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SPECIAL ISSUE

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POLE POSITION

Farewell to a champion who bows out in style

THE AUTOSPORT AWARDS IS ALWAYS A BRILLIANT evening (and quite hilarious thanks to Sebastian Vettel's cheeky impressions!) but often provides evocative and poignant moments from motorsport's past; Sunday's 25th edition was no exception.

The brave appearance of this week's cover star, Dario Franchitti, gave our audience the opportunity to show its appreciation for his brilliant career, sadly cut short by that awful crash in Houston. He did brilliantly on stage, not only to manage the stairs on crutches as he still recovers, but to contain his evident emotions as he spoke of his diagnosis in public for the first time.

I was privileged to witness two of his three Indy 500 wins at first hand, and watched him race a variety of machinery from junior single-seaters through ITC, Grand-Am and IndyCars. I had a great tip-off about his talent from an early age, however...

As a club reporter, my patch was Oulton Park where Louis di Resta was an ace in its FF1600 series. In 1991, and as a five-year-old future grand prix driver furiously pedalled his bike around our toes, di Resta Sr told me: "My cousin Dario is racing Vauxhall Juniors here next month. He's going to be a big star, a great champion, you just watch." How true.

Charles Bradley

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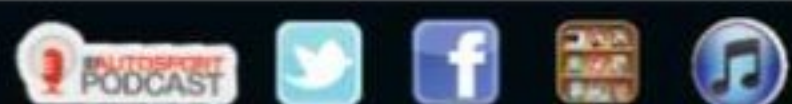


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Winning 1988 British Rallycross Grand Prix



THE BIG PICTURE

The Rebellion Lola-Toyota of Andrea Belicchi, Mathias Beche and Nicolas Prost suffered a smoky demise at sunset in the final WEC round in Bahrain last Saturday

This week in F1

BRAWN TO EXIT MERC

Ross Brawn has stepped down as Mercedes team principal and will officially leave the team at the end of the year.

Brawn, who joined the squad in its Honda guise ahead of the 2008 season, will hand over the running of the team to executive directors Toto Wolff and Paddy Lowe, who will respectively handle the team's commercial and technical sides.

Brawn cited the introduction of the 2014 regulations as the ideal time to go, although Mercedes had been keen to implement its new management structure for some time.

Mercedes non-executive chairman Niki Lauda told AUTOSPORT: "Ross was the mastermind of the whole team, and when he goes fishing the new people have a big hole to fill. So Paddy and Toto have to do a good job to continue what Ross has started, especially this year, where we came from fifth to second. Yes, they have the potential and they are ideal for the team."



Brawn at Brackley

	Races 94
	Wins 12
	Podiums 30
	Poles 15
	Fastest laps 8
	Drivers' championship 1
	Constructors' championship 1



'Lifelong' numbers proposed

Formula 1 teams will discuss whether drivers are to be given permanent numbers for their career at the meeting of the strategy group scheduled for

December 9. This idea could be implemented as early as 2014. Ways to make the numbers more visible are also being considered.

The most successful numbers

In the 886 world championship races staged (excluding Indy 500s), 39 different numbers have been taken to victory. Here's the top 10:

1

179 wins

5

129

2

83

3

55

6

54

8

46

12

37

4

36

11

36

7

27

BRIXWORTH OIL-LEAK FIRE

The Northamptonshire fire department was called to Mercedes's Brixworth engine facility last week. This was as a result of a small oil leak

triggered a fire on an engine running on the dyno. Mercedes reported that the fire did not cause serious damage or disruption to its programme.



Mandatory pitstops considered

F1's strategy group will discuss whether two-stop races will be mandated next season in its next meeting on December 9. Maximum stint lengths will also be

debated, with the harder compound tyre usable for no more than 50 per cent of the race and each set of the softer tyre restricted to 30 per cent or less.

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

Look at his team-mate. That's your reference point. He won all those races, 13 this year. Mark Webber won none in the end. That's pretty shocking. I'm glad I'm not his team-mate"



Michael Schumacher on Sebastian Vettel

Pole position trophy mooted

The FIA plans to introduce a trophy for the driver with the most pole positions next season. Sebastian Vettel would have won such trophy four times in the past five seasons had it been awarded.



Jaafar has Mercedes run

Malaysian Jazman Jaafar completed an evaluation test in a 2011 Mercedes at Silverstone last Friday. Running on demo tyres, the Formula Renault 3.5 racer undertook the running because he is part of Mercedes sponsor Petronas's talent-development programme.

NO EXCUSES FOR McLAREN

McLaren team principal Martin Whitmarsh insists there will be no excuses for his outfit underperforming again next year.

"With the big rule change coming for 2014, it is really a clean sheet here," he said. "There are no excuses for next year."



DID YOU KNOW?

McLaren failed to claim a podium finish during a season for the fourth time. This also happened during McLaren's first two years in F1 in 1966 and '67, and in 1980.



ROSBERG SETS TARGET

Mercedes driver Nico Rosberg has targeted beating team-mate Lewis Hamilton in the world championship next season after finishing 18 points down in their first season together. "With a cleaner season next year, I want to stay ahead of my team-mate on points," he said.

Mercedes drivers in 2013

Rosberg	V	Hamilton
19	Starts	19
2	Wins	1
4	Podiums	5
3	Poles	5
171	Points	189
6th	Championship position	4th



Bahrain night race go-ahead

Bahrain has confirmed its 2014 GP will be held under floodlights. The lights were given their first trial during last weekend's World Endurance Championship round.

KEN GREGORY: 1926-2013

KEN GREGORY, BEST KNOWN AS Stirling Moss's manager, has died at the age of 87.

Gregory became involved in motorsport after joining the RAC's competition department in 1949 and soon became a regular on the 500cc racing scene as an administrator and a driver.

As Moss's manager, he was instrumental in his joining Mercedes for the 1955 season. There, Moss won his first world championship race at Aintree

and finished second in the world championship before spending the bulk of his career in British machinery, notably Vanwall, Cooper, BRM and Lotus, until his top-line career ended with his crash at Goodwood in 1962.

Gregory also managed Peter Collins, but, other than his involvement with Moss, his highest-profile undertaking was forming British Racing Partnership with Moss's father, Alfred.

BRP contested world championship races from 1958-1964, Moss taking its best finish with second in the '59



British GP. It was forced out of F1 after being denied entry to the constructors' association for '65 and briefly dabbled in Indycars before shutting down.

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To date it has hosted major motor sport events such as the FIA GT1 World Championship, Le Mans Series, GP2 Series and already confirmed for the 2014 racing calendar are the FIM Superbike World Championship, International GT Open, Superstars World and Blancpain Sprint Series.



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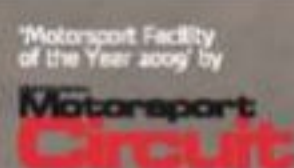
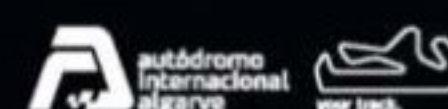
Due to its location, the circuit does not have any noise restrictions what makes it ideal for 24 hour testing.



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Mark Hughes

MPH

This year's British GP was a thriller in the eyes of many, but was a flirtation with disaster. Pirelli has taken a firmer stand on tyres for 2014

Interesting to note that this year British Grand Prix tyre-popping festival was voted best race of the season in a survey conducted by Sky Sports. It collected 38 per cent of the total votes, with the second highest (Hungary) 8 per cent behind.

It's interesting because, from a sporting and technical perspective, the Silverstone race was a near-disaster. A few laps in, as race director Charlie Whiting realised that three tyres had failed in the space of a couple of laps and that there was clearly a fundamental safety issue, he was giving serious consideration to red-flagging the race. One of the reasons he did not do so was that it was not obvious how then to restart it, on the grounds that the reason for any stoppage would have been safety.

Another five tyres would fail in the race but, once the worst of the fuel loads had burned off and pressure adjustments had been made at the first stops, the problem was contained. But at least five drivers had their lives put seriously at risk by a known problem with the tyres – and in reality more, as shown when part of the smoking debris from a Toro Rosso tyre (very heavy, especially when flying through the air at speed and met by a 150mph car travelling in the opposite direction for a closing speed well in excess of 200mph) came close to hitting Kimi Raikkonen. Instead it landed somewhere in the Lotus's cockpit, as revealed by the wisps of rubber smoke rising from it.

Had the race been red-flagged at 14 laps (when Whiting



equalise the performance of the field. Equalising the performance of the field isn't what sport is about. Equalising the playing field is – and to do that requires severe cost control, a nettle that the sport is terrified of grasping. What we have had for the past few years has been getting ever closer to a triumph for mediocrity.

Since Silverstone, tyre supplier Pirelli has got very bored by being made both the mechanism for performance equalisation (by providing tyres that effectively put a ceiling on how much downforce was useful) and the scapegoat when things have gone wrong. It has stated its intention of providing for 2014 super-tough, safe, durable tyres – which would lead inevitably

“What we have had for a few years has been getting ever closer to a triumph for mediocrity”

was considering it) and not been restarted, we'd have been looking at a debacle of a similar scale to that of the 2005 US Grand Prix at Indianapolis, where those not throwing bottles onto the track in protest were making their way for the car parks, or to the ticket offices to demand their money back.

So the difference between complete sporting debacle and the most popular race of the year is grass-blade thin. Silverstone ended up as the latter only because the drivers' lives were unjustifiably risked.

Which only underlines the folly of F1 being guided in what to do by the mass of a crowd. In the past few years F1 has devalued itself by pandering to the whims of casually interested fans at the expense of the hardcore. It has simply eliminated whole strands of competition (engine development, tyre war) with ever-more-restrictive technical regulations on the grounds of cost, and then attempted to use that as a lever of control to

to a standard one-stop race pretty much everywhere.

This is a positive move. Because Pirelli has refused to do F1's dirty work, there are now discussions on legislating in a minimum of two stops next year, together with the stipulation that a maximum of only 30 per cent of any race distance can be completed on the option tyre. It's yet more artificiality, but clears the impasse between Pirelli and the teams and gets us past the one-stop hurdle. But it also allows a car that genuinely has more inherent performance not to have a false ceiling put upon it by the tyres. It would be a move in the right direction.

The fascination then will be watching how that team's rivals find a way of catching up by making performance breakthroughs of their own rather than relying on the fast car being artificially brought back towards them. That won't unfold over a race, or maybe even over a season. But it will be real and to get the fascination would require the fan to buy into it. I know a big proportion will disagree. ❧

This week in motorsport

TOYOTA EVALUATING WORLD RALLY RETURN



Toyota has confirmed that it is evaluating a return to the World Rally Championship.

The Japanese firm, which quit the series as manufacturers' champion at the end of 1999, will conduct its first test of a Yaris World Rally Car next year.

"We are very much interested in coming back to the WRC," a Toyota spokesman admitted. "We start testing the Yaris next year. This will be a pretty low-key programme, run in order for us to gain experience of the car and to refresh and build our knowledge base on the technical side

of running a World Rally Car."

Technical director Pascal Vasselon added: "We have not decided on the time of our entry in the WRC; there are no specific targets for the moment."

AUTOSPORT understands that a return would be unlikely before 2015.

TOYOTA'S GREATEST WRC HITS



CELICA TURBO 4WD

Wins: 16

Drivers' titles: 3

Manufacturers' titles: 2



CELICA GT4

Wins: 16

Drivers' titles: 1

Manufacturers' titles: 0



COROLLA WRC

Wins: 4

Drivers' titles: 0

Manufacturers' titles: 1



EURO F3 BACK TO PAU IN '14

The French street circuit of Pau is to return to the Formula 3 European Championship calendar in 2014 after a one year absence.

F3 will visit Pau on May 10-11, while circuits new to the series on the schedule include DTM support slots at the Hungaroring and Moscow Raceway, the WTCC meeting at Spa and an event at Imola.

The championship kicks off at Silverstone, supporting the 6 Hours, on April 19-20.

It has expanded from 10 rounds to 11 for next season.

BIG NUMBER

4

World Rally veteran Dani Sordo is expected to be announced as a Hyundai driver this week. It will be his fourth WRC team in three years. The Spaniard will drive on asphalt rounds next season, sharing the number two i20 with Juho Hänninen.

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

Porsche adds GTE to LMP1

Porsche will run a factory GTE programme alongside its assault on the LMP1 division of next year's World Endurance Championship. The German manufacturer will run a pair of latest-specification 911 RSRs in the GTE Pro class with the Manthey team, its representative in this year's series.



CLEMENT MARIN

M-Sport eyes Kubica as #1

M-Sport managing director Malcolm Wilson says he would have no issue about making WRC2 champion Robert Kubica his number one driver in next year's World Rally Championship.

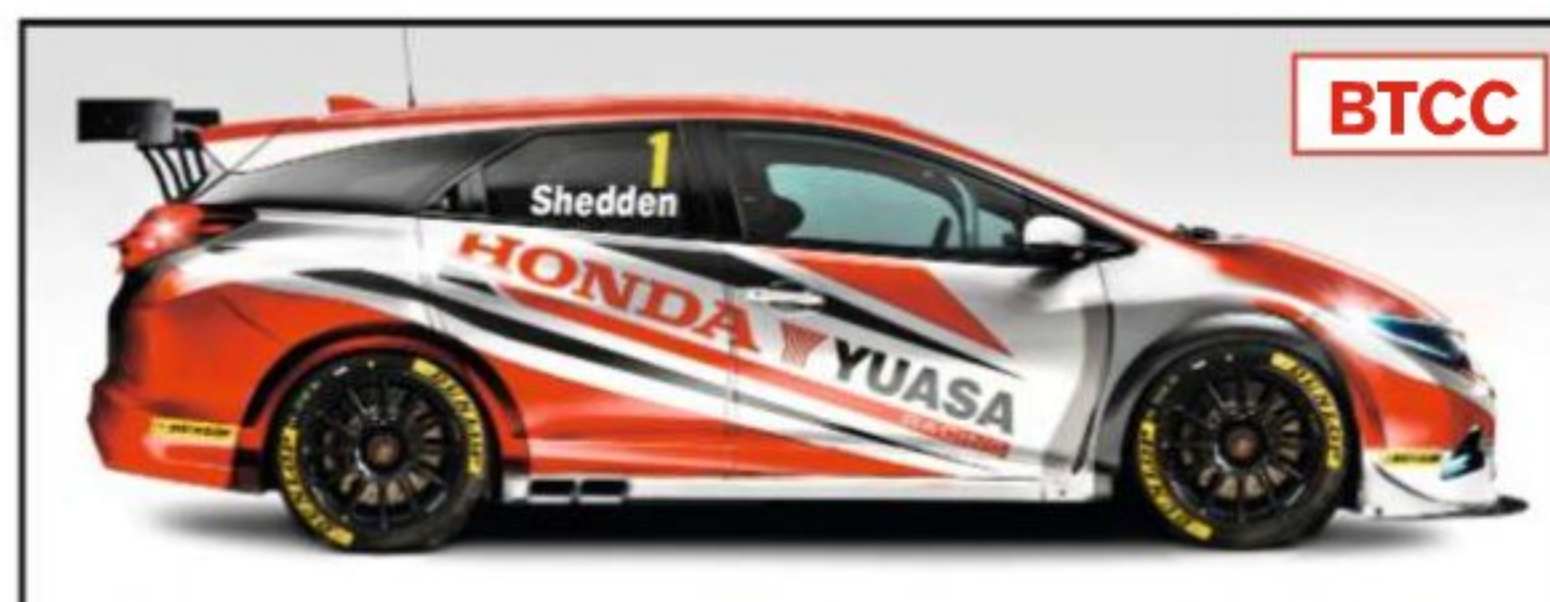
"He has a desire and hunger you don't see in many drivers," Wilson said of Kubica. "I truly believe he has everything needed to drive this team on."



MCKLEIN

Mahindra to Formula E

Indian firm Mahindra has secured a Formula E entry for the electric single-seater series' inaugural championship next year. The company is understood to have an ex-Formula 1 driver lined up to race for it.



Honda goes estate for BTCC as 2014 challengers unveiled

Honda has unveiled the Civics it will campaign in next year's World and British Touring Car Championships.

The manufacturer's works team will run a Civic Tourer estate in the BTCC, switching from the NGTC hatchback that claimed every BTCC title available

since being introduced in 2012.

In WTCC, meanwhile, it has revealed its new-specification Civic, which features increased engine power and upgraded aerodynamics. Honda won the WTCC manufacturers' crown at the first time of asking this year.

Eurotech gets new recruit

British Touring Car title-winning squad Eurotech will run returnee Martin Depper alongside 2013 champion Andrew Jordan next year. United Autosports will run two Toyotas for James Cole and Glynn Geddie, with the series confirming a capacity 32-car grid.

VW F3 ENGINE GETS RUN-OUT

Formula 3 ace Tom Blomqvist put the first miles on a prototype version of Volkswagen's Spiess-built engine – produced to the category's new rules – at Silverstone on Monday. Top team Carlin, with whom the Anglo-Swede has been linked for 2014, ran the car.

Hynes returns

Marc Hynes, the 1999 British Formula 3 champion, will return to racing next season in a third Triple Eight MG6 in the British Touring Car Championship. Hynes, 35, last raced in the V8 Supercar enduros in 2008. He is currently head of the Marussia Formula 1 squad's driver development.



RoC cancelled

This year's Race of Champions has been cancelled due to the current political unrest in Thailand. Organisers and the Sports Authority of Thailand said the event, which had been scheduled to run in Bangkok on December 14-15, could no longer proceed.



In brief

OAK BRANCHES TO USC

The French OAK Racing team plans to field a works LMP2 in the United SportsCar Championship next year. It has filed a solo entry for a Morgan-Nissan LMP2 for the full season and is waiting to see if its application is accepted for a series that claims it will be oversubscribed.

MERC FOR WEST-TEC

Top European Formula 3 Open squad Team West-Tec has completed a deal to use Mercedes power for its step up to the FIA F3 European Championship next year. The team has also recruited Fortec's Mick Kourou as chief engineer.

DA COSTA IN BMW TEST

Red Bull junior Antonio Felix da Costa drove a DTM car for BMW as part of a rookie test on December 1. The series could be a possible destination for the Formula Renault 3.5 race winner (below), with Red Bull keen for him to gain experience in a 'professional' series.



PALMER JOINS DAMS

British GP2 racer Jolyon Palmer will switch to the DAMS team for a shot at the 2014 title, his fourth season in the category. Palmer, who took two wins on his way to seventh in the 2013 standings with Carlin, will partner Stephane Richelmi, who remains at the team.

F3 RACER BOND DIES

Bev Bond, a force in the later years of 1000cc Formula 3 and its subsequent 1600cc era, lost his long battle with cancer on November 22, aged 75. London-born Bond finished third in the British series in 1969 and '71 and went on to hold the post of treasurer to the 1000cc F3 Association.

FANTIN OFF TO DRACO

Brazilian Formula Renault 3.5 racer Pietro Fantin will switch from Arden Caterham to International Draco Racing for his second season in the category. Draco finished third in the 2013 teams' championship.



SERIOUS HEAD PROTECTION



2013 WAS INTENSE

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Jenson Button

My season

McLaren had a bit of a shocker of a 2013 season, but the Brit still loves his racing – even if it's with little prospect of the big prizes

We improved the car a lot during the season. We think we're a second faster than last year's McLaren, but the problem was that most teams gained two seconds over the winter.

When you're that far behind, it's impossible to catch up with the regulations the way they are, compared to Red Bull anyway. Compared to the other teams, we caught up a little bit. We tried lots of things with set-up for this year and also for next year. We've been doing the right thing for most of the year and getting the most out of what we had.

Every individual would probably say it was the wrong choice [to start from zero with an all-new car given how competitive the McLaren was at the end of 2012], but it's easy to say that now. Obviously, if we thought that beforehand we wouldn't have done it. That's always the way. We thought it was a worthwhile risk, but it wasn't.

It wasn't that we thought everyone would stay with the same car and we would be the only one that developed; we thought everyone would do the same as what we did in terms of moving forward and making bigger changes. It didn't happen – people just developed from where they were, which we didn't think would be enough through the season.

But driving racing cars is what I love doing. It's what I got into F1 for and I still enjoy racing. It doesn't



BUTTON IN 2013

Starts	19
Best finish	4th
Best qualifying	6th
Points	73
Championship position	9th

challenge. The engineers, aerodynamicists, the people who build the car love this challenge. Tweaking bits here and there is not what they love, it's the challenge of building a new car that's very different.

You take what you're given, and it's best to stay positive and look forward. We didn't have the car this year, and it didn't matter whether Lewis Hamilton was here or not.

“It's exciting and great to have this challenge.

The people who are building the car love it”

matter where you are on the grid – when you're actually out there you don't drive any differently; you're still doing the best you possibly can with what you have underneath you. It's when you get out of the car that it hurts and you see that you're over a minute behind the winner.

With the career I've had the past few years, we've always been close to the win even if we haven't had the win. During the race, everyone is flat-out doing the best they possibly can, but then the chequered flag falls and you see how far you are behind.

For next year, who knows? All I know is that we are working very hard on the new car. It's an exciting challenge not just for us but for the whole of F1 to have such a change in the regulations, in terms of aerodynamics and in terms of the powerplant all happening over the same winter.

So it's exciting and it's great for the sport to have this

Hopefully we'll have a good car next year, but there's no point in getting too upset about situations when it's out of your control, so I have no issues with that at all.

I'll be here next year and then after that I have nothing signed for the future. But at the moment I'm happy being here for my future and I think 2015 is an exciting challenge with Honda. I have been very close to them for many years; I won their only race since the early 1990s when I took the 2006 Hungarian Grand Prix, so we have a very good relationship and it would be very exciting to work with them again, because a new engine is always going to be a challenge. But that's their strong point and they're going to do a very good job.

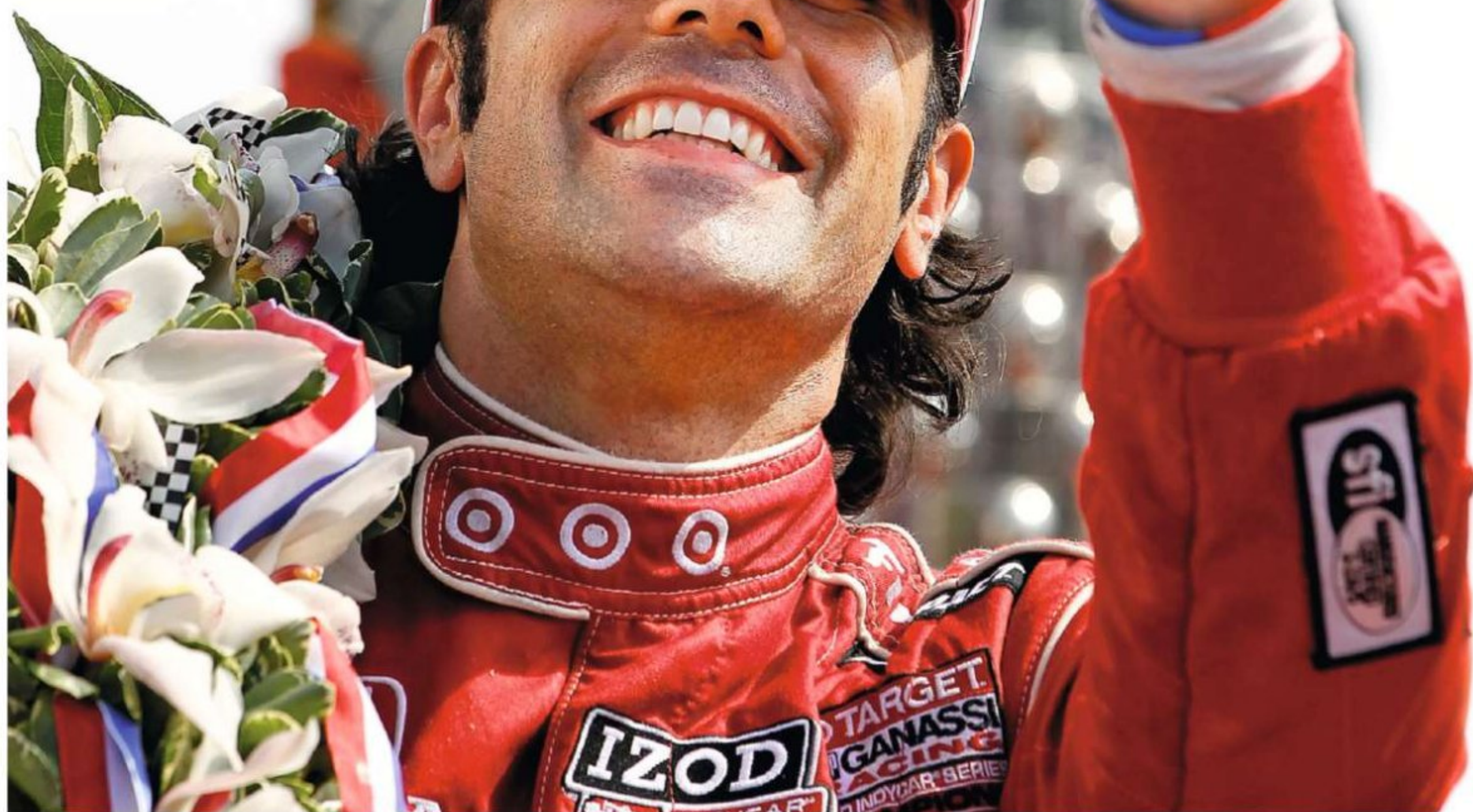
I don't know how I will feel in two years, that's the thing. I feel I'm in quite a good position, a lucky position to make that decision. I don't see the end of my career.

