in 2014 was just 1.46 secs after 695 laps!
- There are amazing views from grandstands - you can see the whole circuit!
- Can our 2015 Sunoco Whelen Challenge winner win a prized Rolex watch?

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June 13/14

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Coach Tours & Paris Stop-Overs

Indianapolis - 24 May

INDY 500

"The Greatest Race in the World"
4 Nights in Indianapolis

Melbourne - 15 March

AUSTRALIAN GRAND PRIX

5 Nights Melbourne
Melbourne & Sydney
2 Centre Holiday

Montreal - 7 June

CANADIAN GRAND PRIX

4 Nights in Montreal
Niagara Falls Extension

Silverstone - 5 July

BRITISH GRAND PRIX

Tickets, Hospitality
& Hotels

Sepang - 29 March

MALAYSIAN GRAND PRIX

5 Nights in Kuala Lumpur
Penang & KL
2 Centre Holiday

Motor Racing International



Spa - 23 August

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Selection of Tours by Coach,
Air or Eurostar
Self Drive Packages

Sakhir - 19 April

BAHRAIN GRAND PRIX

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5 Nights in Manama

Monza - 6 September

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Based in Como

Barcelona - 10 May

SPANISH GRAND PRIX

Selection of Weekend &
Longer Tours by Air

Austin - 25 October

UNITED STATES GRAND PRIX

Texas Hosts
F1's Instant Classic

Monte Carlo - 24 May

MONACO GRAND PRIX

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Arrangements including
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AUSTRIA GRAND PRIX

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or
Vienna & Graz

Mexico City - 1 November

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F1 Returns to the Autodromo
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