Even in this position, I enjoy racing. 

Jenson Button was talking to Edd Straw

Three Indy 500s and four
series titles cement him
as a US racing megastar

16



FERREY/GETTY

Franchitti

Britain's best-kept secret superstar

Recently forced into early retirement, Dario Franchitti is one of Britain's greatest exports of all time.

Former editor **ANDY HALLBERY** asks why he didn't get the mainstream UK recognition he deserved

Using *The Sunday Times* Sports Rich List as a barometer, Dario Franchitti was one of the top five in worldwide motorsport in 2012, and in British terms neck-and-neck with the top two. Yet walk down any High Street in the UK and ask a passer-by to rank Lewis Hamilton, Jenson Button and Franchitti, and 99 out of 100 would ask, "Dario Who?"

How is it that a guy who's achieved so much in his career has not received the recognition he deserves in his home country? Yes, his success came mostly in America, but he is still a fiercely proud Scot. But in the UK his three Indianapolis 500 wins barely troubled the newspaper editors or TV news broadcasters. His four IndyCar titles didn't even register. He is the most successful anonymous racing champion Britain has ever produced.

In the wake of the Scotsman's heartbreaking decision to retire on medical advice following his massive Houston accident, the tributes flowed in, as much recognising his on-track successes as for the off-track persona. That, and the simple fact that he is very lucky to be alive.

Button is one of those fully aware of Franchitti's record: "I think he is a proper legend of the sport and he has achieved so much, but also carries himself so well," says Britain's most recent world champion. "He is such a nice person, a lovely guy, and it's a shame that he's retiring. He's still very young at heart, but he's probably doing the right thing after such a huge shunt. Sad to see him go, but I'm sure he's still going to be around the sport."

Franchitti readily admits that racing is his life, and always has been. This writer has been lucky enough to have known him since his Formula Vauxhall Lotus days in the UK, and somehow our careers have run in parallel, from the UK, to Germany, to America. It wasn't an agenda at all, purely by chance.

I saw his first F3 race, first DTM race, first Indycar test and race, first NASCAR and ALMS



Young Dario went on to earn his place among British motorsport legends

races. I was there for his first two wins at Indy. And he's still the same guy he was 21 years ago when, as AUTOSPORT editor – and with Michael Andretti alongside – I presented him with the 1992 McLaren AUTOSPORT Young Driver of the Year Award, something he still recognises as one of his biggest career achievements.

"Winning it, and that night, was very special," he recalls. "I was 19, and standing on stage with John Surtees, James Hunt, Nigel Mansell, Derek Bell, Martin Brundle and the like thinking, 'Christ! How the hell did I get here?' Looking back now, it meant so much more than I appreciated at the time. It put my name into those VIPs' minds."

"My only regret was not winning it the year after," he jokes. "The BRDC came on board then, and the prize money more than doubled!"

A successful karting career in Scotland and England (often with David Coulthard and Allan McNish) brought him to the eye of David Leslie Sr. Coaching and support from Leslies Sr and Jr,

and with Dario's ever-present father, ex-Formula Ford racer George, they had, in Dario's own words, one chance to move into cars.

"Speak to my dad... That was the one and only bullet in the gun. Dad went and borrowed money from the bank – then told my mum later what he'd done! The Leslies were brilliant and a great place to start, but that was pressure. Through the years since, racing for IndyCar championships, people talked about pressure. For me, that wasn't really pressure. Back then if I damaged the car we couldn't afford to fix it. If I didn't win that last race at Thruxton, then realistically that was going to be the end of my aspirations of being a racing driver."

Four wins (including the final three races) and the Vauxhall Junior title was the outcome – along with an empty bank account. Jackie Stewart, though, had kept an eye on his countryman, and for 1992 moved Franchitti to Paul Stewart Racing's 'Staircase of Talent'. ▶

► “That’s when the Young Driver Award came in handy,” he continues. “That was the start of a budget.” Franchitti stayed in Vauxhall Lotus for 1993, and won the title: “Jackie found the money and allowed me to just drive, learn from him, and all the people that he and Paul had assembled. That group of mechanics, engineers etc have all gone on, and of course it has now morphed into Red Bull Racing.”

The next step was into Formula 3 with PSR for 1994, the team fresh from a championship title with Kelvin Burt. It started successfully, with a win at Silverstone, but nobody reckoned on Franchitti’s team-mate Jan Magnussen, who steamrollered the rest of the season, breaking records set by Ayrton Senna and Stewart himself with 14 victories from the remaining 17 races.

“That year,” recalls Franchitti, “changed a few things. When I won championships in IndyCar, people asked if I would take the number 1. I said no, last time I had it, thanks to Kelvin’s win, it wasn’t so great...”

A second year in F3 was expected, with newcomer Helio Castroneves as his team-mate. Then came a career-changing twist of events. Mercedes was looking to recreate its Young Driver Programme that had bred Michael Schumacher, Heinz-Harald Frentzen and Karl Wendlinger in world sportscars – not a usual stepping stone to Formula 1, but all three made it. The plan for 1995 was to build a team of juniors for the DTM and short-lived ITC. Giancarlo Fisichella was the first choice, but the Italian only wanted a one-year deal so he could keep an F1 option open with Minardi.

So Mercedes was left looking for fresh talent, ideally from F3. This is where AUTOSPORT played its part for the second time in Franchitti’s career – as part of its role with the Young Driver Award to help previous winners. In Stuttgart, Mercedes boss Norbert Haug decided that the best course of action was for Mercedes to call the office to ask our opinions. I was there at the time and, along with our touring car man and future editor Laurence Foster, we recommended Dario highly.

They asked for contact numbers. Franchitti didn’t have a clue what was going on until he received a call from Wolfgang Schattling, Haug’s right-hand man. “He was on a train to Scotland I think,” recalls Schattling. “I’m sure he immediately thought it was someone winding him up. When he realised it was us, we arranged a test.”

His first run, on the old Hockenheim short circuit, was memorable – mainly because it ended with the silver C-Class rolled into a little ball and Franchitti wandering lost in the forest. He’d attempted to make his own way back to the pits...

Dario learnt ropes in Vauxhall’s junior series



It was only a minor blip and, much to Haug’s delight, his new youngster took pole for his first race, a moment made sweeter by the fact that one of the other juniors selected was his former F3 team-mate and nemesis, Magnussen. His first win came soon after, at Mugello, with the Italian side of the family present, including his grandfather Albert.

The Scotsman with the Italian name was quickly embraced by the German fans, with Franchitti fully aware that he was the apprentice to Bernd Schneider. “Dario was very quickly accepted by the German fans,” continues Schattling. “He learned the German customs, and the fans liked that.”

Throughout his DTM/ITC days it was no hidden plan that Formula 1 was the aim, and with the might of Mercedes behind him it seemed a step closer. In those days DTM went from being a retirement home for ex-F1 drivers to a grooming ground for new ones. Magnussen, Fisichella, Alex Wurz, Juan Pablo Montoya and Ricardo Zonta all raced there before F1, and Oliver Gavin came as close as you can without seeing a green light.

A test with McLaren – powered by Mercedes – as part of his Young Driver prize, led to the offer of a potential testing role with the team, but while that was turned down, F1 was very much still his goal. The Franchitti name was gaining momentum.

For 1997 he stayed with Mercedes, and the next career-defining move to the CART World Series in the US. He was placed in the single-car team run by Mercedes customer Carl Hogan – never likely to rule the world, but a great place to start. His first oval test at Homestead was an eye-



Franchitti spread his wings to Germany and raced fab DTM Mercs



CART wins flowed with Team Green Reynard-Hondas

opener to say the least. “I walked down the pitlane towards the car,” he recalls, “saw the camber and thought the bloody thing had been in an accident already!”

A huge help that day was Penske’s oval guru Rick Mears, who advised and nurtured. “I learned so much that day, it was like starting from scratch,” says Franchitti. “Even now I talk with Rick and I still learn something.”

The highlight of his debut season came at Gateway, St Louis where he led 31 laps until the transmission failed. He had already done enough to become hot property (with the help of a phonetic chart for the American media to learn how to pronounce ‘Fran-keee-tee’), and significantly left the Mercedes family to join Team Green for 1998, and the Honda power that he subsequently used for all 31 wins.

The first of those wins came at the challenging Road America road course at Elkhart Lake, and was followed by a post-race party at the infamous Siebkens Tavern, unofficially organised by rival and great friend Greg Moore. That night is the stuff of legend, with (allegedly) Dario and Greg both found passed out on the lawn outside the historic bar after a night fuelled by success, beer



LABERGE/GETTY

‘His first win in the States came at Road America, and was celebrated in some style’

and Jagermeister. Mark Webber — visiting his first Indycar race — half-remembers the evening: “Yeah I was at that... There was plenty going on,” says Webber. “To be honest mate, I don’t remember a huge amount of what happened that night. There were lots of people there, and yes, we had a good time!”

Two more victories followed that season, and once again Franchitti’s stock had risen. This, remember, was the heyday of CART, with engine and chassis battles, big budgets and an incredibly strong field. Chip Ganassi Racing’s Alex Zanardi switched to F1 for 1999, and was replaced by Montoya, then unknown in the States. Other potential winners were Moore, Gil de Ferran, Paul Tracy, Adrian Fernandez and Christian Fittipaldi.

By the fifth race, rookie Montoya had three wins, but Franchitti kept the pressure on, and going into the final race at Fontana he was fractionally ahead of the Colombian for the title. After just nine laps of the 500 race, Franchitti’s world changed — although he was unaware at the time.

Moore had suffered a horrifying crash. The Canadian was helicoptered to a nearby hospital, but died soon after.

The race continued, Dario seemingly heading for the title. A dropped wheelnut at a late pitstop sent him down the order. “That pitstop cost me,” he said years after the race. “But with what happened, it didn’t matter. Greg was gone.” During the race Franchitti had noticed Moore’s #99 at the bottom of the timing pylon, but ▶



On the beach with buddies Greg Moore and Max Papis (left)

LEVITT/LAT

▶ didn't connect it with the early crash. He also spotted the flags on the main straight lowered to half-mast mid-race, but again – thankfully – didn't put two and two together. It was his dad and a crew member who broke the news after the race had finished.

He and Montoya had ended tied on points, the Colombian taking the title by virtue of his seven wins to Franchitti's three. It was a tough blow, and it wouldn't be the last. But he continued into 2000 – at least as far as pre-season testing at Homestead, where a failure sent him into the wall and fractured his pelvis. It was a winless season, the highlight being the Greg Moore Pole Trophy in Vancouver, presented by Greg's dad, Ric.

"Ric would despair at some of the things Greg and I had got up to with Tony Kanaan and Max Papis, and most of those are best left unwritten," recalls Franchitti. "Let's just say we were young and successful and did all the things you'd expect."

The new millennium also gave him his biggest opportunity for the much-touted move to F1. Jaguar was unhappy with the performance of Luciano Burti, and the team (which had previously been Stewart Grand Prix), along with Ford, was persuaded by Jackie Stewart to give Franchitti a test at Silverstone.

So, in between back-to-back CART races at Toronto and Michigan, he climbed aboard the Jaguar. When, or if, the true story behind what

happened at that test will ever fully become public isn't clear. What is known is that Franchitti did as instructed by members of the team, but this meant that while quick, he was never able to do a representative complete lap. All the sector times were bang on the pace, but internal politics meant that he was never able to set a competitive time. The subsequent headlines didn't do much to impress the Jaguar top brass.

Bobby Rahal, who took over as Jaguar's CEO at the end of that year, admitted that the test was poorly done. "The team wasn't ready to do it," said Rahal. "Dario wasn't given a chance with the latest-spec car and it did him harm. I rate Dario very highly, because he is one of the few guys who can run wheel-to-wheel with Juan Pablo Montoya in Indycars. He is still young enough, but if he is going to come here in F1 with any team, it has to be now."

Franchitti will say very little about the test, except that, because of the hectic timetable: "At least I got to fly on Concorde."

The theme continued in 2001, just one win coming. Despite three wins in '02, including an emotional one on Moore's home turf in Vancouver, it was time for a change. Team Green joined forces with Andretti, switched from CART to the IRL, and Franchitti had a new boss – ironically, the guy who presented his McLaren/AUTOSPORT Award 11 years before, Michael Andretti.

That 2003 season was curtailed mid-year after



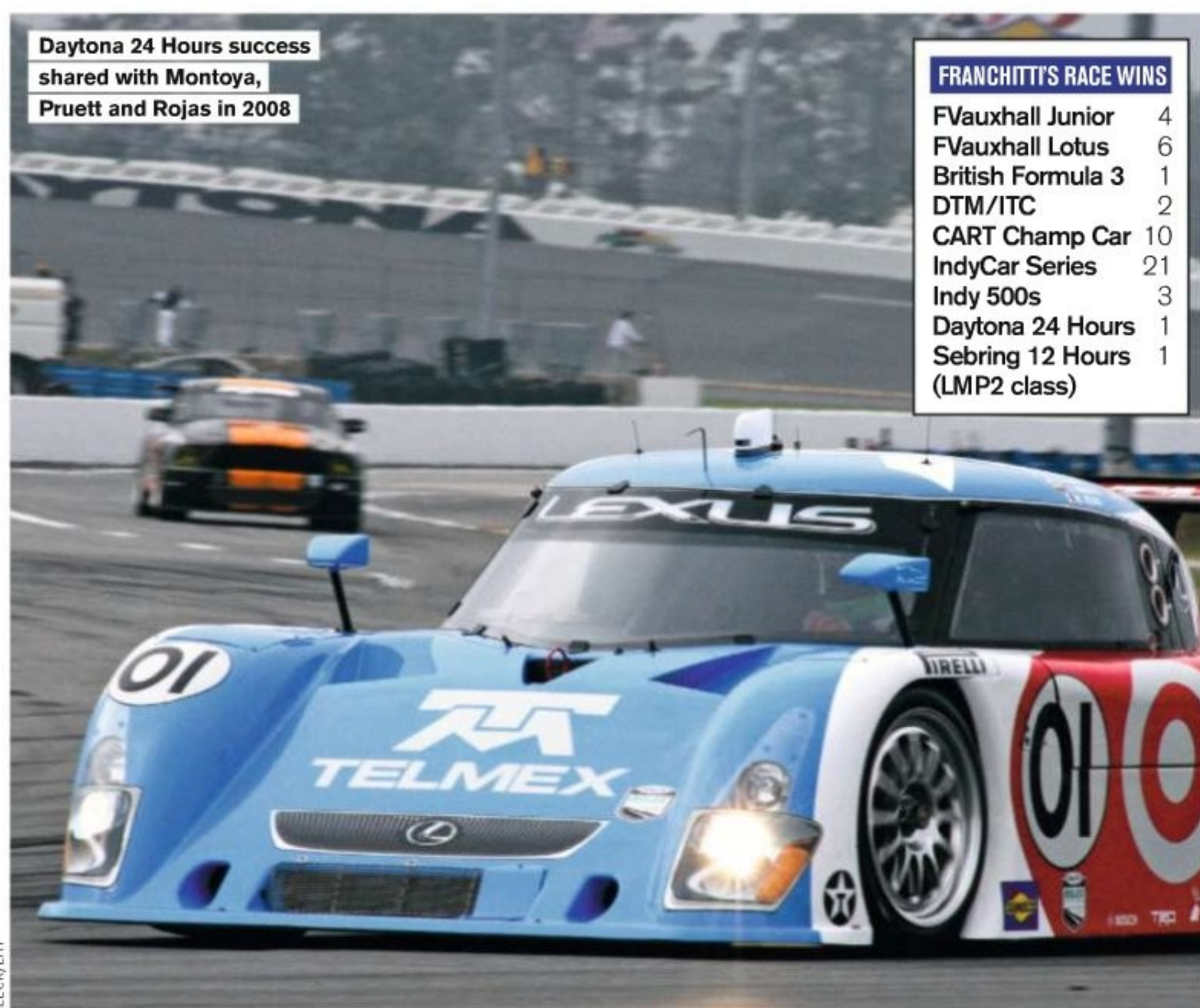
A student of the sport, DF looks for his hero Clark

INGHAM/GETTY

a motorcycle accident in Scotland left him with a broken back. Fully recovered, it wasn't until '04 that he would score his first IRL win, but it was '07 when all the stars aligned. His first Indy 500 victory came with a shrewd drive. He was leading in the closing stages when the heavens opened, the race finishing under yellow in torrential rain. The traditional post-race celebrations took place in a crammed garage, full of so many well-wishers it was impossible to move.

The following morning the winner's photos on the famous bricks with the trophy were taken. It's a shoot that takes hours, but finally Franchitti was alone to savour the moment. He gazed at the

'The 2012 Indy 500 was a fairytale result, but it would turn out to be his last victory'



Daytona 24 Hours success shared with Montoya, Pruett and Rojas in 2008

FRANCHITTI'S RACE WINS

FVauxhall Junior	4
FVauxhall Lotus	6
British Formula 3	1
DTM/ITC	2
CART Champ Car	10
IndyCar Series	21
Indy 500s	3
Daytona 24 Hours	1
Sebring 12 Hours	1
(LMP2 class)	



Last-lap brush with Sato ahead of last Indy win



Jaguar F1 'test' still rankles

ON TOUR WITH AN INDYCAR LEGEND

One of the IndyCar Series' prime assets was Dario Franchitti, a poster boy the fans loved.

You knew where he was in the open paddock, purely by following the crowd. His three Indy 500 wins and four series titles meant he was a regular on network TV shows in America, such as *Late Night with Letterman* and the *Late, Late Show* hosted by fellow Scot Craig Ferguson. He's a rarity in IndyCar: a household name. The only rival is Helio Castroneves, and that's because of the Brazilian winning *Dancing with the Stars*.

A championship title was regularly followed by a

gruelling week of TV, radio and print interviews, pieced together by private jet. It was a non-stop PR media tour, and one that Franchitti took in his stride. On TV he still came across as the guy next door, not some lofty baseball or basketball player. He is as normal as they come – just at over 200mph.

Prior to one Letterman appearance in New York, Franchitti headed to a bar he'd been tipped off about – an unofficial Celtic Football Club haunt for expats. The lifelong fan surprised them all by turning up unannounced and joining in before his interview with Letterman.



Franchitti and 'The Buoy's'

trophy, suddenly in awe of what he had achieved, especially when he spotted the face of his hero Jim Clark, and realised that he'd done what his idol had: won the Indy 500.

The championship title came that year too, and with it a sense of fulfillment, and time for another change. The mighty NASCAR came calling, and he said goodbye to open-wheel racing on a high for a move to stock cars with Chip Ganassi. It was a move that failed to deliver results – and, perhaps more importantly, the buzz of racing an IndyCar.

A broken ankle and a lack of NASCAR budget sealed the deal. For 2009 Ganassi placed him in the #10 IndyCar alongside Scott Dixon, and a dream team was born. Five wins and a second title were the instant reward, and in '10 came the second Indy 500 win – a totally dominant drive during which he led 150 of the 200 laps. It was a performance as satisfying as they come, made more rewarding by a second-place finish for his good friend Dan Wheldon. Franchitti's win paved the way for a third consecutive title.

Four more victories in 2011 placed him at the top of the table for the third year running. Indy, however, eluded him. Instead it was won by Wheldon, driving in a one-off for Bryan Herta, another Andretti Green Racing refugee. Emotional doesn't begin to describe it, Dan and Dario, for the second year running, hugging each other with tears of joy.

Later came the Las Vegas finale. Wheldon lost his life and, with the race being cancelled, Franchitti sealed his fourth consecutive title. Just like the title decider 12 years earlier, with the loss of his friend Moore, it was a day on which the crown didn't matter. "Sure, the record books will show I won the championship," said Franchitti, "but this isn't one to celebrate."

Indy 2012 was a fairytale. With the previous year's winner Wheldon at the forefront of everyone's minds, Franchitti won the 500 for the third time, looking skywards as he poured the traditional milk over himself, as Dan had done the year before. Unbeknown to everyone, that would turn out to be the Scotsman's final race win.

Heading into 2013, questions were asked if he really needed to keep racing.

"Listen," he said, almost offended by the question, "I realise what I get to do and how lucky I am, and I appreciate it, maybe more now than I did 10 years ago. You've got to have that drive and that passion. You've got to want to do it, and that something extra comes from that desire."

His violent accident on the final lap in Houston



Dario was no stranger to sportscars and often spoke of a Le Mans assault

abruptly ended his career, but the passion and love of the sport remain unquenched. When the news broke of his forced retirement, tributes poured in from the great and the good worldwide. The respect he has earned in his career was plain to see. The same words popped up with great frequency: "polite", "popular", "respect", "integrity", "human", "warm", "friend", "favourite", "loss to motorsport" and "champion".

Words of appreciation also came from that elusive world of F1. Mark Webber perhaps hinted at what a lot of people had also hoped for Dario: a stab at winning the Le Mans 24 Hours to add to a resumé that already contains wins in the Daytona 24 Hours, and the LMP2 class at the Sebring 12 Hours. Through Twitter, Webber said: "Mega career, class bloke, and tough competitor. I would have loved for him to join me in the Porsche in future. #feetupmate"

Michael Andretti, part of Franchitti's career right from his McLaren/AUTOSPORT Award

to his first Indy 500 win and championship title, summed up the general feeling. "I thought he had one good year left in him, and I know he wanted to race beyond IndyCar," he said. "So that's what I feel most bad about – he's being parked by a doctor. He's not going to be able to race the sportscar stuff he had talked about. He won't race with his brother [Marino] at Le Mans, all the things he wanted to fulfil."

Franchitti is a student of the sport, and more knowledgeable and aware of its history than many of us. The record books already place him among Mario Andretti, AJ Foyt, Clark, Dan Gurney and Mears – heroes of his who he wrote about in his book *Romance of Racing*, finished the week before his accident.

He would never agree that he has a place among them, but the fact is he already has. Success at Le Mans would have elevated him higher, but sadly that will remain a dream. ❧

Dario: a great Scot

Team bosses, rivals and luminaries provide their tributes to Franchitti's racing career. By **ANDY HALLBERY & GARY WATKINS**

Sir Jackie Stewart

Three-time Formula 1 world champion

There's not much more he could achieve in American motor racing. I think he's one of the real players in the business. He's got a strong future in front of him because of the success he's achieved in racing. Sad for motor racing, because he's a great asset to us.

A great-looking guy, very eloquent... and he's very fast.

Jimmie Johnson

Six-time NASCAR champion

In one light, it shows just how bad his crash was. I'm just happy he is in good health. My heart goes out to him from the perspective of having racing taken from him before it was time. That's got to be so tough to deal with. Everyone wants to walk away on their own terms.

AJ Foyt

Four-time Indy 500 winner

If the doctors tell him he should quit then he should listen to them. I'm the opposite and never would listen, but I probably would have been a lot better off if I did. But Dario's won a lot of races and championships so he has a lot to be proud of.

Jenson Button

2009 Formula 1 world champion

He's a long way away from Europe and a lot of American motorsport doesn't really get the credit in Europe that it deserves. It is what it is. It's just a long way away.

I don't think it matters how many compliments he gets. He knows what he's achieved and the people he cares about know as well. A very impressive career and he's a great guy as well.

David Cuff

Formula Vauxhall Junior team-mate, 1991

Dario had that spark of speed, something extra that made you think, 'wow!' He made the odd mistake, but had talent in buckets. Even at 17, he had everything he needed except experience.

I have no problem that I lost out to him at the championship on the last weekend. Wouldn't you like to lose a title to someone who goes on to become a legend?

Graham Taylor

Formula Vauxhall Lotus engineer, 1992/93

We both underachieved in the first year in 1992. He finished fourth in the championship, but he was a little frustrated that he wasn't winning – and we were a little frustrated that he wasn't winning. But we sorted it out and the next year was like falling off a log.

I knew Dario would go a long way from the moment we first tested him at the end of 1991. Jackie [Stewart] asked me how he got on, and I just said: 'Sign him'. It was as simple as that. Dario used to live in the back bedroom of my house, sleeping on a mattress on the floor. I had a lot of motorsport books, and he read all of them!

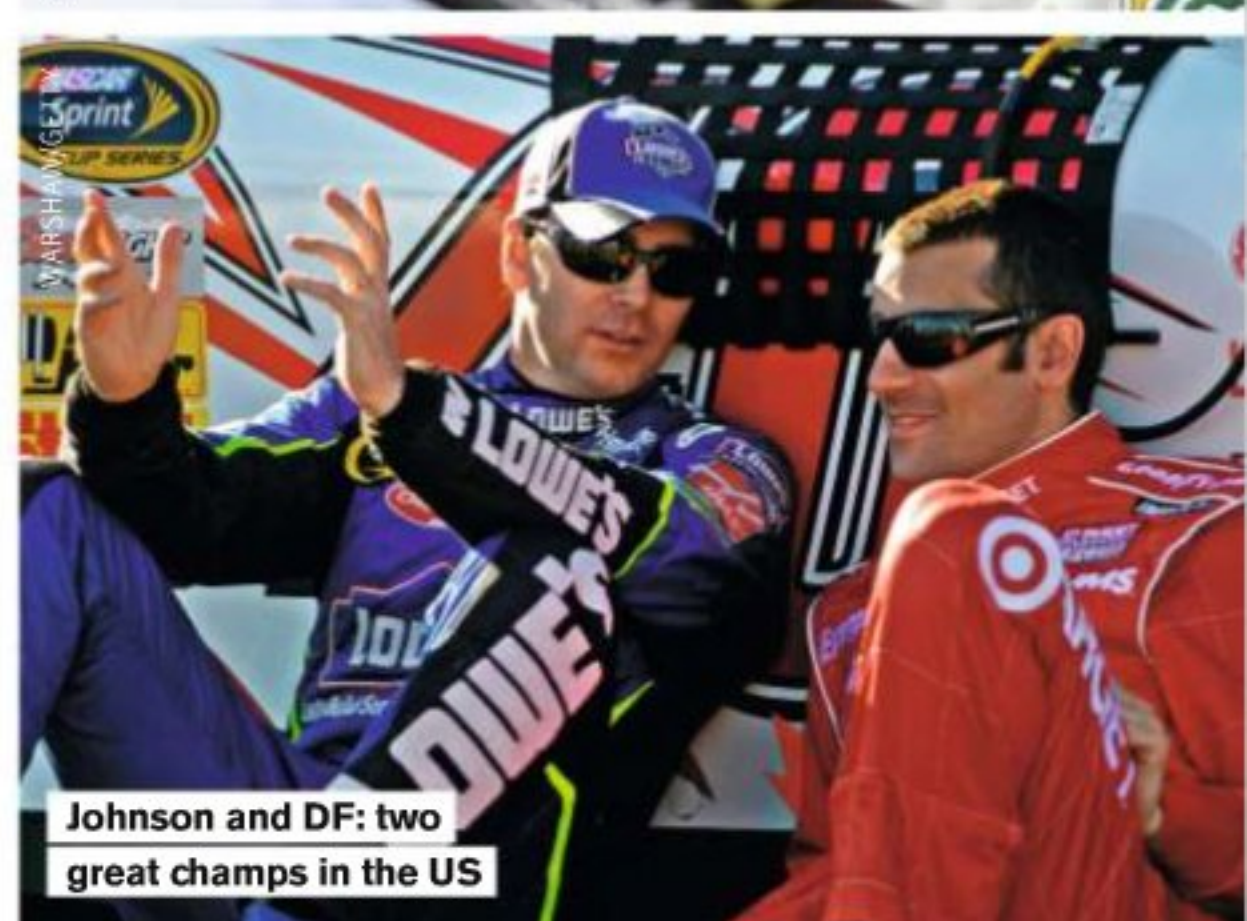
Andy Miller

Formula 3 team manager, 1994

Jan [Magnussen, his champion team-mate at PSR] was fantastic that year, but what no one takes into consideration is that the minimum weight limit at the time was the car on its own. Dario gave away something like 15 kilos to Jan.

In Formula 1 we used to work on two or three tenths per 10 kilos. In F3, with a lower power-to-weight ratio, it is going to have an even bigger effect. That's what Dario had to fight against.

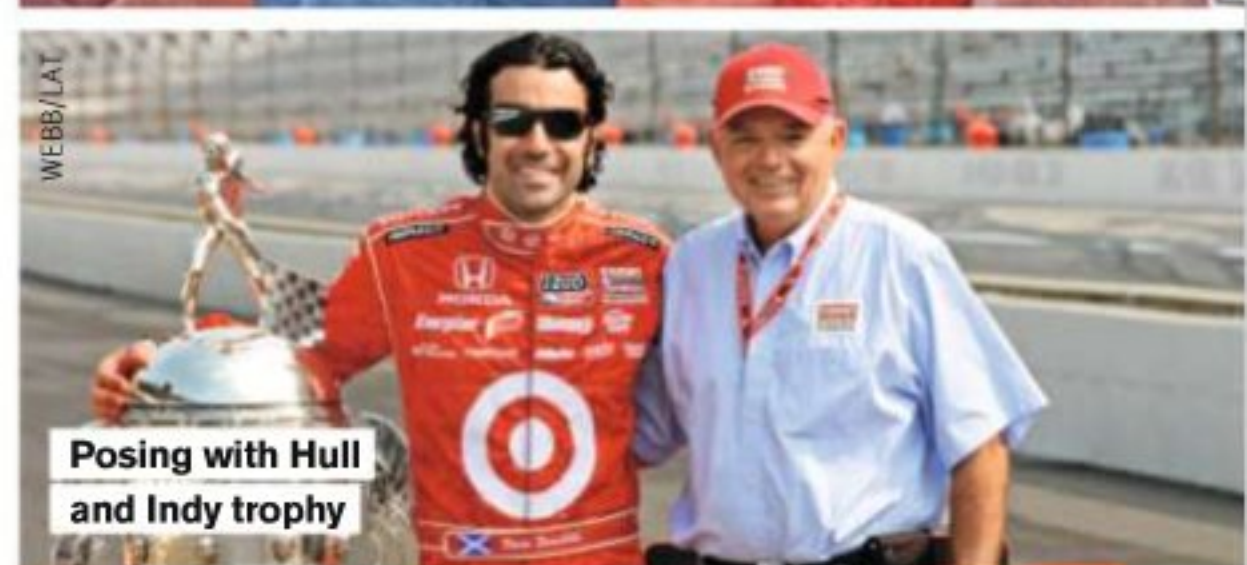
We were bitterly disappointed when he went off to the DTM with Mercedes. I am convinced he would have gone on to win the title with us in '95, so his career path could have been very different. I am pretty sure that he would have made it to F1.



Johnson and DF: two great champs in the US



Foyt says Dario was right to heed medical advice



Posing with Hull and Indy trophy



With Stewart, in Clark-style lid



Haug (right) wanted youngster at Merc



Dario and Kanaan became close friends

Gerhard Ungar

HWA/AMG Mercedes DTM technical director

I was convinced of Dario's abilities from the first time he tested for us. I was very impressed by his mentality.

Dario was on pole for his first race with us at Hockenheim, but at the last pre-season test he'd had a massive crash. There was nothing left of the car. He bounced back to take pole at the same track something like two weeks later — that was pretty impressive.

Norbert Haug

Long-time Mercedes motorsport boss

I have always been a keen AUTOSPORT reader and followed the McLaren AUTOSPORT BRDC Award. I'd seen this young guy up on the stage wearing a black tie and I liked the sound of the name Dario Franchitti. After his F3 year, I said to Gerhard Ungar, 'We are always looking for young guys, why don't we try Dario for DTM/ITC?'

When the ITC stopped, I wanted to find something for him. I had a contact with the Hogan team: he tested at Homestead and was immediately quick. The basic idea was to keep him for F1, although there was no masterplan. Maybe I thought that he could drive for Penske [Mercedes' lead team in CART] one day. All I really remember is that I wanted to hang onto Dario because I knew he was such a talent.

Kim Green

Team Green/Andretti Green Racing team manager

Dario was always a very meticulous analyst of his racecar; trying to make it do what he wanted it to do, and not getting into panic mode if it wasn't what he wanted for raceday. That was probably one of his strengths.

We had two completely different drivers. Paul Tracy was one of the most naturally talented drivers of his era but a little bit more emotional, and prone to be rattled if he wasn't running up front. Dario was quietly confident in his talent, extremely good at working through car set-ups and feedback, and was a calming influence on the team.

As we moved into the Andretti Green era, I'd say that a lot of Dan Wheldon's success came from his mentoring by Dario, and a lot of Tony Kanaan's success comes from Dario's influence. They developed a great friendship.

Tony Kanaan

IndyCar champion

As much as it hurts not seeing him compete with me, I'm delighted that he got out of that accident and is still here with us. It's my best friend who is retiring. There's nobody else I wanted in that seat more than him.

He came to my house [after the accident] and I took him to all the tests he needed to do. We talked a lot. I tried to expect the worst, because I didn't want to get too disappointed, so no, I wasn't surprised. I'd rather have my friend around. The guy had a remarkable career — four championships and three Indy 500s. He's a legend in this sport. He came out on top.



"If he hadn't done NASCAR, he may have won five IndyCar Series titles in a row" Michael Andretti

Michael Andretti

Andretti Green Racing team boss

When we were forming the [Andretti Green] team, Dario was the first guy I went to see. Was it hard to convince him to move from Champ Car to the IRL? I don't think so, but he was definitely disappointed to be leaving the road courses.

Things seemed to click all of a sudden in 2007. He'd always shown signs of greatness, but something would be holding him back. But that year it all came together, and nobody could beat the guy. He went on to enjoy four years that a lot of guys who are great drivers would never get to experience.

If he hadn't have done NASCAR, he may have won five titles in a row. He was on such roll at that point in his career that he would have been unstoppable.

Mike Hull

Chip Ganassi Racing managing director

Besides Dario's sheer ability on a racetrack, I enjoyed his uncanny way of being able to get the most out of the car when it counts the most. But what I appreciate about him equally was that he has an enormous appreciation for the sport that he represents.

A lot of race car drivers — and I don't mean this in a demeaning way — they sort of treat motor racing as a tear-off. They're in it, they get the most out of it, but they don't truly appreciate the sport itself. But Dario really does.

Dario was totally unselfish from our side, willing to give more than he ever expected to get back. I really feel that he had unfinished business of historical significance. By the person that he is and the depth of his appreciation of our sport, the stature of what he could have done had he continued would have been very special. ❧

Rules and that shaped an F1 era

As the 2009-13 F1 rules cycle comes to a close, **EDD STRAW** takes a look back at some of the decisions that defined the cars and the racing

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Brawn caught them on the hop with double diffuser...

Fans demanding more action is how it began. The FIA's Charlie Whiting assembled the Overtaking Working Group early in 2007 to research and frame a set of regulations that would turn grand prix racing into the passing-fest everyone apparently craved. Comprising Renault's Pat Symonds, McLaren's Paddy Lowe, Ferrari's Rory Byrne and Whiting himself, the OWG started out by understanding exactly why overtaking was so difficult and what regulations would make it easier for cars to pass each other.

"The target was to halve downforce, which was aligned to a laptime increase of maybe five seconds," explains Lowe. "The original intent was to improve the overtaking ability and that's why there is a wide front wing and a higher, narrower rear wing. The teams funded the

OWG, chipping in about £50,000 each.

"When we came up with the rules there was always an expectation the teams would dramatically improve. In the FondTech tunnel, downforce was halved but we knew that if you spent time optimising it, some of that would be recovered."

Some extreme ideas were contemplated at this time, with the all-team Technical Working Group also getting involved with proposals.

"One of the things we decided was that if you are in another car's aerodynamic wake, you have actually already taken a penalty by being behind them," says Sam Michael, who was then Williams's technical director and is now sporting director at McLaren. "We said if you are following someone in a corner you probably have 20 to 30 per cent less downforce in a high-speed turn. Therefore, the first thing to get around was people saying that if you do anything to let people overtake, it's artificial.

"Our argument in the meeting, which was

accepted, was that it's already artificial because there are two cars going along and the guy in front has 20 to 30 per cent more downforce than the guy behind. In an ideal world, what we would have been able to do was to have a wake-compensating aerodynamic increase in downforce for the following car, so some sort of wake sensor or downforce sensor able to put downforce back on. We looked at things like suction fans for floors. If you went to proper fans, of course you could do it, but to have something that could be turned on was unfeasible."

This kind of idea would resurface a few years later with the DRS, albeit with a more straightforward application by giving the following car less drag on the straight by opening a slot gap in the rear wing. But for 2009, these aims were tackled by the creation of the skinny-aerodynamic regulations, designed not only to reduce downforce, but to make the cars less susceptible to turbulence when following another car.

loopholes



...which Red Bull reprised with exhaust downforce

HONE/LAT

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“We argued it was already artificial for the guy ahead to have more downforce” SAM MICHAEL

There was a small nod to moveable aerodynamics with the rule allowing a flap on the front wing to be trimmed in and out across a range of six degrees a couple of times per lap, but as an overtaking aid this was irrelevant and it was used to modify balance before being quietly dropped for 2011 when the DRS was adopted.

That said, ‘moveable’ aero did become *de rigueur* during the rules cycle thanks to the advantages to be had from bodywork able ▶



Fans wanted more overtaking than they saw in 2008

COATES/LAT

'There was uproar as to what the machines would look like'

► to flex under load, before the FIA cracked down on that with more stringent load testing.

Initially, the strange proportions of these cars, with their wide 'snowplough' front wing and skinny rear wing, were grating. During 2008, various teams dabbled with testing the new wings, but it was not until December at Jerez that the world had sight of a vaguely representative car in the form of the BMW Sauber F1.08 updated to hybrid aero spec. Just as talk today is dominated by the anticipated ungainly look of the 2014 F1 cars, so there was uproar as to what the '09 machines would look like, even though the return of slick tyres was welcomed after 11 seasons of grooved rubber. But there was method in this perceived madness.

OWG research attempted to work out the laptime advantage required to guarantee that a faster car could overtake a slower one. The figure settled on, based upon windtunnel work harnessed to simulator evaluations, was two seconds under the previous rules, and the aim was to cut that at least in half.

This led to those strange proportions, with the high and narrow rear wing designed to move the turbulent air upwards, and the reduction in the permissible size of the diffuser mitigating the extent of the scrambling of the airflow emerging from the back of the car. The wider front wing was conceived to access the calmer airflow at the extremities of this turbulence, while the slashing of the flicks, turning vanes, chimneys and other bits and pieces that had become ubiquitous by 2008 was designed to simplify the aero of the car.

Originally planned for 2008, it's interesting to

reflect on how history might have changed had the rules not been deferred for a year.

"The change in regulations had been debated for some time and initially it was going to come in at the start of 2008," says Red Bull chief technical officer Adrian Newey, whose cars won half of the grands prix held from 2009-13. "I, among luckily a few other teams, managed to delay the rules for a year, which for us was important because Red Bull was still relatively young and the structures and procedures of the team weren't fully in place. It would have been quite difficult for us to have properly researched the rules ready for the start of 2008..."

THE DOUBLE DIFFUSER

Red Bull did, of course, ultimately produce the car that set the aerodynamic template for the five seasons of the outgoing rules cycle. But while Newey's car won six races in 2009 and took second in the constructors' championship – five places better than Red Bull managed a year earlier – it was Ross Brawn's team that stole a march and dominated the early stages of the season with Jenson Button. The Brawn BGP001, which was the 2009 Honda rebadged following the withdrawal of the Japanese manufacturer, only hit the track at the eleventh hour after a management buyout of the team. When it did, the opposition was stunned.

Brawn was not the only team to hit upon the idea of the double diffuser – both Toyota and Williams had run the concept when pre-season testing started. But it did take the design a step further than the other two. The concept was simple. The double-decker diffuser itself



Newey proved his worth with four world title winners

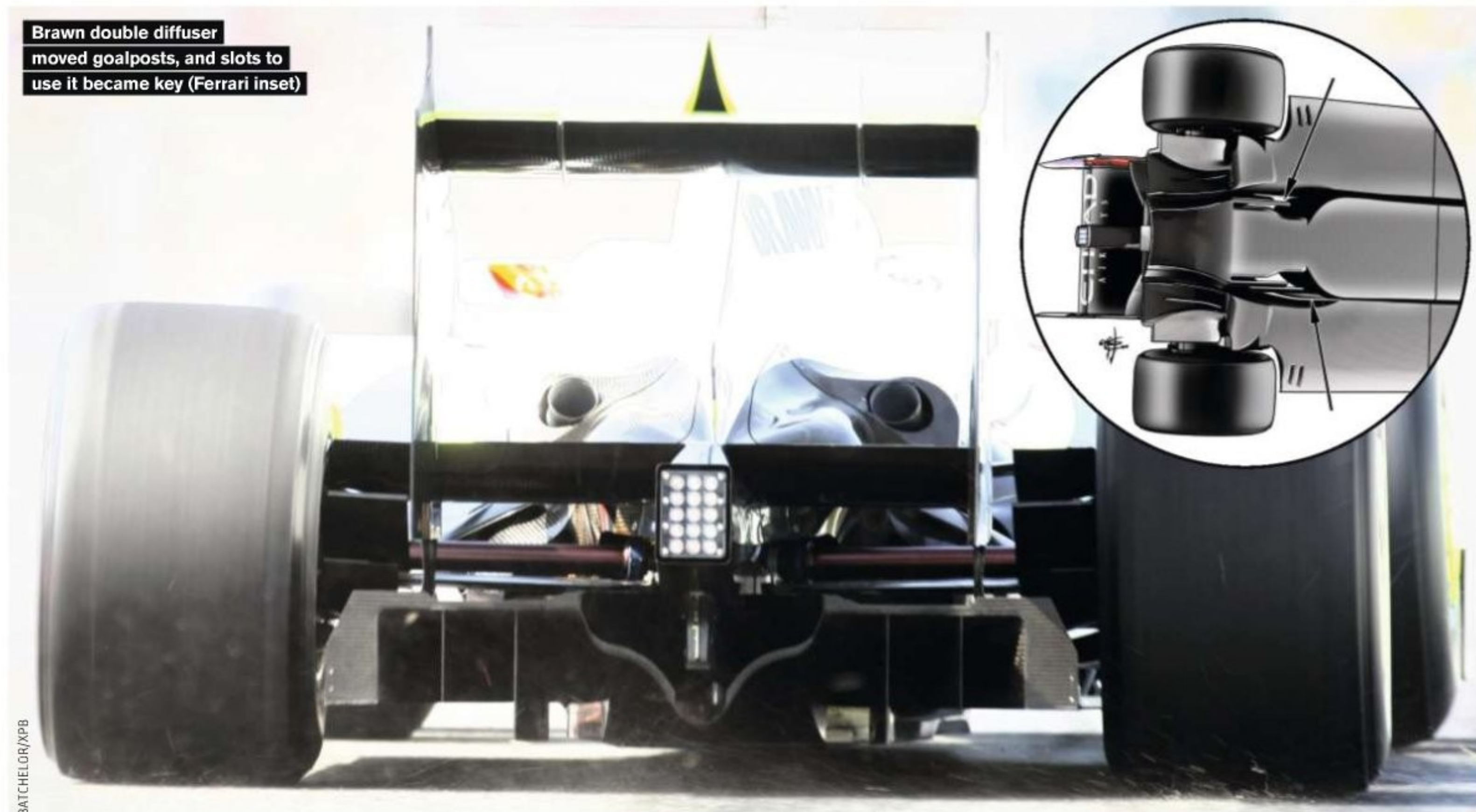
was relatively easy to justify based on the regulations, even though the intent of the rules was not to allow this to happen. But the key to this was how to get sufficient airflow to the diffuser to make it worthwhile.

Article 3.12.5 of the technical regulations stated that "fully enclosed holes are permitted in the surfaces lying on the reference and step planes provided no part of the car is visible through them when viewed from directly below".

Brawn had a good idea that his team had stolen a march on the rest by optimising its car around the double diffuser. He claims that he made attempts to tackle the loophole only to be dismissed by his rivals.

"I said that we were not achieving the reductions in downforce that we were asked to do and that I thought we needed to have another run at the regulations," says Brawn. "That was rejected and I was told the numbers I was intimating were

Brawn double diffuser moved goalposts, and slots to use it became key (Ferrari inset)



FORCE INDIA'S F-DUCT

→ The f-duct is formed as a Y-shaped duct, where the central connection is a fluid switch. This fluid switch has no moving parts and is controlled by a small control duct running from the cockpit. Airflow enters the duct around the roll hoop and normally the flow passes straight through the switch and out of the lower exit duct for zero aero effect. When the driver closes off the cockpit duct with his hand or knee, the air now coming through the control duct alters the fluid switch and the flow passes out of the other exit duct. This sends a jet of air out of a slot in the rear wing, which is enough to break up the airflow under the wing. This loses downforce and, more importantly, drag, which aids top speed.

Words and photograph by Craig Scarborough



scaremongering. So that gave me some idea [of how far ahead we were]. During testing, it appeared to us that we may have achieved a lot more than some of the other teams who were running and that's what proved to be the case."

On top of the double-diffuser concept, Brawn's strategy after taking over as team principal at desperately uncompetitive Honda in late 2007 was to write off the following season and throw the kitchen sink at the new regulations. But until the car ran at Barcelona on the eve of the season, nobody realised just how serious Brawn had been about his downforce figures.

"Ross was quite distinctive in terms of his flagging up that he thought these rules were going to generate far more downforce than expected," confirms Lowe. "He started quoting numbers and the general feedback in one meeting was that either we don't believe you, or if you are right you're in a very good place! But there was a mixture of resource applied to the project. Honda worked pretty much 100 per cent on that [the new rules] for all of 2008 whereas McLaren and Ferrari were fighting for the championship and put in less than a normal amount of effort."

For Newey, who did evaluate the architecture of the double diffuser for '09 but did not – and still does not – believe it was legal, the double diffuser was a huge problem.

"We had a quick look at a tiny version of what the three teams came up with, but it didn't look that promising and we really didn't think it was legal, so we didn't pursue it any further," he says. "Whether it was deemed legal or not wasn't really an engineering decision. It became a political battle where Max Mosley, who was FIA president at the time, wanted to give McLaren and Ferrari a slap. They hadn't got double diffusers. He changed from unofficially saying 'no, there's no way it's legal' to effectively saying 'yes, it is legal'."

It was eventually banned for the 2011 season.

"I was told I was scaremongering, which gave me an idea of our advantage" ROSS BRAWN



THE F-DUCT

The concept of the f-duct, introduced by McLaren at the start of 2010, was elegantly simple. Near the front of the McLaren on the top of the chassis was a letterbox intake. This was channelled through the car and directed to the rear wing. But when a hole in the cockpit was covered – in the case of the McLaren by the driver's elbow – this airflow was used to blow across the upper element of the rear wing to stall it, slashing drag.

Some teams complained on the basis that it was a moveable aerodynamic device. It wasn't, particularly because the regulations referred to were only framed in terms of what the bodywork was doing. The driver moved to change the aerodynamics, but it was not a moveable aerodynamic device, hence it was deemed legal with less controversy than the double diffuser.

A group within McLaren headed by Mike Brown worked on the f-duct concept and the decision was made to integrate it fully into the 2010 design.

"It was a fantastically elegant solution to a clear loophole in the regulations, unlike the double diffuser," says Lowe, who oversaw the car. "It was a great bit of lateral thinking by one or two people at McLaren. It started off with identifying a switching device without moving parts. Then you have the idea of stalling a wing. Then the question is how do you control it?"

"But what was depressing was how quickly everyone managed to bring out their own versions given it involves some quite tricky aerodynamics. We thought it would take the best part of a season for everyone else to catch up."

Red Bull's f-duct made its first appearance in the fourth race in Turkey. But like all those who adapted their cars to it, it was reliant upon bodging together pipework using whatever hatches in the chassis happened to be available. All sorts of different parts of the body were

THE TESTING BAN

From 2009-13, the only proper running allowed during the season, aside from straight-line runs and occasional promotional days, was the three days of rookie running and, in 2012, a one-off test at Mugello in May. This lack of testing transformed the way F1 teams ran, with the old empirical model of trying a bunch of pieces on-track and choosing the best ones becoming outmoded. Instead, a premium was put on hitting the mark based on windtunnel, CFD and driver-in-loop simulator work.

"There was a time when you could do two or three back-to-back tests on a part and get the driver input," explains Ross Brawn. "You look at the data over several tests to evolve a conclusion. You can't do that now and you have to be pretty certain of coming to a conclusion quickly. That means the technologies teams use to evaluate the performance of aerodynamic changes in particular have evolved enormously over the past few years."

Brawn likens the process to Charles Darwin's theory of evolution. With the selective pressure changed, the teams that thrived were the ones that best equipped for what might be termed 'dry' testing of parts. Red Bull, in particular, has excelled at this.

"It's Darwin all over because if you do a better job of evaluating the aerodynamics you'll make more progress on them and you'll become the strongest aerodynamics team," says Brawn. "And if you don't have that, in the environment we're in with no testing, you won't know where you are and you won't know what's causing the issues, you won't know what reaction you should have, and you'll start scattergunning everything because you're not sure."

While some teams have thrived, Ferrari, which focused its investment in the first half of the last decade and before on track testing – with its own Fiorano test track on its doorstep in Maranello – has struggled. Other teams had long since been investing in more cost-effective factory-based technologies.





With double diffuser mastered, Red Bull took leap forward in '10

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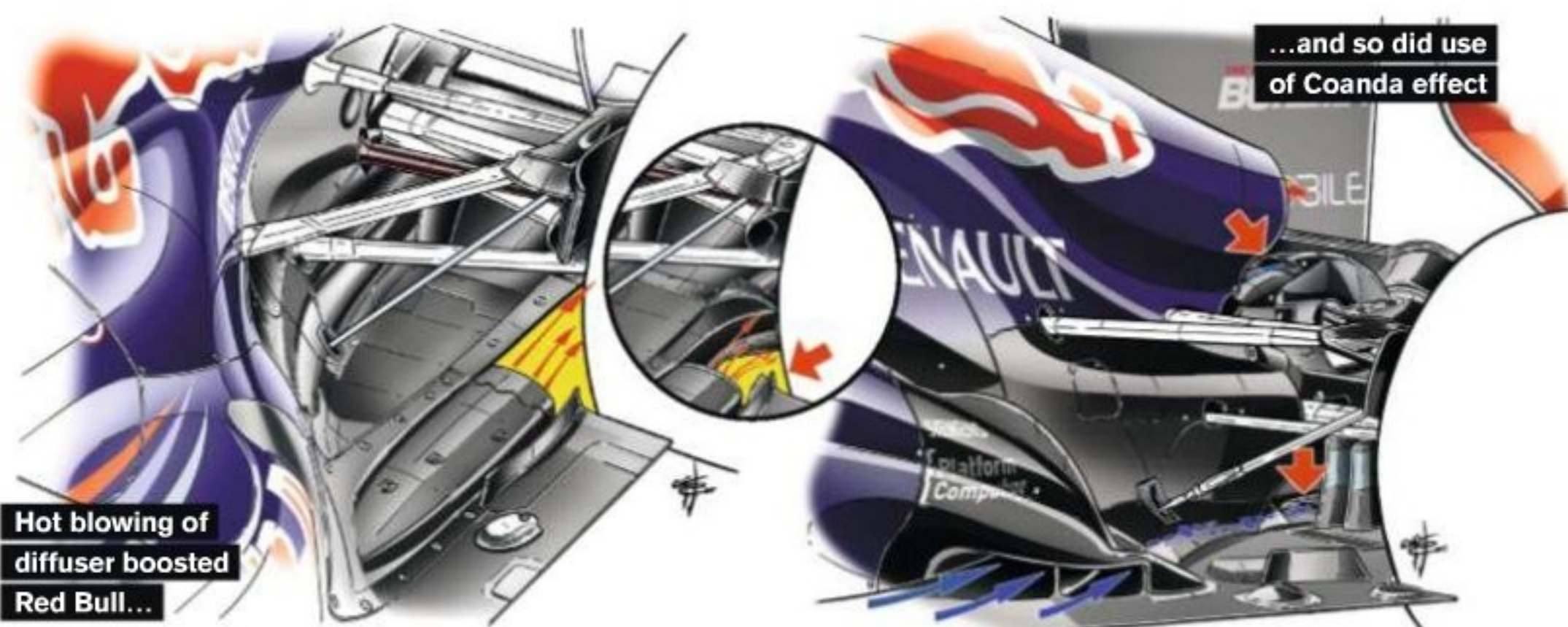
► employed for this. In the case of Red Bull the driver's leg was used, but others had to opt for a hand-off-the-wheel approach.

"We missed the f-duct and there's no doubt that it was legal," says Newey. "The only grounds on which you could argue about it was that of safety. There were at least two accidents during the year that were caused by a driver only having one hand on the wheel. But hats off to the guy at McLaren who came up with it.

"We were lucky because one of the things that was central to an f-duct was to be able to duct air in and out of the monocoque. We had sufficiently big holes in the side of the chassis for the wiring loom we could put the duct through afterwards. That season, the chassis was homologated for the season so if you didn't have that, you couldn't put an f-duct on."

The decision to outlaw the f-duct was wise, given that it could have led to all sorts of multi-stage switches for drivers to trim downforce levels for specific corners as well as stalling wings for straight-line speed. That said, teams did attempt to recycle the effect using passive f-ducts based on fluidic switches, while the so called 'double DRS' – used by Red Bull – flowed air across parts of the rear wing to increase the drag reduction when the DRS was deployed before being outlawed.

"We missed the f-duct and there's no doubt it was legal" ADRIAN NEWEY



EXHAUST-BLOWN DOWNFORCE

Using high-energy exhaust gasflow to create downforce is nothing new in F1. Renault's Jean-Claude Migeot brought the concept into grand prix racing back in 1983, blowing directly into the diffuser. But in 2010, Newey and Red Bull revived the idea back and it was quickly discovered just how powerful this concept was.

"When we were researching the 2010 car, it seemed the exhaust was a wasted opportunity," says Newey. "So we thought, 'Let's try and get them down low', where they served two purposes: to energise the flow around the rear tyre, which was quite critical, and by slotting the double diffuser vertically at the rear axle we could effectively blow the diffuser as well in a similar manner to the old 1980s cars."

This was just the beginning. Newey quickly realised that there was vast performance to be had, not simply by harnessing incidental exhaust gas – the gasflow that is there as a consequence

of the use of the engine – but by effectively using the engine to create gasflow without power.

"Funnily enough, it was work that we had started with Renault and Bernard Dudot when I was at Williams back in 1993," says Newey. "I gave him the challenge of more or less getting rid of the butterflies [the throttles] and just run the engine on spark class and ignition timing. When it came out of the 2011 car, Bernard had long gone by then but Renault dug back through their archives and picked it back up again."

Traditionally, engines are controlled by throttle, fuel and ignition, but this effectively created cars in which the throttles were always 100 per cent open. When the driver was off the power, the engine was retarded dramatically, removing that power. But with fuel still being fired into the cylinder – dubbed hot blowing – significant gasflow could be produced. This was less an exhaust-blown diffuser than about exhaust-blown brake ducts, which served to create

REFUELLING BAN, TYRES AND KERS

Tangential to the aerodynamic regulations were two other major changes that had a huge impact on the style of racing, although less obvious effects on the cars.

The banning of refuelling for 2010 on the grounds of cost meant that, for the first time since 1993, cars would start with a full race distance-worth of fuel. This led to a significant increase in the size of the fuel tank and to fuel management becoming more important in grand prix racing. That said, those who claim F1 races have been a pure economy run since then are overstating the case.

Tyres have had an even bigger impact. The Pirellis were F1's first true control rubber. Previous tyres were carryovers of tyre-war developments, even when the whole grid was supplied exclusively by one company, as with Bridgestone from 2007-10. Pirelli was tasked with producing high-degradation tyres and the holy grail of two/three-stop races. It also had to do so with horrendous limitations, notably the lack of testing with relevant



Pirelli has had to develop with test restrictions



KERS power boost from yellow button

machinery forcing it to use a 2008 Toyota and, more recently, a '10 Renault, along with occasional tests with two-year-old cars. Oh, and the infamous Mercedes current-car test at Barcelona this May.

The tyres also had a significant aerodynamic effect that teams struggled with, especially with the rubber changing from year to year to maintain the high-degradation philosophy.

The other interesting technology was KERS. Introduced in 2009 against the wishes of the majority of teams (BMW prevented its introduction being deferred, which backfired when its own system proved troublesome), it was not universally used. McLaren, Ferrari, BMW Sauber and Renault employed it to varying degrees but, after being outlawed by agreement for 2010 (although it remained in the rules), it later returned.

Offering 6.7s-worth of around 80bhp, it has helped to increase overtaking, although teams continue to grapple with the energy-harvesting strategies that have a big impact on brake balance.



ETHERINGTON/LAT



Some of Red Bull technology had lineage in '83 Renault

downforce thanks to the excessive aerodynamic profiling of these parts, as well as creating a 'virtual skirt' to seal the diffuser.

For 2012, exhaust-produced downforce was supposedly outlawed by the repositioning of the exhaust exits. They were to be higher, and pointing upwards by between 10 and 30 degrees. But with the original proposal that exhausts should exit 50mm behind the rear-wheel centre line replaced by a halfway house, teams very quickly recognised that by harnessing the downwash and Coanda effects; exhaust gases emerging from pipework pointing upwards could very easily be directed downwards and fired at brake ducts or floor details. Or, in the case of Coanda exhausts, attached to a piece of bodywork.

This ensured that exhaust blowing remained potent, even though strict limits were also brought in on off-throttle blowing by a rule that directly linked the throttle-pedal demand to throttle position, and limits on ignition trickery.

Much of this rules cycle has been about trying to beat Red Bull, partly thanks to its mastery of exhaust-generated downforce.

As for the success of the rules in achieving their objective, while the aerodynamic regulations alone did not make overtaking easy, they certainly mitigated the problem and – harnessed to changes such as the DRS, introduced in 2011, and high-degradation tyres – they certainly contributed to the face of the sport being transformed. ❧

AUTOSPORT+

A series of in-depth features based on the topics covered in this article will run on AUTOSPORT Plus, starting with a closer look at the origin and effectiveness of the regulations (this week).

F1 2009-13 statistics

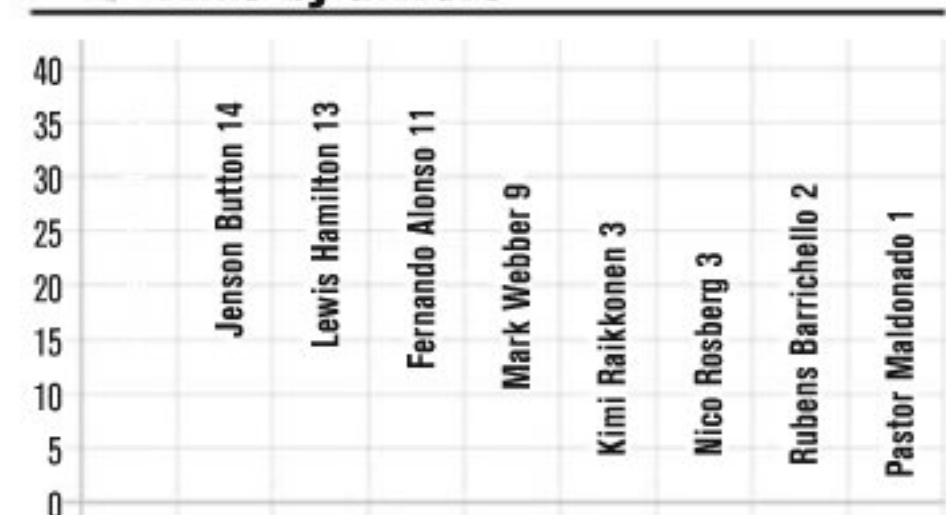
Drivers' Championships

YEAR	WINNER
2009	Jenson Button (Brawn)
2010	Sebastian Vettel (Red Bull)
2011	Sebastian Vettel (Red Bull)
2012	Sebastian Vettel (Red Bull)
2013	Sebastian Vettel (Red Bull)

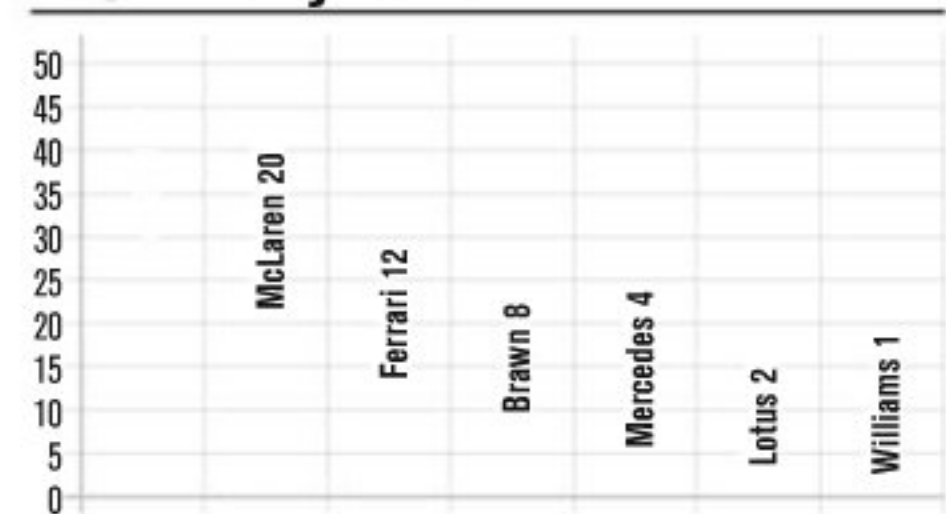
Constructors' Championships

YEAR	WINNER
2009	Brawn
2010	Red Bull
2011	Red Bull
2012	Red Bull
2013	Red Bull

Wins by drivers



Wins by teams



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The Secret Driver

Hidden truths from the paddock

The season's end offers a chance to focus on what's *really* important: those whose love and support make a career in motorsport possible

The end of the motorsport season tends to be greeted in a number of emotive ways depending on how your year has played out. As 2013 comes to an end, certainly the majority of us will greet the winter with a heavy heart. This year has been tough, with the loss of Sean Edwards and Allan Simonsen among others.

For all of us this has highlighted the harsh reality of how precious life is and how cruel the sport can be due to the risks involved. That said, in this modern day and age, we are just not used to tragic news, mainly because of all the safety improvements made over the last few decades.

Tragedy doesn't just affect us, however; as young drivers we rely heavily on our parents, and as we grow into professionals most of us have young families to look after.

As elite athletes it's easy to be self-centred, but all those around

about as you ride a wave of positivity.

Unfortunately, as the saying goes, 'you will have more bad times in motorsport than good times', and it's during these times that we need our support networks more than anything.

Managing this relationship and need is actually quite difficult. It is, in fact, very easy to be selfish and drain those around us of love and support, all while remaining immersed in our own worlds. Being selfish and self-centred is an inevitable part of most athletes, but this trait can be quite destructive when it comes to relationships.

As a driver, how do you switch off from all the emotional heartache and disappointment of your dream going horribly awry and focus on the emotional requirements needed in order to live in a functional relationship?

Regrettably, I got the answer to this question horribly wrong. In fact, I don't think I was at all aware of the need to switch off and focus on my relationship. The reason I feel so strongly about this is because I truly believe that many partners suffer in silence in support of their loved ones. This is not an irreversible scenario though.

“It's easy to be selfish. But we depend more on our loved ones than we like to admit”

you bear the risks too in a non-direct way. The emotional stress of seeing a loved one at risk can be very tough for our parents, girlfriends, wives and children. When tragedy strikes they have to cope too, and generally at a time when we as drivers need them most to be strong and supportive.

Sadly, most of the time drivers just think the journey is all about them. It is not. 'If you can't take the emotional stresses, then don't jump on the bandwagon' is an easy reaction but not always the correct one, because as drivers, we actually depend more on our loved ones than we like to admit.

Managing your emotions throughout the year and into the off-season can be very difficult indeed, if not impossible. When everything is going well, it's not so much of an issue; life tends to fall into place during the good times and learning is forgotten

The off-season, as well as being a time to reminisce on what could have been, is a perfect opportunity to repay those loved ones with the time, love and support that they need and deserve. The season is not just emotionally draining and stressful for us as drivers; it is also lonely for those who support us through it. Recognise this and make the difference before it's too late.

It can be very easy to finish the season and sweep under the carpet all the issues that have contributed to the failure of your own expectations, but do this at your peril. Be open and honest about your thoughts and feelings, recharge your batteries and learn from your experiences.

The winter months can go very quickly, so if you're able to separate the trivial issues from the important ones, to recognise and prioritise what really matters, it won't just be you who reaps the benefits. ❧

COATES/LAT



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Can Lotus tame Maldonado?

The Enstone team helped Romain Grosjean to polish his performances. Can it do a similar thing with Kimi Raikkonen's 2014 replacement Pastor Maldonado, asks EDD STRAW

Fast, crash-prone, a liability... all descriptions that have been applied to 2014 Lotus team-mates Romain Grosjean and Pastor Maldonado. While Grosjean added consistency and genuine race intelligence to his prodigious speed in 2013, Maldonado is still regarded as the wild man of Formula 1.

Fast as he is, the Venezuelan is no Grosjean-in-the-making. But the 2012 Spanish Grand Prix winner is not the no-hoper his harshest critics make out. Nico Hulkenberg would have been a better choice for the seat were cash not a deciding factor, but Maldonado can still make a good contribution to the team.

Team principal Eric Boullier and

trackside operations director Alan Permane will be instrumental in extracting consistency from Maldonado. Boullier has experience of the Venezuelan, running him with DAMS in Formula Renault 3.5 in 2005. That season, Maldonado was hit with a nine-race ban for hitting and seriously injuring a marshal at Monaco, so Boullier knows all about the potential downsides of his new charge.

Maldonado's three years with Williams ended in acrimony. But Xevi Pujolar, who ran Maldonado first as race engineer and, latterly, as the team's chief race engineer has no doubts the Venezuelan is capable of winning again.

"Yes, definitely," Pujolar told AUTOSPORT when asked if he

felt Maldonado could repeat his Barcelona performance. "If I could, I would put money on it. I think he can do it. If they give him a good car and get the team around him, he will perform very strongly."

Maldonado himself stresses the need for a good atmosphere in the team. He claims this was the priority in deciding which team he would drive for in 2014.

When asked what he needs to deliver his best, Maldonado said: "Confidence. It's going to be a tough season for everyone with new regulations, so we will need to adapt as quickly as we can. You need to understand each other to have a good feeling and be welcomed."

Within Enstone, the feeling is

that Maldonado is at best with a well-balanced car that suits his aggressive style. Not the most precise driver, he tends to attack the corner by throwing the car in then sorting it out, something that the poorly-balanced 2013 Williams did not respond well to. His car control is second-to-none, even though he does not have the finesse of some of his rivals.

"Since I started in this sport, I always put a lot of energy into the car and in the past, that always worked," said Maldonado. "Because of the conditions we had this year, my style was tricky because when I put a lot of energy in the car did not make the tyres work. It was difficult, particularly in qualifying."

Maldonado's analysis is



Williams years
were packed
with incidents



Pujolar thinks
Maldonado can
win again

supported by his struggles in qualifying, where he was beaten by rookie team-mate Valtteri Bottas 11 times in 19 races. But he generally showed improved pace on Sundays. And while his reputation for on-track incidents is bad, he was only penalised once for a collision

this year (with Paul di Resta at Spa).

The bottom line is that Maldonado has only seven points finishes to his name in 58 starts. If Lotus is to retain its place in the top four of the constructors' championship next year, it demands an improved hit-rate.

Having rehabilitated Grosjean into one of the outstanding drivers of 2013 season after he seemed washed up following troubled spells towards the end of the 2009 and 2012 campaigns, there is reason for Lotus to be confident that Maldonado can be turned into a more bankable commodity. While there are legitimate question marks over Maldonado's temperament in battle, the team's track record in this area proves a deep understanding of how to get the best out of a driver.

If they can tame Maldonado, Lotus's reward will be a decent support act for team leader Grosjean. If not, it could be a long, hard season.

MALDONADO'S HIGHS & LOWS

▲ MONACO 2011

Is running in a stunning sixth place in an uncompetitive Williams with five laps to go when he is barged into the wall by Lewis Hamilton.



▲ SPAIN 2012

Takes pole after Lewis Hamilton's McLaren is excluded for not having enough fuel. Beats Fernando Alonso's Ferrari in a straight fight for victory.

▲ ABU DHABI 2012

Qualifies a stunning third and holds position early on before suffering a KERS failure. Holds on to finish a remarkable fifth.

▼ BELGIUM 2011

Jinks into Lewis Hamilton's McLaren after the chequered flag in qualifying after a dust-up at the chicane. Hit with a five-place grid penalty.



▼ MONACO 2012

Fast, but given a grid penalty for hitting Sergio Perez's Sauber during FP3 then rear-ends Pedro de la Rosa's HRT at the start of the race.

▼ BELGIUM 2013

Makes a late dive for the pits at Spa, wiping out Paul di Resta's Force India, earning a stop/go penalty.

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NIGHT OF THE CHAMPIONS...

AUTOSPORT Awards 2013



The AUTOSPORT Awards never fail to impress and we rounded out 2013 with one of our most star-studded evenings

The tone was set in the opening minutes as four-time Formula 1 world champion Sebastian Vettel and new WRC champ Sebastien Ogier received a standing ovation as they entered the Great Room of the Grosvenor House. And the stars just kept on coming. Triple F1 world champions Sir Jackie Stewart and Niki Lauda graced the stage, while double title winner Emerson Fittipaldi was on hand to celebrate 50 years of McLaren.

Next year it will be 50 years since John Surtees became the only man to win world titles on two wheels and four, and he shared the stage with IndyCar legend Dario Franchitti. 'Mr Motor Racing' Sir Stirling Moss presented Vettel with this award, while 1981 World Rally champion Ari Vatanen was there to look on as Ogier collected his trophy. After such a stupendous build-up, the evening culminated with the announcement of the 25th winner of the McLaren AUTOSPORT BRDC Award. It will be a night that Matt Parry will certainly never forget.



International Racing Driver of the Year

Sebastian Vettel

Presented by



International Racing Driver Roll of Honour

- 1982 Keke Rosberg
- 1983 Nelson Piquet
- 1984 Niki Lauda
- 1985 Alain Prost
- 1986 Nigel Mansell
- 1987 Nigel Mansell
- 1988 Ayrton Senna
- 1989 Jean Alesi
- 1990 Ayrton Senna
- 1991 Ayrton Senna
- 1992 Nigel Mansell
- 1993 Nigel Mansell
- 1994 Damon Hill
- 1995 Michael Schumacher
- 1996 Damon Hill
- 1997 Jacques Villeneuve
- 1998 Mika Hakkinen
- 1999 Mika Hakkinen
- 2000 Michael Schumacher
- 2001 Michael Schumacher
- 2002 Michael Schumacher
- 2003 Juan Pablo Montoya
- 2004 Jenson Button
- 2005 Kimi Raikkonen
- 2006 Fernando Alonso
- 2007 Lewis Hamilton
- 2008 Lewis Hamilton
- 2009 Jenson Button
- 2010 Sebastian Vettel
- 2011 Sebastian Vettel
- 2012 Sebastian Vettel
- 2013 Sebastian Vettel

SEBASTIAN VETTEL STARTED HIS EVENING with what has become his customary world champion's entrance, arriving at the AUTOSPORT Awards to a terrific reception for the fourth year in succession. Later in the night he continued another tradition, as he collected the International Racing Driver Award for the fourth time.

For a man who has not always proved universally popular with the fans of the sport – particularly in 2013 – to receive an accolade voted for by readers meant a lot.

"It is outstanding, the culture in England and the UK, the passion that people have for motorsport," said Vettel. "It is outstanding compared with other countries and that is why it is worth a lot to be good enough to convince the readers to give me another trophy which I

tend to like! When you enter this room here, you have got so many people who are passionate about racing."

Having entertained the room with impressions of FIA president Jean Todt and Red Bull motorsport adviser Helmut Marko (and stressing that his relationship with the latter is not as favourable as many assume), Vettel reiterated his belief that this run of success has to be enjoyed because it will not last forever.

"There is always the threat when you have such a run as we had you get used to it," he said. "When you are not first, it is a disappointment. But it shouldn't be. Finishing second doesn't mean you had a bad race. But it is special to appreciate the run that we have and I think everybody in the team did that."



Vettel and Moss: mutual admiration society



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British Competition Driver of the Year

Lewis Hamilton

Presented by 

LEWIS HAMILTON HAD GAMBLLED on a switch to Mercedes as part of a longer-term plan to get himself back to the front in Formula 1.

Yet 2013 showed how quickly targets get revised in grand prix racing, as the speed of the Mercedes W04 left him an early-season challenger for race victories – and even a dark horse for the championship at one point.

Sebastian Vettel's supremacy in the second half of the season might have put paid to Hamilton's dream for more success, but there was still plenty to celebrate over the year – including that win in Hungary and five pole positions.

Hamilton's efforts were rewarded by AUTOSPORT readers with their votes for the British Competition Driver of the Year Award – something he was delighted with, even though he could not be present on the night to accept it.

"It's been a while," said Hamilton in his video message, referring to the last time he won the trophy back in 2007. "I'm very grateful to have another one. It's always a special award to have."



Rookie of the Year

Jules Bianchi

MOMENTS AFTER COLLECTING his Rookie of the Year Award, Jules Bianchi reflected on the fact that in February he assumed he had missed out on making his Formula 1 debut in 2013.

When Force India chose Adrian Sutil over the Ferrari protege, it was only the collapse of Luiz Razia's deal at Marussia that helped him make it onto the grid this year. He repaid the team's faith by helping it to its best year in F1, beating Caterham for the first time in

the constructors' championship.

"It's really nice to see that even when you are fighting at the back the fans see you and they consider you as a good driver," said Bianchi. "It's something important. This was a tough year for rookies, so to win this award is a great achievement."

"It's been a great season for me, and it was already a nice season before winning this award. I'm really proud of that."





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National Driver of the Year

Andrew Jordan

AFTER BEING AN OCCASIONAL race winner in previous seasons, Andrew Jordan became a bona fide British Touring Car title challenger in 2013. He took the crown at the Brands Hatch finale in his Eurotech-run Honda Civic and that was enough for him to be voted National Driver of the Year.

"It's a nice way to finish – winning an Award voted for by the public," the 24-year-old said. "I've always wanted to come here and win an award in front of all these people from the world of motorsport."

"Winning with the family makes it a more intimate thing. To beat the works guys was our aim this year. I thought it was possible and so did the team. I know how hard everyone works, it makes it more special."

"To do it at the last race was tense and a fantastic way to finish the championship. Now I've won the BTCC I don't want to let it go."



British Club Driver of the Year

Dan Cammish

DAN CAMMISH BOUNCED BACK from injury to dominate British Formula Ford in 2013, taking 24 wins from 24 starts in his JTR-run Mygale. But he found going up to receive his award from Lotus F1 star Romain Grosjean a little too much at first.

Fortunately, he was more composed when he spoke to us a few minutes later. "I've been working on interviews all year and then at the most crucial moment I blow it!" said the 24-year-old,

who is working on a BTCC deal for 2014.

"I thought I had a chance of winning the award – I had an invite, but what does that mean? I was hopeful. When my name was called it was unbelievable. To be on stage in front of many of the people that make things tick in motorsport is massive."

"It's been the best year of my career. I knew I could win races and go for the championship, but I never thought I could win 24 races."





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John Bolster Award **McLaren**

IT MAY HAVE BEEN AN ANNUS horribilis for McLaren, as it endured the pain of its first season without a podium finish since 1980, but the celebration of the team's 50th anniversary was a landmark achievement it could still be proud of.

From the early days of Bruce McLaren's first vision for his team, to the modern-day F1 and automotive giant, the Woking-based squad has carved itself a place as one of grand prix racing's biggest brands.

In fact its platform as a great British success story meant some of the team's top brass could not be on hand at the Grosvenor House to accept the prestigious John Bolster Award – as they were whisked away to China on government trade business.

The honour was therefore left to McLaren managing director Jonathan Neale to take the silverware from the team's first world champion, the legendary Emerson Fittipaldi, with a short but perfect summary.

"It's been a rollercoaster, it really has," admitted Neale.

Roll on the next 50 years.



Pioneering and Engineering Award Presented by **TATA COMMUNICATIONS**

Nissan GT Academy

NISSAN'S PROGRAMME OF PUTTING the world's fastest computer gamers in real racing cars has blossomed in recent years, with Lucas Ordonez and Jann Mardenborough both achieving podium finishes at Le Mans, and a raft of fresh talent coming through its ranks.

Nissan's global motorsport director Darren Cox picked up the award, and said: "People's natural reaction is to hate innovation. I've seen the previous winners of this Award, one of which was

the f-duct, and people didn't like it because they didn't think of it themselves so they tried to block it.

"Motorsport used to be about innovating. Colin Chapman is probably a hero to 90 per cent of the people who read this magazine. They respected him because he innovated. I think motorsport these days has become formulaic.

"This award is brilliant for Nissan because it shows that we are innovating and that's what we're all about."



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Gregor Grant Award

Niki Lauda

THREE-TIME FORMULA 1 WORLD champion Niki Lauda was at his mock-belligerent best when he collected his award from John Watson.

"I am really upset with you, you know that," Lauda said to his former team-mate. "You know why? Because you didn't sign a deal with Ron Dennis, and so I had Alain Prost alongside me. And then I had to retire."

"That final year with McLaren was the toughest of my career, fighting for every point. My first championship with Ferrari by comparison was easy, because the car was the best. But those McLaren years were really hard."

On the subject of Rush, Lauda added: "People ask if I have always been that mad, and I say, 'yes, in the old days.'"

Lauda signed off showing he has lost none of his fire, adding: "What Sebastian Vettel and Red Bull did was unbelievable – I don't know what I have to do to beat you guys [with Mercedes]. But I will try."



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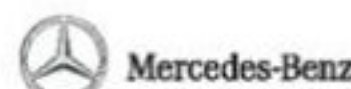
LOST IN RIO IN A FLAMING ALFA

LAUDA AND THE PRESENTER OF HIS Award, former team-mate John Watson, had differing opinions of a post-grand prix night-out clubbing in Rio de Janeiro.

Watson's version: "In the middle of the evening, Niki decided to go back to the hotel. The man they use to call 'the computer' didn't have sat-nav, but knew if he pointed the car due east, hit the coast and turned 90-degrees he'd be back at the Sheraton Hotel. He gets to the water, follows it to the hotel... half an hour later he realises he's at the lake in the middle of Rio and been driving around in circles!"

Lauda's version: "Wrong! I left the party because I felt bad [Watson: 'That was the whisky']. But my stupid little Alfa got a puncture. I drove through Rio with fireworks from the rim, and the Brazilian fans stopped me. I left the car in the middle of the road, hailed a taxi and told the guy [Lauda slurs his words]: 'I want to go to the hooooo-tel' He said, 'which one?' and I replied: 'Sheeeeeer-a-ton.' He got me there, I fell asleep!"

Watson: "Sante Ghedini [the Parmalat rep, whose Alfa Lauda had abandoned] took four hours to find his car!"



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Gregor Grant Award

John Surtees

AS A BIKE AND CAR RACING legend, and with the 50th anniversary of his F1 title coming up next year, it was appropriate that John Surtees receive an award for his lifetime achievements in the sport.

After sympathising with Dario Franchitti's enforced retirement – "if you've achieved as much as Dario has there will be new challenges" – he looked back at the key moments in his early career.

"The most important race was a bike event in Wales," he said. "On that day I stopped being a mechanic on a bike, I was part of it and that relationship set me up for the rest of my career."

He went on to recall his Vanwall F1 test at Goodwood, and trying to take Stirling Moss's advice that Fordwater was flat. "I did some of the harvesting for Lord March!" said Surtees about his subsequent off. "Stirling said, 'you didn't actually try it did you?!'"



FRANCHITTI ON CALLING IT A DAY

AMONG THE GALAXY OF STARS IN the Grosvenor House's aptly named Great Room on Sunday night was Dario Franchitti, making his first public appearance since the horrendous IndyCar crash at Houston that ended his glittering racing career.

"It was two doctors I really trusted, Dr [Terry] Trammell for the back and Dr [Steve] Olvey for the head," said Franchitti of the medical decision. "The concussion from the accident was just too big to be able to continue – another hit could be a really big problem. Same thing with the spine."

"It's not been an easy thing to deal with –

I spent a couple of days thinking how to get around it. I thought, 'there's got to be a way here.' Sadly, it became apparent pretty quickly that there wasn't."

"In some ways it's a tough decision, in others I'm lucky to be here to have that decision made for me. I still think a lot about driving the car. As they say in Scotland, I've had a pretty good kick in the balls!"

"I'll move on to the next stage now. The passion is still there to do something, I'd love to continue working with Chip [Ganassi] and the team in IndyCar, just not behind the wheel any more."



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About the author

Maurice Hamilton was motorsport correspondent for *The Guardian*, *The Independent* and *The Observer* between 1978 and 2010, and has contributed to *F1 Racing* magazine since its inception.

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Racing Car of the Year

Red Bull RB9

Presented by **PIRELLI**

RED BULL'S SUCCESS CAME AS no surprise to most people, but as Adrian Newey and the stars of his technical team collected the award for the fourth consecutive year, the man behind the dominant RB9 pointed out that it was far from clear cut when the Formula 1 season left Hungary to start its summer break.

"Until August it all seemed quite tight," said Newey. "Ferrari had a good start to the year, Mercedes were good in the middle, and then after that I don't know what happened! From August it just seemed to come together."

Unfortunately, or fortunately for us, Sebastian made the second half of the year slightly boring."

Newey described the huge rule changes for 2014 as "unfortunate" for Red Bull, joking that it leaves the team "somewhere between mild panic and crisis management" after mastering the 2009-2013 formula.



Red Bull's technical dream team celebrate RB9's win



Rally Car of the Year

Peugeot 208 T16 Pikes Peak



THE BRAINCHILD OF PEUGEOT team principal Bruno Famin and the product of the endurance racing parts bin, the 208 T16 Pikes Peak captivated the motorsport world through the summer.

And fired the imagination of Sebastien Loeb. The nine-time world champion found himself in Colorado in July while the 208 was tuned to the exacting requirements of 12.42 miles through 156 corners, rising to 14,110 feet. Just as the

405 T16 smashed the '88 record in the hands of Ari Vatanen, so Loeb and the current incarnation did this time around.

Vatanen, who collected the award on Peugeot's behalf, said: "What Sebastien did was quite something. I advise you to go to Pikes Peak once — it goes a very long way round, but miss your braking and it's a short, three-mile drop back to the start! Rally drivers are privileged to do this, but it was an incredible feat."



Vatanen (above) collected trophy for Peugeot's flyer



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Friday 24th

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Saturday 25th

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



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Rally Driver of the Year

Sebastien Ogier

SEBASTIEN OGIER'S SEASON HAS been nothing short of sensational. The sort of year that drivers dream of. And Ogier had plenty of time to dream about this moment.

Last season he was confined to a Super 2000 Skoda while Volkswagen learned its way around the world championship. Ogier bottled the frustration at watching drivers he'd previously beaten steal the 2012 thunder while he chased class win after class win.

And in Monte Carlo this year, he opened the bottle and let the good times – and great stage times – flow. He collected the title amid incredibly emotional scenes at home in France.

"I had to work to achieve my goal and my dream and it happened this year," he said. "I'm very proud to be world champion and have joined the list. I think it's very impressive to have reached this level of competition with the first car and of course we worked hard last year for that."



Ogier's co-driver Julien Ingrassia joined in



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RIDER v HORNER: THE REMATCH

STEVE RIDER CELEBRATED HIS 25TH year as host of the AUTOSPORT Awards, and down the years he's enjoyed some excellent banter with the sport's star names. This year, Red Bull team principal Christian Horner took centre stage before he presented Ogier with his Award...

Horner: "You've got away very lightly tonight, Steve: no Plato, no Button [Rider: "It's wonderful!"] – 25 years man and boy, it's incredible."

Rider: "Actually Christian, I think our careers have moved in parallel, what were you doing 25 years ago?"

Horner: "My GCSEs."

Rider: "I didn't realise you were at school, all credit to you the way you've caught up."

Light-hearted ribbing out of the way, Horner also paid tribute to his team.

"It's great to have so many of our technical team here, and we've been up against some phenomenal talent."

"What Sebastian Vettel has achieved is mind-boggling. For the first time ever he's able to enter the raffle to win the car, because he's hit 26. So he's filled out his form, and it's been quite exciting for him!"





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The McLaren Autosport BRDC Award judging panel

Jason Plato, Andrew Kirkaldy, Mark Williams, Ian Titchmarsh, Kevin Turner.

Chairman of the judges: Derek Warwick



Mercedes-Benz

McLaren AUTOSPORT BRDC Award winner 2013

Matt Parry

The finalists

Jack Aitken Charlie Robertson
Jake Hughes Seb Morris
Chris Middlehurst Matt Parry

THERE CAN'T BE MANY McLAREN AUTOSPORT BRDC Award winners who can also fly a plane, but Matt Parry feels at home in the sky as well as on the race track.

In learning to fly, the 19-year-old Welshman has designs on becoming a commercial pilot if his motorsport ambitions fail to come to fruition, but the 2013 Formula Renault NEC champion won't have to worry about that for now. Instead, his flying was metaphorical last Sunday night when he became the 25th winner of the biggest prize in junior motorsport.

Like many in the sport, Parry's journey started as a father-son hobby. But his began on two wheels rather than four: "I started in motocross when I should have started in karting; it was just me and my dad doing local club races. But karting seemed much more appealing – I didn't have to get muddy



and my dad saw it as a safer option!"

Success at club level was quickly followed by a Junior Rotax Max title in Formula Kart Stars in 2009, a year in which Parry also finished runner-up in the British Super 1 championship and Rotax World Challenge Finals. He went one better in Super 1 the following year, at which point the fledgling Caterham Formula 1 team came calling.

"It was a bit of luck," recalls Parry, who is now an established part of the F1 team's junior driver programme. "Caterham was looking for up-and-coming drivers and a rival kart team, Tim Parrott Motorsport, put my name forward. That helped me move into car racing in Formula Ford."

Parry's first season in cars was probably the toughest of his career so far. He went in surrounded by the hype of a significant karting pedigree, but finished it a winless eighth with the Fluid Van Diemen team.

"It was a difficult year," he says. "It was like going into GP2; the drivers were so good and so experienced. I don't think I was in the right car and

I didn't have a team-mate at the start of the year. We realised then that we needed to be with the best team, to make sure I had the right equipment to do the job."

That's when Parry's relationship with Richard Dutton's Fortec Motorsport squad began. The union has been a successful one so far, yielding consecutive titles in the British InterSteps category (for ex-Formula BMW cars) and Formula Renault 2.0 NEC, and will continue as Parry chases the coveted Renault Eurocup crown in 2014.

"Richard Dutton has been fantastic and my engineer, Alex Fleming, has really helped me understand what I need to do to be a professional driver," says Parry. "Winning the McLaren AUTOSPORT BRDC Award is the result of that work. It's huge."

"When you look at the list of winners, I think I'm right in saying 90 per cent have gone on to make a career of driving in some way. It gives me more of a sense that this can be my career, rather than the flying!"



FIVE TO WATCH

1 Jack Aitken
Parry's main rival for this season's Formula Renault NEC title is planning to follow his Fortec team-mate into the highly competitive Formula Renault Eurocup for 2014.

2 Chris Middlehurst
Missing out on the £100,000 MABA prize will put a dent in the Formula Renault BARC champion's FR NEC plans, so a move into F3 Cup looks most likely.

3 Seb Morris
The former Ginetta Junior champion and Formula Renault BARC winter series winner is certain to move into FR NEC after finishing second in BRDC Formula 4 this year.

4 Jake Hughes
The inaugural BRDC F4 champion is eyeing a move into Formula Renault NEC next season and has already tested with Fortec and Mark Burdett Motorsport.

5 Charlie Robertson
The youngest finalist in Award history is expected to follow BRDC F4 rivals Hughes and Morris into FR NEC and has already started testing.



CV

Matt Parry

Born: 14/1/1994 in Cardiff



Parry took 2013 FR2.0 NEC title

2013: 1st in Formula Renault NEC with Fortec Motorsport

2012: 1st in InterSteps with Fortec

2011: 8th in British Formula Ford with Fluid Motorsport

2006-10: Karting

McLaren AUTOSPORT BRDC Award Roll of Honour

1989	David Coulthard
1990	Gareth Rees
1991	Oliver Gavin
1992	Dario Franchitti
1993	Ralph Firman
1994	Jamie Davies
1995	Jonny Kane
1996	Darren Turner
1997	Andrew Kirkaldy
1998	Jenson Button
1999	Gary Paffett
2000	Anthony Davidson
2001	Steven Kane
2002	Jamie Green
2003	Alex Lloyd
2004	Paul di Resta
2005	Oliver Jarvis
2006	Oliver Turvey
2007	Stefan Wilson
2008	Alexander Sims
2009	Dean Smith
2010	Lewis Williamson
2011	Oliver Rowland
2012	Jake Dennis
2013	Matt Parry



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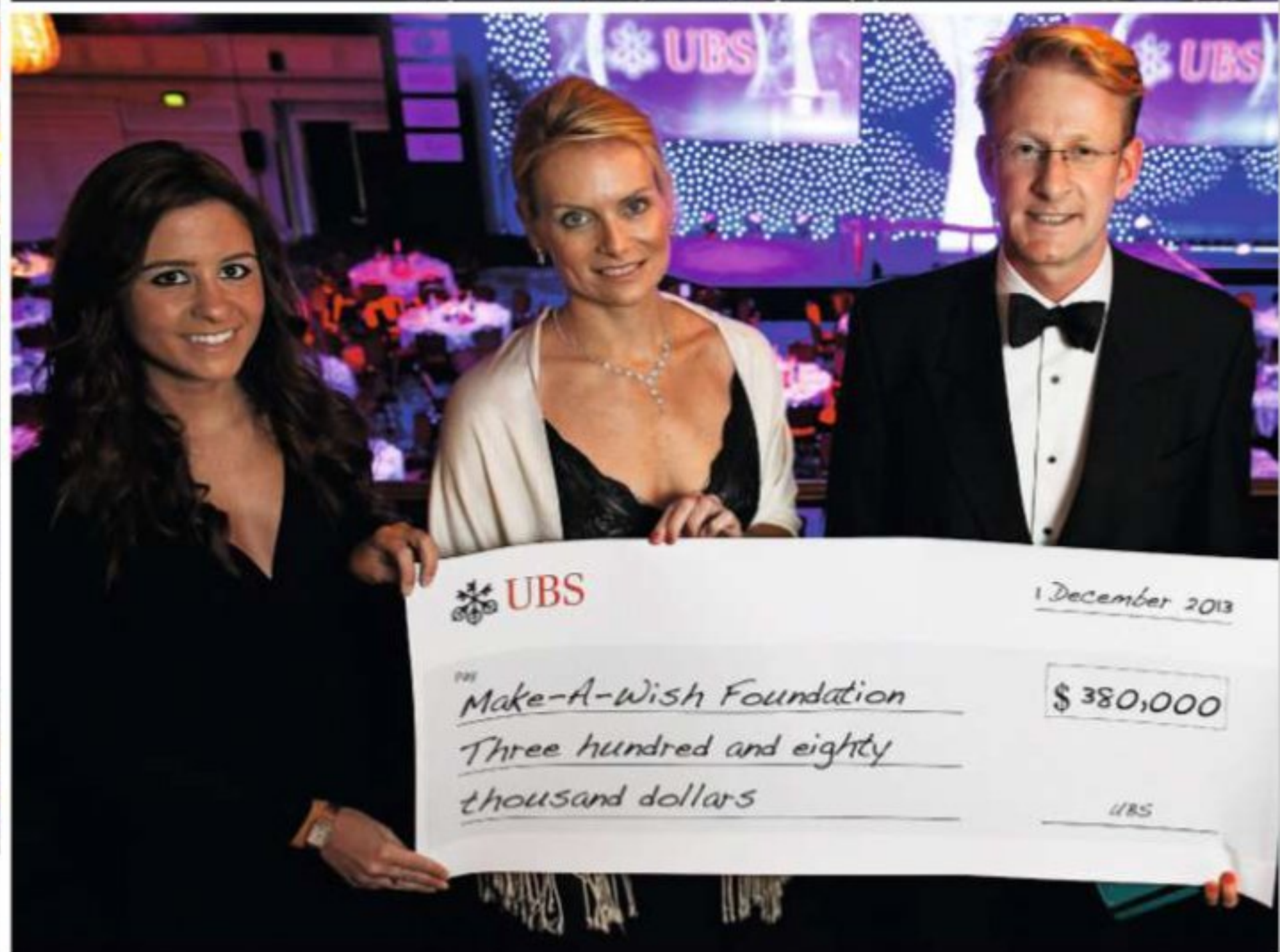
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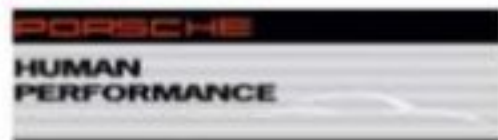


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The McLaren AUTOSPORT BRDC Award judging panel

Jason Plato, Andrew Kirkaldy, Mark Williams, Ian Titchmarsh, Kevin Turner. **Chairman of the judges:** Derek Warwick

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The biggest reward of all

There are many reasons why drivers want to win the McLaren AUTOSPORT BRDC Award, but the McLaren F1 test is a true highlight. **KEVIN TURNER** was there to watch 2012 winner Jake Dennis get his taste of the sport's pinnacle on the Silverstone Grand Prix circuit

McLAREN MP4-26 F1 TEST: JAKE DENNIS
Silverstone, October 30 2013

Get to Formula 1. That is what most aspiring young racing drivers want to achieve, even if for most it will forever remain a dream. This explains why, despite the £100,000 that goes with it, the most special aspect of the McLaren AUTOSPORT BRDC Award prizes is the F1 test. And this year it was Jake Dennis's turn to jump into a McLaren on the Silverstone Grand Prix circuit.

Dennis, 18, looks at home sitting in the MP4-26 chassis 02, the very car that 1998 McLaren AUTOSPORT BRDC Award winner Jenson Button took to a dramatic victory in the 2011 Canadian Grand Prix.

'Jenson' and 'Sergio' signs sit either side of Dennis, whose friends and family are present to watch him get his first taste of F1, and two of McLaren's GT cars are next door, ready to play their part in the 2013 selection process.

The team fires the MP4-26 into life and Dennis pulls out of the pits with no problem. He's pretty sensible down the pitlane too, unlike some other former winners!

Installation lap compete, it's straight back into the garage and tyre warmers are placed on the demonstration Pirelli rubber.

While McLaren's Indy Lall oversees proceedings, Award judges Mark Williams and



The six 2013 finalists look on as Dennis waits

Derek Warwick walk over to chat to Dennis.

Even for Warwick, a veteran of 146 world championship GPs, this is a special moment.

"Every year it gives me goosebumps watching family, friends and sponsors, who have all put so much in to a young driver's career, witness them go out in an F1 car for the first time," he says after Dennis heads out for his second run. "You see tears in people's eyes. It's extraordinary.

"You cannot underestimate this part of the Award. It's massive."

After another short run, Dennis is joined in the garage by the six 2013 finalists – Jack Aitken, Jake Hughes, Chris Middlehurst, Seb Morris, Matt Parry and Charlie Robertson – all there to take a look at one of the things they are fighting for.

Another former winner, Alexander Sims, on hand as benchmark driver for the GT cars, recalls



ALL PICS: EBREY/LAT

how confidence-inspiring he found the F1 car when he had his prize test. "It was so stable on the brakes and in the high-speed corners," he says. "It gives you confidence straight away."

That perhaps helps explain why Dennis starts pressing on pretty soon. He's certainly not afraid to use the kerbs. It's dry too, so the main limiting factors become the demo rubber and time.

"I felt that it wanted to kill me at first!" says Dennis when he finally steps from the cockpit. "It was so quick, unbelievable, an amazing feeling."

"It's such a dream to drive an F1 car, an F1 McLaren, in front of all my family at Silverstone."

As Sims suspected, the abilities of the F1 machinery are a revelation to a driver who has spent his season racing a Formula Renault with around a quarter of the McLaren's power.

"Once you get used to the speed you realise the faster you go the more grip there is," continues Dennis. "I felt confident in the car and wanted to do more laps."

Lall, who runs the Awards F1 tests and has seen many talented drivers over the years, is also impressed by the man behind the wheel.

"We wanted to be sure he was comfortable and were checking everything on his first lap," he says. "All his input into brakes and steering were very smooth. We really didn't have to tell him much and he steadily got quicker and quicker."

"I think he's done a thoroughly good job. I'm not surprised — the good guys can do it."

Dennis leaves Silverstone with a little taster of what he hopes will be his motorsport future, while the next set of finalists are simply hoping they get the chance to follow in his footsteps. ❧

JAKE DENNIS IN PROFILE

Age: 18 **2013:** 4th in Formula Renault Eurocup with Fortec Motorsport

After a successful karting career, Dennis stepped into cars in 2011 and immediately won the InterSteps Championship with Fortec. He continued that momentum into Formula Renault NEC the following year, securing the crown and booking his place as a McLaren AUTOSPORT BRDC Award finalist.

The Award won, the Racing Steps Foundation-backed driver stepped up to the highly competitive

Formula Renault Eurocup for 2013. It was a tricky season, which included a clash with fellow RSF driver and Award winner Oliver Rowland, but Dennis still finished as the best rookie with fourth.

"We struggled a little bit at the start of the season but we got there in the end," he says.

His 2014 programme has yet to be confirmed but a move into FIA Formula 3 looks likely.



The new A 45 AMG.



AMG
DRIVING PERFORMANCE

Official government fuel consumption figures in mpg (litres per 100km) for new A-Class range: urban 32.1(8.8)
Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors. The new A-Class wheels multi-spoke design painted black at £970.00 and brake callipers painted red at £330.00 (on-the-road price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first



Mercedes-Benz

- 62.8(4.5), extra urban 48.7(5.8) - 85.6(3.3), combined 40.9(6.9) - 74.3(3.8). CO₂ emissions: 161 - 98 g/km. range starts from £20,715.00 on-the-road. Model featured is a new A 45 AMG 4MATIC at £40,060.00 on-the-road featuring optional Intelligent Light System at £570.00, 19" AMG alloy registration fee and fuel). Some combinations of features/options may not be available. Please contact your Mercedes-Benz Retailer for availability. Prices correct at time of print 12/13.

WEC Sakhir (BRN) November 30

Round 8/8



RESULTS

199 LAPS, 669.21 MILES

1	S BUEMI (CH)/A DAVIDSON (GB)/S SARRAZIN (F)	6h01m15.303s
	LMP1 Toyota Racing Toyota TS030 HYBRID (Q2)	
2	B TRELUYER (F)/A LOTTERER (D)/M FASSLER (CH)	+1m10.585s
	LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q3)	
3	J MARTIN (AUS)/M CONWAY (GB)/R RUSINOV (RUS)	-15 laps
	LMP2 G-Drive Racing (Delta-ADR) ORECA-Nissan 03 (Q7)	
4	O PLA (F)/A BRUNDLE (GB)/D HEINEMEIER HANSSON (DK)	-15 laps
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q8)	
5	B WIRDHEIM (S)/W REIP (B)/J LANCASTER (GB)	-15 laps
	LMP2 Greaves Motorsport Zytek-Nissan Z11SN (Q9)	
6	B BAGUETTE (B)/M PLOWMAN (GB)/R GONZALEZ (MEX)	-17 laps
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q11)	
7	K IHARA (J)/D CHENG (PRC)/J NICOLET (F)	-19 laps
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q14)	
8	R KERR (GB)/C DOLBY (GB)/F GIROIX (F)	-21 laps
	LMP2 Delta-ADR ORECA-Nissan 03 (Q10)	
9	G BRUNI (I)/T VILANDER (FIN)	-24 laps
	GTE Pro AF Corse Ferrari 458 Italia (Q18)	
10	P PILET (F)/J BERGMEISTER (D)	-24 laps
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q16)	
11	K KOBAYASHI (J)/G FISICHELLA (I)	-25 laps
	GTE Pro AF Corse Ferrari 458 Italia (Q20)	
12	R LIETZ (A)/M LIEB (D)	-25 laps
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q15)	
13	N THIIM (DK)/C NYGAARD (DK)/K POULSEN (DK)	-26 laps
	GTE Am Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q21)	
14	N MINASSIAN (F)/P KAFFER (D)/L PEREZ COMPANC (RA)	-27 laps
	LMP2 Pecom Racing (AF Corse) ORECA-Nissan 03 (Q6)	
15	R AGUAS (P)/D RIGON (I)/E POTOLICCHIO (YV)	-27 laps
	GTE Am 8 Star Motorsports (AF Corse) Ferrari 458 Italia (Q22)	
16	E COLLARD (F)/M GRIFFIN (IRL)/F PERRODO (F)	-27 laps
	GTE Am AF Corse Ferrari 458 Italia (Q24)	
17	F REES (BR)/P BORNHAUSER (F)/J CANAL (F)	-28 laps
	GTE Am Larbre Competition Chevrolet Corvette C6.R (Q28)	
18	J CAMPBELL-WALTER (GB)/S HALL (GB)/R GOETHE (D)	-30 laps
	GTE Am Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q23)	
19	J-K VERNAY (F)/R NARAC (F)/M PALTALA (FIN)	-37 laps
	GTE Am Insa Performance Porsche 911 GT3-RSR (Q25)	

In each car, first-named driver started race.

Winners' average speed: 111.15mph. Fastest lap: Lotterer, 1m44.183s, 116.20mph;
LMP2: Minassian, 1m51.179s, 108.89mph; GTE Pro: Kobayashi, 1m59.232s, 101.54mph;
GTE Am: Griffin, 2m01.218s, 99.87mph. There were 28 starters.

CHAMPIONSHIPS: LMP DRIVERS

1	McNISH/DUVAL/KR'SEN 162	4	WURZ/LAPIERRE 69.5
2	LOTT/R/TREL/R/FASS' 149.25	5	BECHÉ 63.5
3	D'SON/BUEMI/S'ZIN 106.25	6	PROST 60

GTE DRIVERS

1	BRUNI 145	4	LIEB/LIETZ 123
2	FISICHELLA 135	5	VILANDER 108
3	TURNER/MUCKE 125.5	6	BERGMEISTER/PILET 99.5

LMP1 MANUFACTURERS

1	AUDI 207	2	TOYOTA 142.5
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GTE MANUFACTURERS

1	FERRARI 255	3	PORSCHE 230.5
2	ASTON MARTIN 246.5		

LMP2 DRIVERS

1	BAG/P/MAN/GON'EZ 141.5	3	MARTIN/CONWAY/R'NOV 132
2	B'DLE/PLA/HANSSON 132.5	4	MIN'IAN/KAFFER/C'PANC 110

GTE AM DRIVERS

1	C'BELL-WALTER/HALL 129	3	VERNAV/NARAC 122
2	AGUAS/POTOLICCHIO 128	4	NYGAARD/POULSEN 104.5

POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

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Davidson and Toyota are the hybrid heroes

Japanese marque scores first 'proper' win of 2013 in WEC finale on a track that plays to its car's strengths. **GARY WATKINS** reports

THE 2013 VERSION OF TOYOTA'S TS030 HYBRID came good at the final time of asking. The Japanese manufacturer notched up a 'proper' World Endurance Championship victory at the Bahrain finale on Saturday, after banging on the door over the final five races of the campaign. And its first win of the season over a race lasting the full six-hour distance came in dominant style.

Sebastien Buemi, Stephane Sarrazin and Anthony Davidson followed up their team-mates' victory in the 16-lap sodden affair at Fuji in October by winning by over a minute around the 3.36-mile Formula 1 layout in Bahrain. Rival Audi, which claimed second with Benoit Treluyer, Marcel Fassler and Andre Lotterer, never headed Toyota during the day-night race.

Bahrain is Toyota territory. The seven hybrid zones more than overcome the petrol-engined LMP1's power deficit to the turbodiesel Audi R18 e-tron ultra. What's more, the TS030 was again lighter on its Michelins on a circuit where tyre wear is at a premium thanks to a low-grip surface and a proliferation of first-gear corners.

That explained why Toyota locked out the front row, even though Lotterer had shaded Alexander Wurz over the first lap of the aggregate qualifying session. When Fassler climbed aboard the fastest of the two Audis, the pole-winning Toyota was a second clear.

Tyre degradation was already having an effect.

That trend continued in the race. The Toyotas raced away with Nicolas Lapierre and Buemi driving, while the Audis driven by Treluyer and Tom Kristensen struggled. Kristensen, who got ahead of his team-mate at the start, was 14s behind Lapierre at the first round of stops, Treluyer a further six back.

The deficit of the Audis to the Toyotas only grew at the end of the second stint and appeared more or less stable as the second hour came to an end. But Audi was convinced it was going to make a race of it, just as it did to deny the faster Toyota at Shanghai earlier in November. "We were trying to play a game on strategy that we are sure would have worked for us as the circuit rubbered in," said Kristensen's co-driver Allan McNish. "We were confident that we were really in the fight."

Part of that strategy included backing off on ultimate pace to avoid a late splash-and-dash stop to put the German cars on the same refuelling schedule as the Toyotas. Whether McNish's prediction would have come to pass can now only be a matter of debate. Team-mate Loic Duval had ceded no more time to the Toyotas when his Audi lost drive and had to park out on the circuit in the first mechanical retirement for the Audi hybrid.

The sister car had struggled even more with its tyres during Treluyer's opening stint and the



#8 Toyota took charge
when its sister car
blew its engine



Delta-ADR car was
LMP2 star again

LMP2

ADR makes a final point

ANOTHER VICTORY FOR THE G-DRIVE/DELTA-ADR squad and drivers John Martin, Mike Conway and Roman Rusinov in Bahrain was a reminder of what might have been in 2013. Their ORECA-Nissan won for the fourth time on a day when Bertrand Baguette, Martin Plowman and Ricardo Gonzalez sealed the LMP2 title with a cruise to fourth in their OAK Racing Morgan-Nissan.

The best LMP2 line-up this year ended up third overall and third in the final points, thanks to the retirement of two factory cars and Rebellion's Lola-Toyota, but they had their work cut out to win this time, at least over the first half of the event. The lone Michelin-shod entry in the class, the AF Corse-run Pecom ORECA, looked to have a clear edge over the Dunlop-equipped masses but, just as the race was shaping up into a 60-minute dash to the flag, the Italian entry developed brake problems.

After two poor showings, Pecom returned to form on a circuit that clearly suited its Michelins. Nicolas Minassian and Pierre Kaffer took pole, but the team's bid for a second win of the year almost went off the rails at the start. Olivier Pla, driving the second OAK Morgan, made an ambitious move on Minassian through Turns 1 and 2 and ended up putting both cars off the track, as well as swiping a diveplane off the winning car. Such was the Pecom car's advantage, however, that Minassian was able to come back to take Martin for the class lead shortly after the first round of stops.

Conway retook the lead for Delta-ADR in the third hour, but only when Pecom's amateur driver, Luis Perez Companc, briefly left the track. The balance of the race changed when Delta-ADR's silver-rated driver, Roman Rusinov, climbed aboard. Kaffer closed down the deficit, but couldn't get any closer than 16s as his tyres went off. Shortly after stopping, Kaffer spun wildly at Turn 14. AF had encountered trouble removing a wheel at an earlier pitstop and it was suspected that a ball of rubber pick-up somehow snagged a brake line.

Pla, Brundle and David Heinemeier Hansson ended up second, a minute behind the winners. Their Morgan LMP2 didn't have the pace of an ORECA in Bahrain, which meant their chances of overhauling their team-mates to steal the title were always slim.

Third place went to Greaves Motorsport, whose Zytek-Nissan Z11SN included two prototype debutants in its line-up. GP2 race winner Jon Lancaster and Wolfgang Reip, the latest Nissan GT Academy winner to race in LMP2, both impressed alongside Bjorn Wirdheim. They would have ended up second ahead of Pla and co but for one of Lancaster's discarded visor tear-offs blocking the car's air intake, to the cost of 90 seconds. ▶

Gamble to double stint
the tyres on #1 Audi
failed to come off



Frenchman also had a brief off, but it too was losing little if any time to the Toyotas as the rubber went down and the temperatures fell. The problem was that Fassler (who took over from Treluyer) wasn't gaining anything, which led to an ultimately unsuccessful gamble late in the third hour.

Audi and the Joest team opted to double-stint Fassler on the tyres, a strategy that was hatched before Duval's retirement. The seconds saved in the pits disappeared on the track, and then some. A deficit of approximately 25s when the Swiss stopped turned into more than 40s.

Any remote chance Audi had disappeared when its remaining car was given a drive-through penalty for overtaking under yellow flags. "The distance to the car in front was staying constant," explained Audi Sport boss Wolfgang Ullrich. "We said that if we do nothing, we would stay there to the end of the race, so we thought we would try something."

Davidson reckoned Audi's chase was futile. Double-stinting was a weapon Toyota was holding in reserve and he explained that he and his

team-mates were already holding something back.

"If we had needed to, we could have started to push," he insisted. "They [Audi] needed a safety car to come back into it."

Both Toyotas were in contention for victory early in the race. Lapierre led Buemi through the first stint and into the second until a procrastinating backmarker put him off the track into the final corner. That allowed Buemi past, and Sarrazin held a fluctuating but narrow advantage over Wurz after the second round of stops.

The gap was only half a second when Wurz's engine went pop as the second hour drew to a close as a result of oil loss. There had been nothing between the two Toyotas up until that point, Lapierre surmising that it was going to "come down to pitstops and traffic".

Victory was sweet for Toyota, nonetheless. "We are delighted because we were expecting more victories this year," said Buemi. "We only got one and a half, but it is good to end the season on a high."

IN THE PADDOCK

Gary Watkins



PORSCHE BILLED ITS CONFIRMATION THAT

it will again field a factory team in the GTE Pro division in next year's World Endurance Championship as a "special announcement". Yet the German manufacturer actually made a far more significant revelation at the same press conference in Bahrain — that the 991-shape 911 RSR will be made available to customers in 2014.

The news, and confirmation that customers will be able to have them from the start of the WEC in April, is music to the ears of old-timers like myself. I would find it hard to contemplate a situation where Porsche doesn't make (as near as damn it) the latest machinery available to its loyal band of customers.

Porsche's customer programme is one of the foundation stones of sportscar racing, has been since I started reading AUTOSPORT in the late 1970s, and has remained so through my 20-plus years on the magazine. Just think of how important various iterations of the 911 have been in virtually all the championships I've written about in that time.

The latest 911 isn't going to form a major part of the WEC grid, but to my mind it was essential that Porsche be represented in the GTE Am ranks with an up-to-date contender. It is important in terms of numbers and variety in a class that could become dominated by Ferrari.

But, most importantly, it somehow wouldn't be right if Porsche was only represented by factory cars in a world championship. That would go against history.

Porsche will offer latest GTE 911 to customers



And I thought I was going to be racing on the PlayStation this year



Martin Plowman reflects on the late deal that put him in OAK Racing's #35 Morgan and set him on course for P2 honours in the Le Mans 24 Hours, and the WEC title.

Bruni (centre left) took title with help from Vilander



GTE

Ferrari's driver swap pays off

FERRARI AND AF CORSE'S DECISION TO MIX UP ITS driver line-ups last weekend was vindicated with victory in the race, and the drivers', teams', and manufacturers' title battles. Toni Vilander joined Gianmaria Bruni in place of Giancarlo Fisichella at the wheel of the lead AF Ferrari 458 Italia, and played a key role in sealing the World Endurance Cup for his team-mate.

Bruni had trailed the debuting evo version of the Porsche 911 RSR (driven by Patrick Pilet) in the first stint, but a quicker pitstop from AF allowed Vilander to rejoin right on Jorg Bergmeister's tail and then cheekily take the lead on his out-lap. From then on, there was no looking back for the winning crew. Porsche had neither the speed in the pits nor the consistency over a stint of the Ferrari, something the upgrades were meant to address.

Aston Martin's lead pairing of Darren Turner and Stefan Mucke, who arrived in Bahrain in the points lead, were in trouble early on and then out of the race by the four-hour mark. Mucke and Turner had qualified third behind the two factory Manthey Porsches, but crucially ahead of Bruni and Vilander. Mucke lost out to a fast-starting Bruni initially and then struggled with his tyres as the opening stint wore on. The decision to pit early and swap to a six-stop strategy had already been made when his left-rear tyre delaminated.

A podium remained a possibility for Aston's title protagonists, but beating the winning Ferrari to take the crown wasn't, reckoned Aston Martin

Racing team principal John Gaw. "Ferrari were in a different league, and I'm not sure where their pace came from," said Gaw. "Even if we'd had the perfect race we couldn't have beaten them."

A podium for either of Aston's two Pro cars would, however, have been enough for the manufacturers' title, but neither made it to the end. Mucke pulled into the pits after complaining of a vibration and a loss of power, and then the sister car (shared by Bruno Senna, Richie Stanaway and Pedro Lamy) encountered the same issue. The retirements were each caused by the loss of one cylinder.

Aston Martin didn't leave Bahrain empty handed, though. Nicki Thiim, Christopher Nygaard and Kristen Poulsen dominated GTE Am after their car moved into the lead at the first round of pitstops. Jamie Campbell-Walter and Stuart Hall, meanwhile, claimed the drivers' crown despite finding themselves three laps off the lead lap after the returning Roald Goethe exited the car. They had looked on course for sixth place — and only third in the end-of-season points — until the IMSA Performance Porsche 911 GT3-RSR shared by Jean-Karl Vernay (who had taken the lead on the first lap), Markus Palttala and Raymond Narac ran into problems. A rear-suspension subframe sheared, dropping the car to sixth.

Second in class went to the AF-run 8Star Motorsports Ferrari, driven by Davide Rigon, Rui Aguas and Enzo Potolicchio. That was enough to make 8Star teams' champions.

Aston Martin scored GTE Am success with #95 Vantage



Prancing Horse eyes LMP1 car

FERRARI IS WEIGHING UP A FACTORY

LMP1 entry in the future, using a powerplant based on its 2014 Formula 1 engine.

Antonello Coletta, who heads up the Italian manufacturer's non-F1 sporting activities in his role as boss of its Corse Clienti customer division, has revealed that Ferrari is studying the new energy-based P1 rulebook for next season. He has not ruled out an entry into the World Endurance Championship at some undetermined point in the future, with a Ferrari-built chassis and the F1 turbocharged V6.

"It is normal that Ferrari should screen all opportunities and stand at the window and look in," Coletta told AUTOSPORT. "It is important for us to understand what is available in the future."

But Coletta stressed that there were no immediate plans for Ferrari to mount its first factory prototype campaign since 1973.

"At the moment we are concentrated on F1, so it would not be possible to do something else," he explained. "That means we cannot say Ferrari will be

in LMP1, but we can also not say that Ferrari will not be in LMP1. We can also not say if our vision is for 2015, 2016 or beyond."

Coletta stressed that if Ferrari did join Audi, Toyota, Porsche and, most likely, Nissan in LMP1 in 2015 or beyond, it would be with a full-factory effort and not just as an engine supplier, which he said was "not of interest to us".

"Either we build a car or we do not come," he stated.

Ferrari will remain in the WEC's GTE Pro class with the AF Corse team in 2014, Coletta said. "The programme is confirmed and it is natural that the situation should be the same as 2013," he revealed.

He denied rumours that ex-Formula 1 driver Giancarlo Fisichella would not be part of Ferrari's plans.

"Nothing will change. We are very happy with our drivers and Giancarlo is one of our drivers," he said. "Only the mix might change."

That is a reference to the driver pairings, which were changed ahead of the Bahrain finale, ostensibly to give Ferrari two chances of taking the drivers' crown.



Ferrari last ran factory prototype 312Ps in 1973

Conway lands Toyota contract

MIKE CONWAY'S IMPRESSIVE DEBUT SEASON

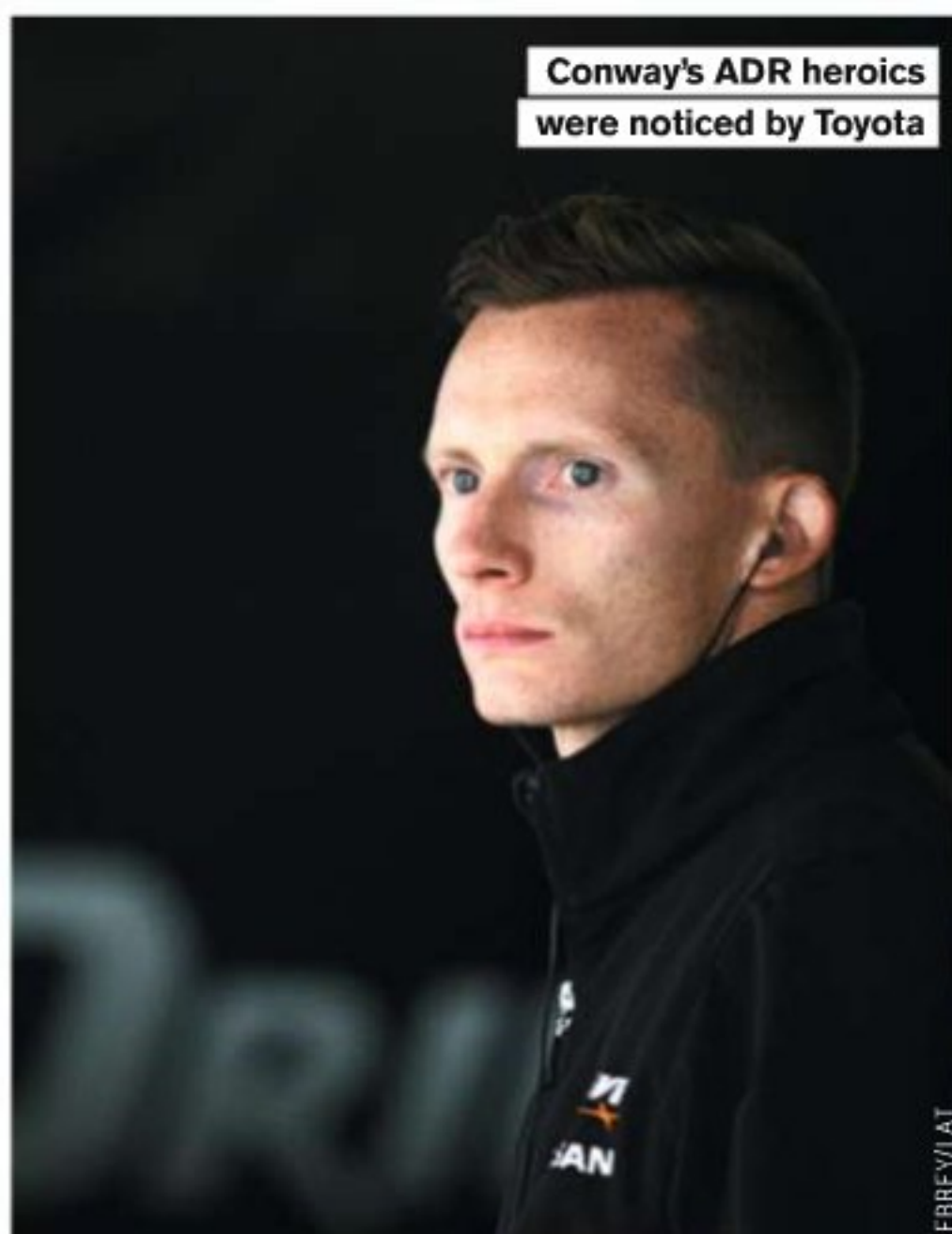
in sportscar racing has been rewarded with a Toyota test and reserve-driver role for 2014.

Conway has been one of the stars of the LMP2 division in 2013, leading the G-Drive/Delta-ADR squad to four class victories from the eight WEC races. That pace and consistency attracted the Toyota Motorsport GmbH squad, whose president Yoshiaki Kinoshita described the 30-year-old Briton as an "exciting talent with the right attitude".

The Toyota role will be dovetailed with an IndyCar Series race programme with Ed Carpenter Racing in the road-course events, but Conway stressed that his deal with the Japanese manufacturer would be his priority in 2014. "I made sure the two programmes fit, otherwise I wouldn't have done the IndyCar deal," he said.

The signing is good news for the LMP2 category in general, and the Delta-ADR squad in particular.

Team boss Simon Dowson said he was "extremely pleased" for his charge, but also said that it reflected well on the team. "It's good for us because it shows that we've given him a car in which he could impress and make a statement," Dowson explained. "It's important for us to be viewed as a stepping stone to a factory deal."



Conway's ADR heroics were noticed by Toyota



8Star future clouded for '14

8STAR BOSS BINS LMP2 PLAN

8Star Motorsports boss Enzo Potolicchio has abandoned plans to race in LMP2 in next year's WEC. The Venezuelan, whose Ferrari was run by AF Corse this year, said he was evaluating three options for next year, one of which involved him driving for another team and shelving 8Star's WEC involvement.

NO WEC/USC AUSTIN DEAL YET

Plans for the WEC race to join the United SportsCar Championship on the Saturday of next year's Austin event are still being worked out. Series organiser Gerard Neveu admitted that he had yet to reach an agreement with USC on a move that he regards as imperative. But he stopped short of stating that the WEC fixture could relocate from the Texas track if he fails to do so.

PORSCHE COY ON NEW LMP1

Porsche will not unveil its 2014 WEC contender at its Night of Champions awards ceremony on December 14. Technical details of the new LMP1 design are unlikely to be divulged until the run-up to the start of next year's series.

911 OR 458 FOR PERRODO?

French gentleman racer Francois Perrodo is weighing up racing next year for either the Belgian ProSpeed Porsche team, with which he contested this year's European Le Mans Series, or with AF Corse after racing its GTE Am Ferrari in Bahrain. Sportscar stalwart Emmanuel Collard will again be his team-mate.

PROTON TO RUN NEW PORSCHE

Proton Competition has revealed that it will run at least one new Porsche 911 RSR in the GTE Am class of next year's WEC. The stalwart Porsche team expects to have two on the grid at the Le Mans 24 Hours, even if plans for a second regular WEC car fail to come together.



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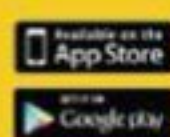
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Fifteen questions for Allan McNish

Q What has been your biggest disappointment?
A Not winning the 1985 karting world title.

Who has been your fiercest rival?

David Brabham has been a thorn in my side since Vauxhall Lotus, when I had just started car racing at 18, to even a couple of years ago at Le Mans. At the British F3 GP support race in '89 I was on pole, he was in second. At the first corner the bugger went around the outside of me. I thought, 'What the hell happened there?' In 2011 we were racing at Sebring, he got caught at traffic in Turn 5, maybe an hour before the end, and I overtook him around the outside. After our stints I said, 'That was for...' and he said, 'Silverstone '89'. But, he's also one of my best friends. In terms of fiercest driving rival then probably Mika Hakkinen, who was my team-mate in Opel Lotus.

Who was your childhood hero?

Giacomo Agostini. My dad told me about the '65 TT when Ago was 25 and his chain broke at the hairpin, 'Sonny, he had tears in his eyes.' I met Agostini many years later and I said, 'Right, what about the '65 TT?' He said, 'Ah, it was my 25th birthday, I had tears in my eyes for miles after my chain broke.' I thought, 'Woo! So it's a true story'.

When were you happiest?

I suppose at 17, 18, 19. In my era you didn't appreciate what the work ethic needed to be. There was an element of just jolly along. In Opel Lotus we had six weeks in Europe, just floating around between races. It was brilliant fun.

What is your most treasured possession?

David Leslie's first set of overalls. They have a Crossflags garage logo on them, because my dad helped him a wee bit when he started racing. Also, David and his father started my career. There is a heck of a lot sentiment behind it and David's 60th birthday would have been the day we won the championship in China.

Which living person do you most admire and why?

It will sound corny, but I admire my wife for putting up with me, my lifestyle and looking after two kids. As my father says, she's almost like a single mother, because of my travelling and racing. In terms of people in the public eye, Chris Hoy. The other day I saw a picture of him in a line-up of BMX riders when he was a young kid, and I sent him a note saying he looked like a young racing driver. He was holding a helmet and had it tilted to show the sponsor logo. He was a true pro even then.

Most embarrassing moment?

The Birmingham Superprix in '87. In my total naivety I only looked at the programme [to see the circuit map]. I saw that it turned left, chicane bit, down to a hairpin, then went right, turned left, left, and then turned left onto the start finish straight again. How hard can it be? On my out-lap I arrived at the last corner and found out it actually turned right and then left. There was a little kink. I had gone charging in there and by the time I realised, it was 'goodnight'. I got out trudged back to the pits for a severe bollocking that was about to be administered from father Leslie. I now always walk every circuit.

Who would play you in a film role of your life?

Begbie. There's a physical resemblance, but his character is very direct. He has an edge. In terms of racing I have that very clear win-or-lose feistiness. Also, I think the Johnnie Walker ad that Robert Carlyle did is stunning.

What is your favourite smell?

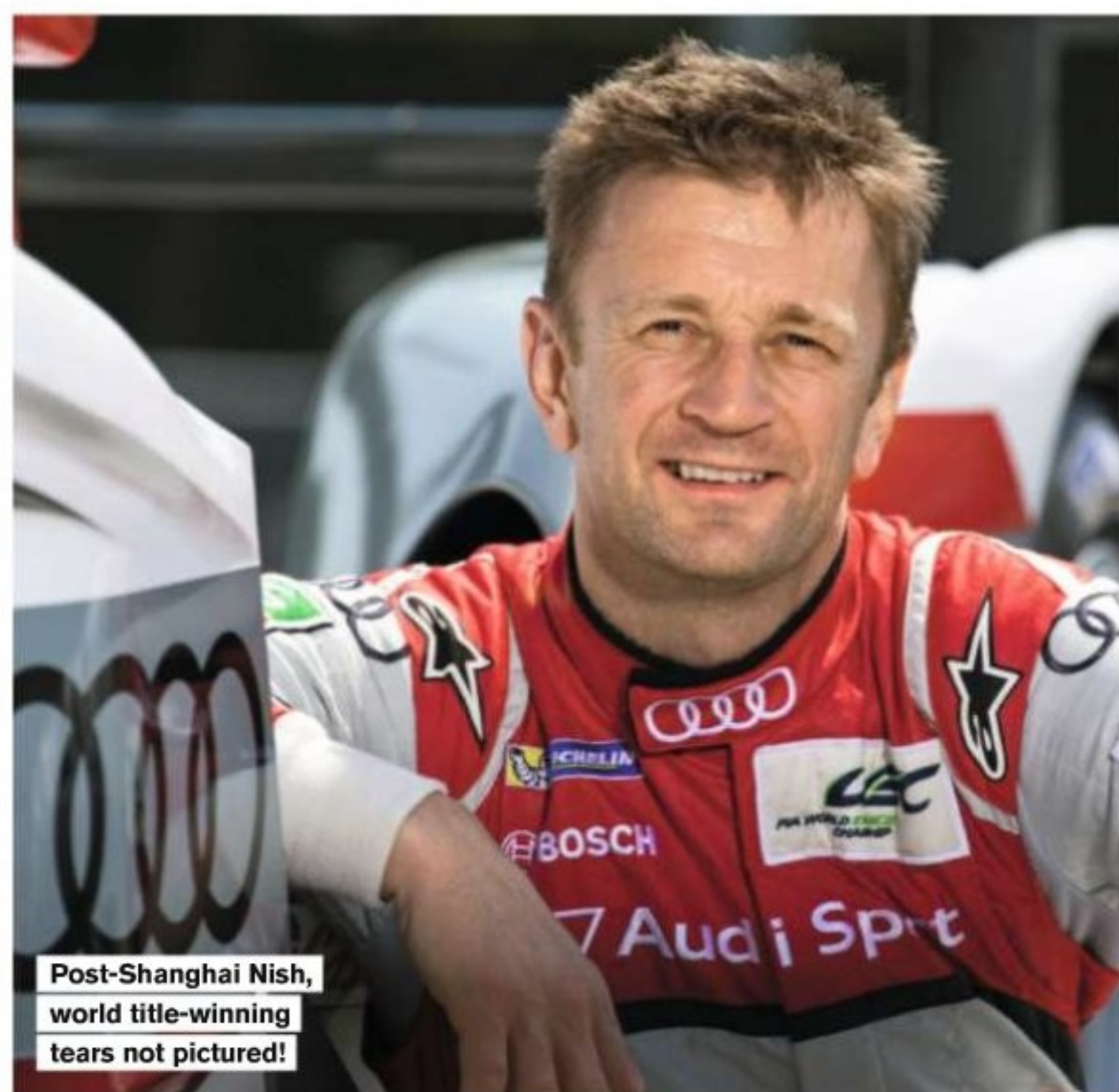
Peppermint.

What is your guilty pleasure?

Chocolate. None of this fancy rubbish, just Dairy Milk.

Who would you most like to say sorry to and why?

No one. I was brought up that if you make a mistake or do something wrong you apologise and you basically take it on the chin and move on.



Post-Shanghai Nish,
world title-winning
tears not pictured!

What does success feel like?

It depends how you define success. The world championship this year was a massive deal, but in terms of satisfaction from driving it was the same as when we finished third or fourth in the European Le Mans Series in 2008. There is a satisfaction from doing the job to 100 per cent.

What has been your biggest disappointment?

Not winning the karting world championship in 1985. Michael Schumacher, Andrea Gilardi, Laurent Aiello, Yvan Muller were the chief opposition. I was on the outside of the front row for the final, and I got beaten into the first corner by Andrea and Michael. I had only been beaten off the front row in my karting career twice, and that was one of them. I was naive. In the UK you went when the flag went up. In Europe, when you're fighting for the world championship, you went and hoped that the start wasn't then aborted.

If you could edit your past, what would you change?

I don't look back, I look forward. Yes, there were things I would do differently. You want to edit them out to make a perfect career, but in reality they make you what you are.

How do you relax?

I don't! My wife has put a 6pm curfew on my computer and telephone. The way I now relax is reading books, which I never did until I was 20, when I was going to Japan testing for McLaren.

When was the last time you cried?

On the slowing down lap in China. It's just you and the car and lot of things run through your head – one of them was 'I've been waiting on this since 1985'. By the time you get back to the pits you've obviously manned up. You can't show your emotions to your team-mates – until we had a wee drinky-poo later on, then we had a cuddle. ☺

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Pic leads Ellinas and Svendsen-Cook in close lead fight

MRF CHALLENGE SAKHIR (BRN), NOVEMBER 29-30 RD 2/4

Pic takes charge with victory

ARTHUR PIC OVERHAULED TIO ELLINAS' early points advantage in the MRF Challenge, as the Indian series with an international outlook moved to Bahrain for the second round of 2013.

Ellinas, reunited with engineer David Hayle after their partnership at Atech Reid GP in Formula Renault in 2011, beat Pic to pole for race one.

Third qualifier Rupert Svendsen-Cook beat both away at the start to lead into Turn 1. Despite the distraction of an oil warning light, Svendsen-Cook pulled away. But the ex-F3 racer had to do it all over again after Renan Guerra flipped Sam Dejonghe into Turn 1, necessitating a safety car period. Dejonghe extracted himself nursing a bruised knee, while former Brazilian GT young-gun Guerra lost a solid fifth to a drive-through penalty.

At the restart, Svendsen-Cook made another break as second man

Ellinas, running on older tyres to ration a new set for race three, backed up Pic and Harry Tincknell.

Pic seized second when Ellinas lost momentum onto the pit straight, having run out wide onto the kerb. Pic improved on his qualifying time hunting down Svendsen-Cook, but Svendsen-Cook presented the FR3.5 race winner no opportunity to pass and hung on to win by 0.693s.

Fourth qualifier Shinya Michimi dropped outside the top 10 at the start, but the Cincinnati-born Japanese racer staged an impressive recovery to finish fifth.

Michimi lined up behind Yudai Jinkawa to form an all-Japanese front row on the top-six reversed grid for race two. Given that there were reduced points on offer, Svendsen-Cook elected to fit an older set of tyres. Making the most of his new set, Pic stormed from fifth to second

at the start and pressurised Jinkawa.

Into Turn 1 on the second lap, Pic stabbed down the inside. A resistant Jinkawa's attempts to defend resulted in a lock-up. He overshot the corner and dropped to sixth. Jinkawa's over-ambition allowed slow-starter Ellinas into third. The Cypriot gained another spot by taking second from Tincknell, but victory, decisively, belonged to Pic.

Michimi held off a backmarker-baulked Svendsen-Cook by half a car length to claim fourth, but equally deserving of plaudits was Dejonghe's charge from the last row to sixth.

Everything was set for Ellinas to take a maiden MRF victory in the final race of the weekend. A combination of pole, on a grid determined by drivers' second fastest qualifying laps, and new tyres promised much and Ellinas delivered the most dominant win of the event.

Svendsen-Cook was embroiled in a race-long battle for second, but was eventually forced to settle for fourth, behind Pic and Dejonghe.

● Peter Mills

RESULTS

Race 1 1 Rupert Svendsen-Cook, 10 laps in 21m32.410s; 2 Arthur Pic +0.693s; 3 Tio Ellinas; 4 Harry Tincknell; 5 Shinya Michimi; 6 Yudai Jinkawa. **Race 2** 1 Pic, 10 laps in 20m36.199s; 2 Ellinas +1.959s; 3 Tincknell; 4 Michimi; 5 Svendsen-Cook; 6 Sam Dejonghe.

Race 3 1 Ellinas, 10 laps in 20m37.018s; 2 Pic +10.268s; 3 Dejonghe; 4 Svendsen-Cook; 5 Sam Brabham; 6 Michimi. **Points** 1 Pic, 90; 2 Ellinas, 86; 3 Svendsen Cook, 68; 4 Dejonghe, 43; 5 Michimi, 34; 6 Jinkawa, 33.



SUPER TC2000

With Toyota's Matias Rossi crowned already, the season-closer at the scenic San Luis layout was a formality. Outgoing champion Jose Maria Lopez (Fiat Linea, above) led from start to finish, with Fabian Yannantuoni (Renault Fluence) within 2s most of the way. Franco Vivian's Chevy Cruze was third. Rossi ran fourth, but damaged his car on the kerbs.

BRAZILIAN TOURING CARS

Ricardo Mauricio retained his title at the double-points Curitiba finale, as Honda clinched the manufacturers' crown. Despite wonky steering in his JLM Civic, Mauricio was fourth in the first race, won by Denis Navarro. Mauricio won an intense duel in race two with Ricardo Zonta, who fell to fourth when his Toyota Corolla's floor broke.

SUDAM F3

Felipe Guimaraes took his 13th win from 18 races in the Curitiba season finale. The new champion was beaten to pole by just 0.048s by the improving Leonardo de Souza, and fell to eighth after stalling at the start, but recovered to win by 5.375s. A puncture following contact with Rafael Raucci on the first lap restricted Guimaraes to sixth in the reversed grid sequel, as de Souza won.

FIA MIDDLE EAST RALLY

Nasser Al-Attiyah rounded off his title-winning season with a ninth victory in 11 years on the Dubai International Rally. The Qatar's Ford Fiesta finished the 12 desert stages 18.2 seconds in front of the UAE's Khalid Al-Qassimi to record his 50th win.

TOYOTA TR86

Ex-NZV8 champion Angus Fogg lost his lead in New Zealand's new one-make series after an off in round two at Pukekohe. Tom Alexander, a frontrunner in Formula Ford last season, took the series lead with a win and two thirds. Ashley Blewett and former TRS contender Jamie McNee won a race each.

V8 SUPER TOURERS

Greg Murphy won the title for Holden after a back-and-forth battle with Ford's Ant Pedersen in the finale at Pukekohe. Pedersen's fading tyres in the last race decided it. In the enduros, Shane Van Gisbergen won race one with Alex Davison, but in race two their Ford's engine failed. Lee Holdsworth/Tim Edgell and Scott McLaughlin/James Moffat (below), also won.



Svendsen-Cook sweeps around Pic at the start

RANEA/ATF

65

CAMERONPHOTO

ALL PICS: MCKLEIN



CHAMPIONSHIP POSITIONS

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

WINS



PODIUMS



STAGES WON



STAGES AS LEADER



SLOWEST RALLIES

MONTE CARLO	49.78 MPH
GREECE	54.16 MPH
MEXICO	54.42 MPH

FASTEST RALLIES

FINLAND	74.07 MPH
FRANCE	67.22 MPH
SWEDEN	65.91 MPH

POINTS SYSTEM EXPLAINED

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

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WRC REVIEW 2013

The new Seb begins his reign

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



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

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

HOW IT WAS WON?

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

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

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

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

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

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



Super Sebs Ogier and Loeb met four times

TALKING POINT

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

Er, no.

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

Er, no.

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

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

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



It's time people knew about WRC

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

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

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



Nine-time champ Loeb bowed out at home in France

By mid-season, it was his to lose.

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

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

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

STANDOUT PERFORMERS

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

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

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

► especially in Spain, was outstanding.

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

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

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

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

SOMETHING TO REMEMBER

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



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

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

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



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

F1 convert Robert
Kubica secured the
WRC2 title



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

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

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

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

But this time the goalposts had been moved.

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

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

SOMETHING TO FORGET

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

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

TOP 10 DRIVERS



1 SEBASTIEN OGIER

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



2 THIERRY NEUVILLE

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



3 SEBASTIEN LOEB

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



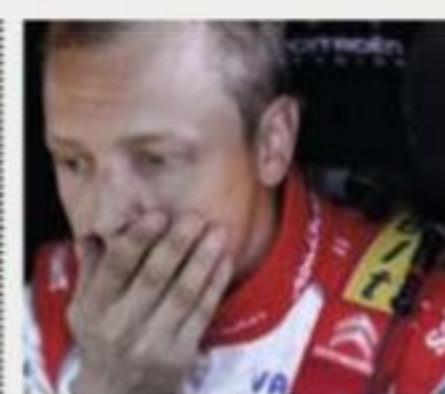
4 ROBERT KUBICA

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



5 JARI-MATTI LATVALA

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



6 MIKKO HIRVONEN

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



7 MADS OSTBERG

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



8 ANDREAS MIKKELSEN

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



9 ELFFYN EVANS

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



10 DANI SORDO

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

WHAT NEXT?

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

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

a tenable title tilt. This we like.

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

Moving left-field, Hyundai arrives with a demon-quick i20 and Thierry Neuville cleans up.

Stranger things have happened. Or have they?



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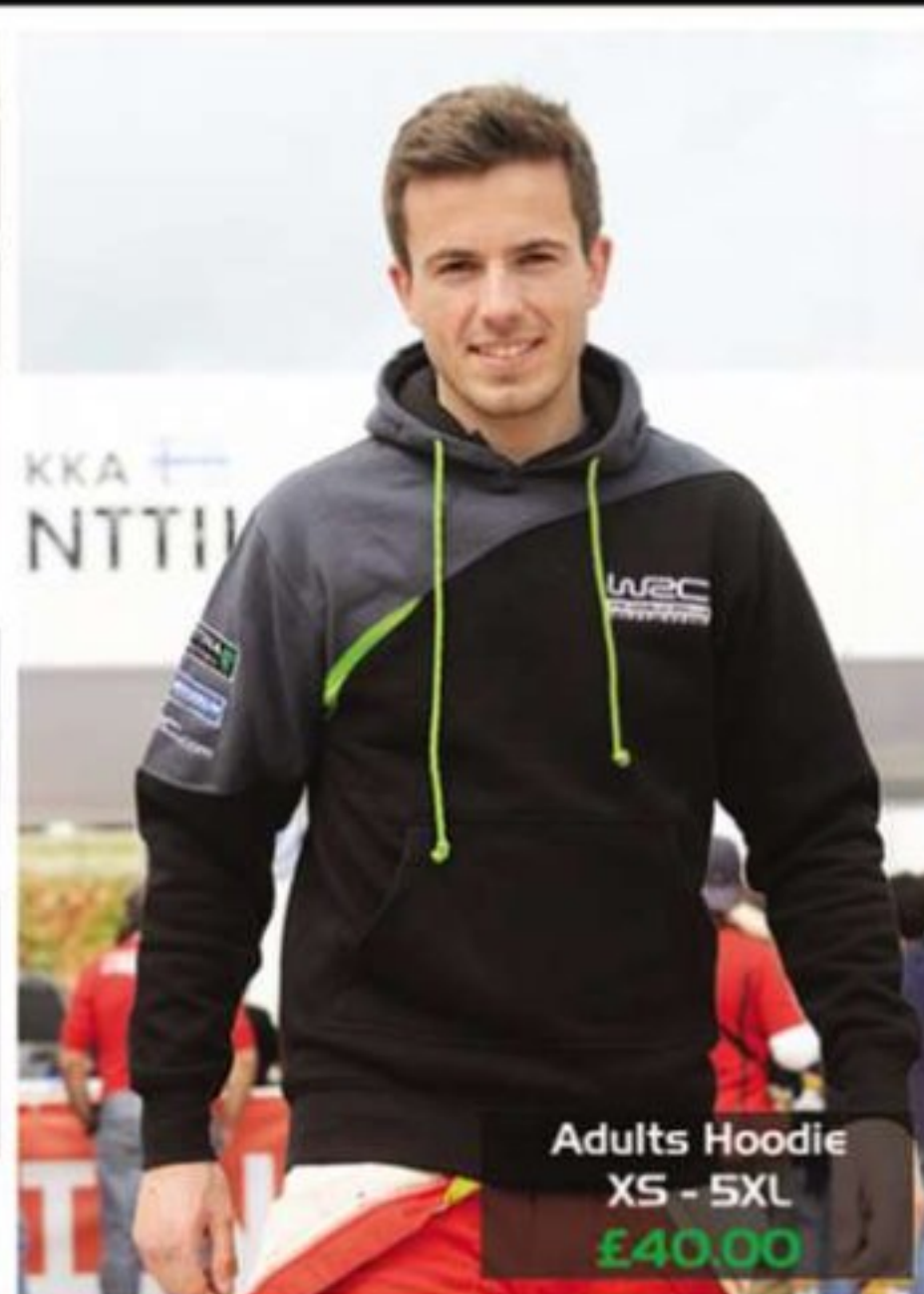


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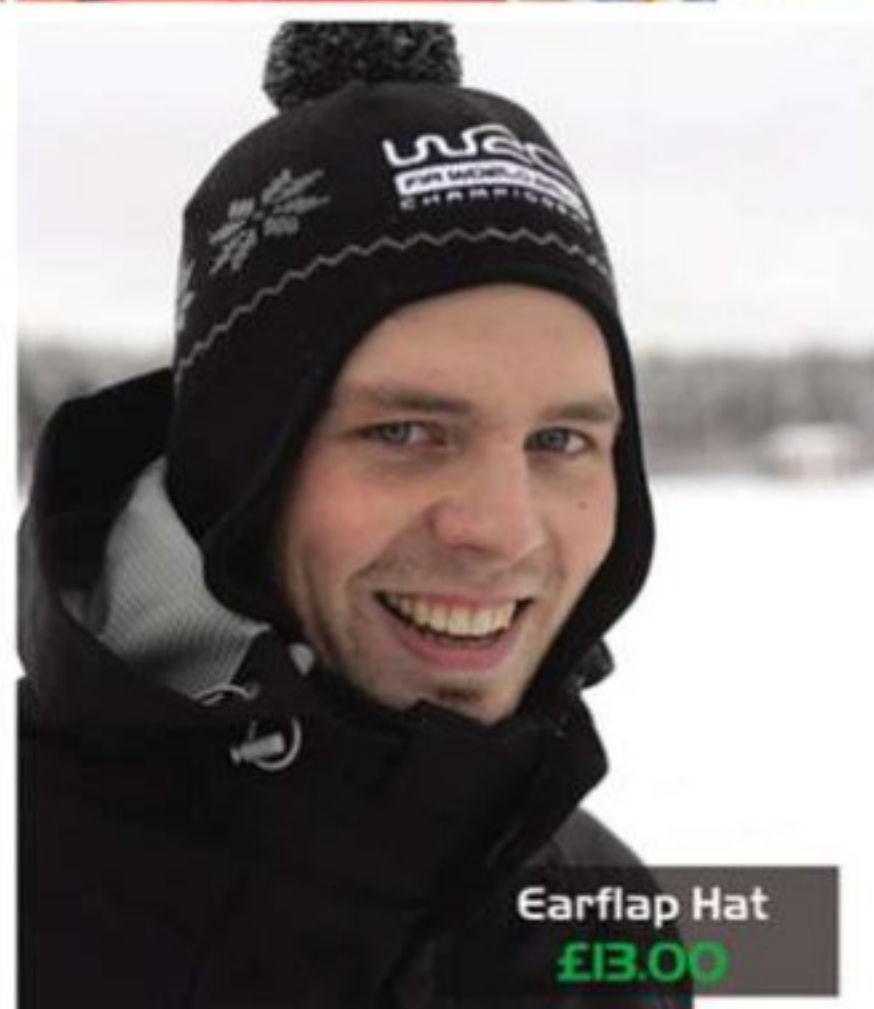
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Sebastien Ogier

The inside line

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

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

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

From the beginning I was 100 per cent sure I made the right decision; now winning the title I have it confirmed!

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

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

And then to Sweden and we won. I really felt



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

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

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

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

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

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

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

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

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

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

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

See you next year. ☺

MCKLEIN

71



CHAMPIONSHIP POSITIONS

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

WINS



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

POLES

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

FASTEST LAPS

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

POINTS SYSTEM EXPLAINED

25-18-15-12-10-8-6-4-2-1 for each race, plus 5-4-3-2-1 for the top five in qualifying.
RACES: Monza, March 24; Marrakech, April 7; Slovakia Ring, April 28; Hungaroring, May 5; Salzburgring, May 19; Moscow Raceway, June 9; Porto, June 30; Rio Hondo, August 4; Sonoma, September 8; Suzuka, September 22; Shanghai, November 3; Macau, November 17.

SUPERGRID 2013

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

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

WTCC REVIEW

For Vettel and Red Bull, read Muller and RML

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

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



Muller leads team-mate Chilton and the rest at Suzuka

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

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

came under once the season kicked off.

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

HOW IT WAS WON

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

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

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



Outgoing champion Huff took customary win in Macau

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Salzburgring:
lovely scenery;
bad tactics

TALKING POINT

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

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

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

STANDOUT PERFORMERS

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

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

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

SOMETHING TO REMEMBER

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

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

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

TOP 10 DRIVERS



1 YVAN MULLER

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



2 ROB HUFF

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



3 GABRIELE TARQUINI

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



4 MICHEL NYKJAER

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



5 JAMES NASH

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



6 TOM CHILTON

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



7 NORBERT MICHELISZ

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



8 TIAGO MONTEIRO

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



9 TOM CORONEL

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



10 PEPE ORIOLA

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

SOMETHING TO FORGET

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

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

WHAT NEXT?

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



Tarquini put
Honda on top
at Sonoma



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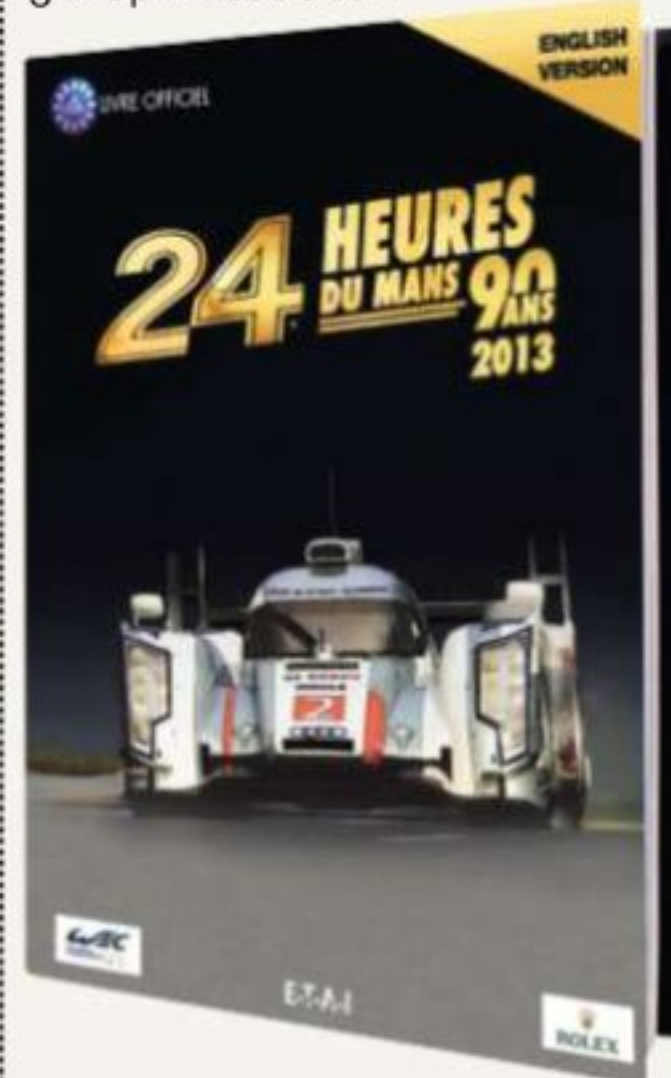


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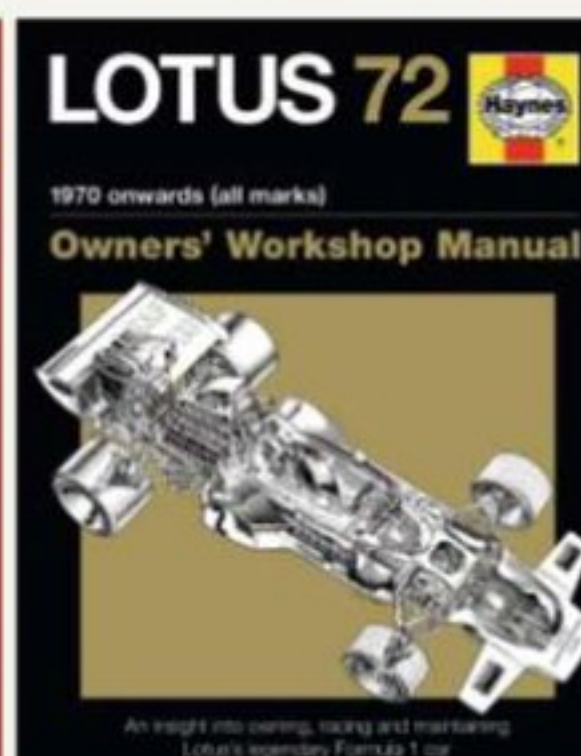
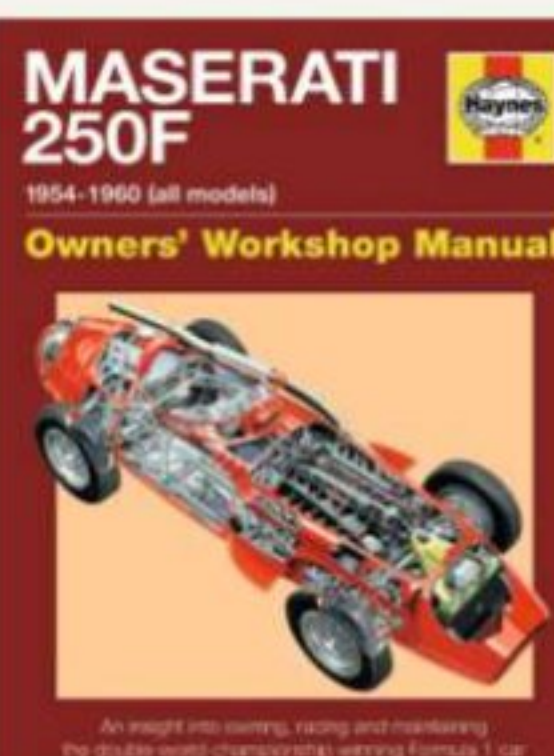


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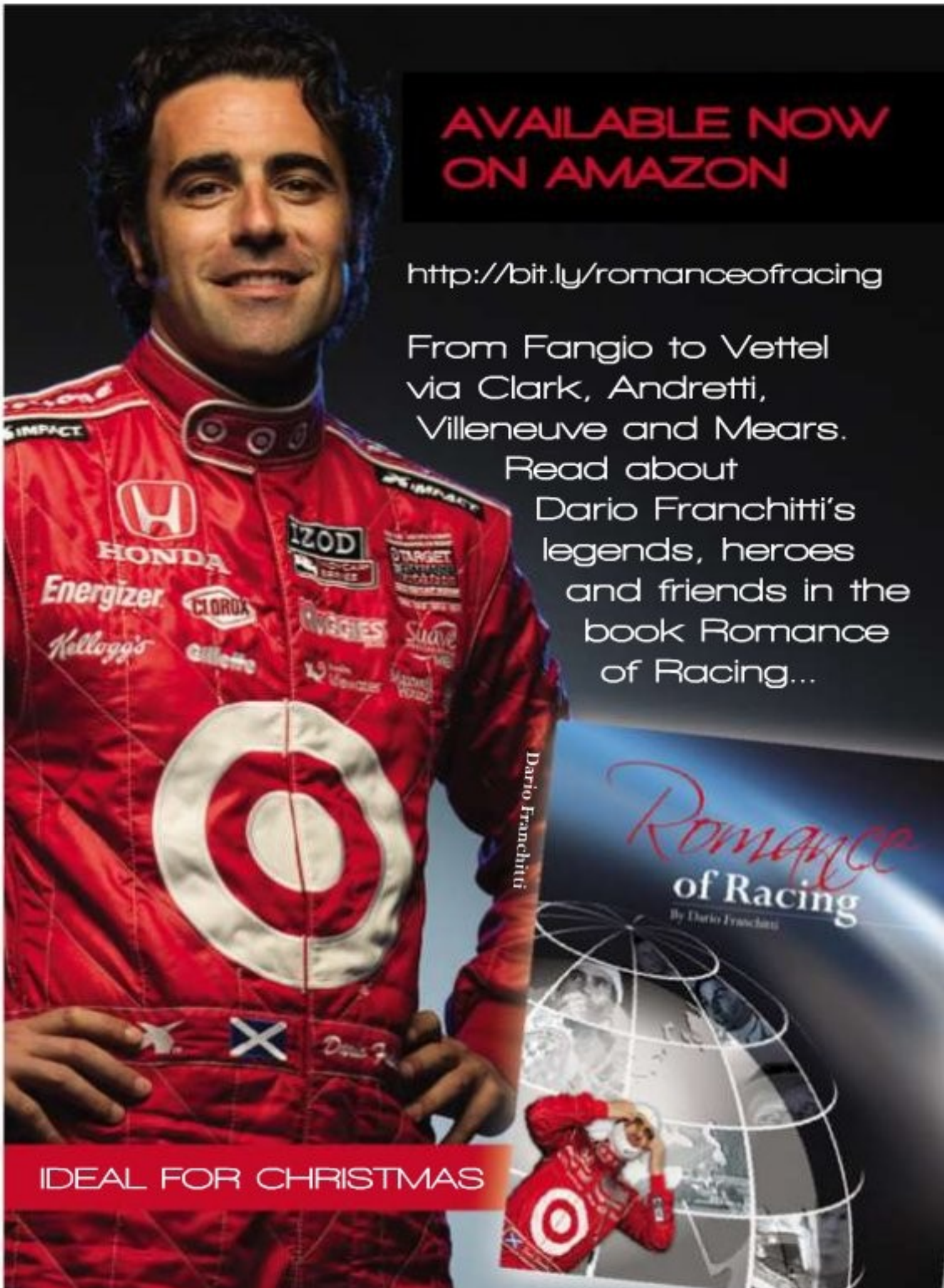
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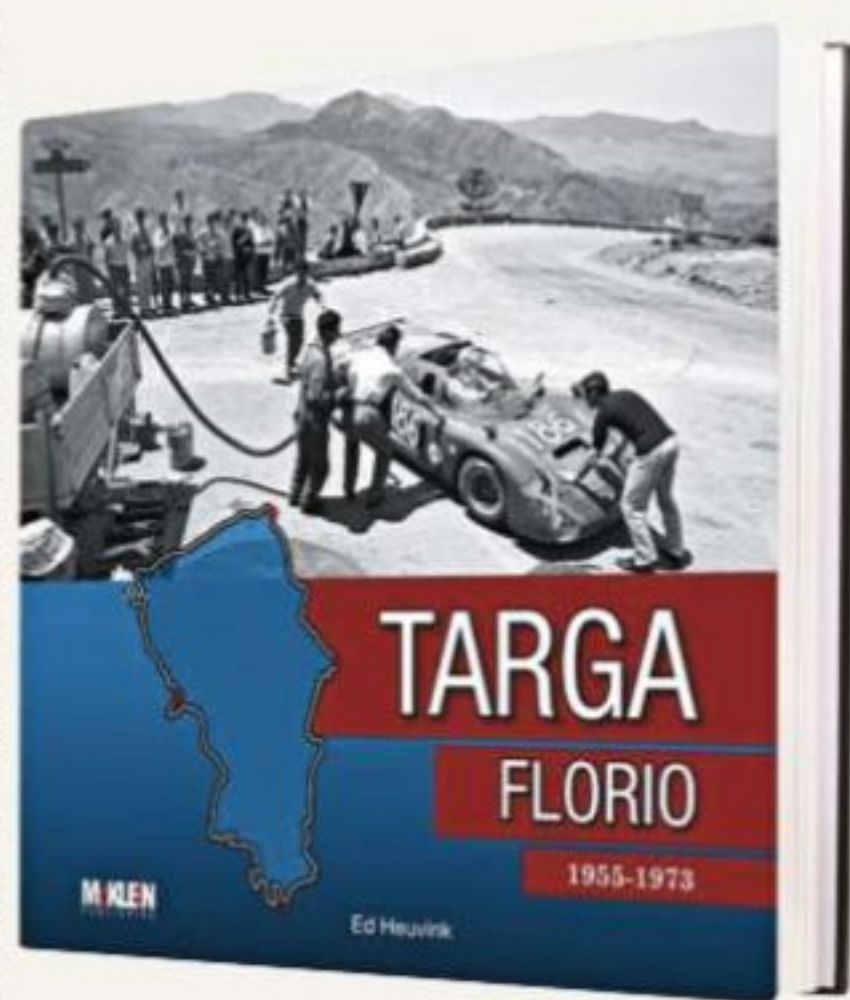
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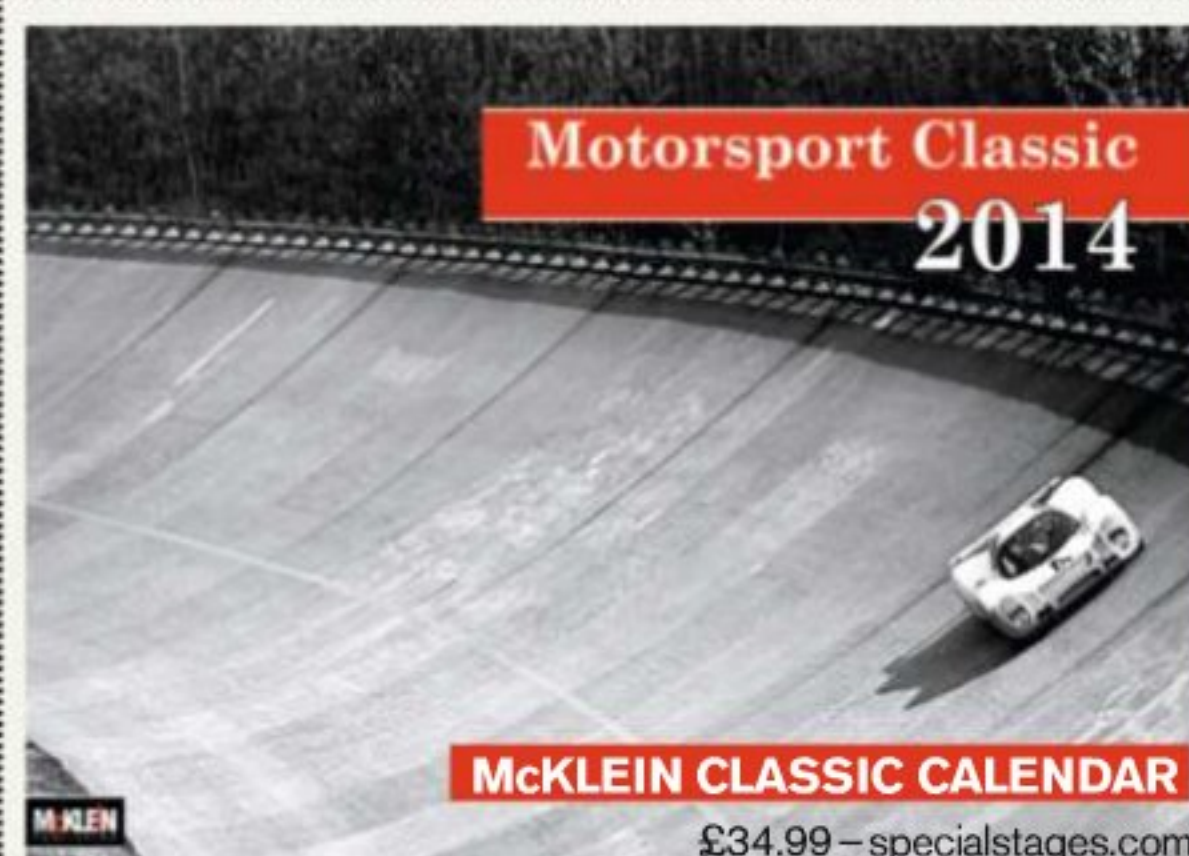
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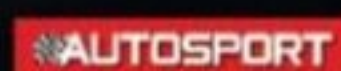
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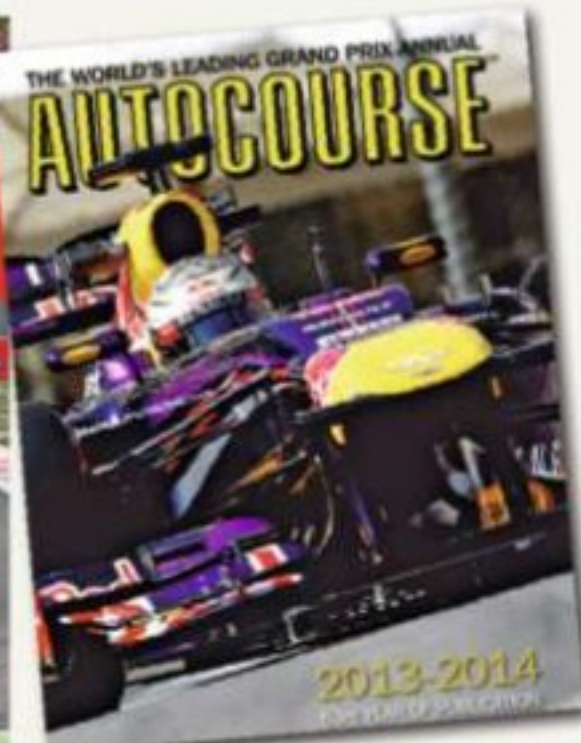
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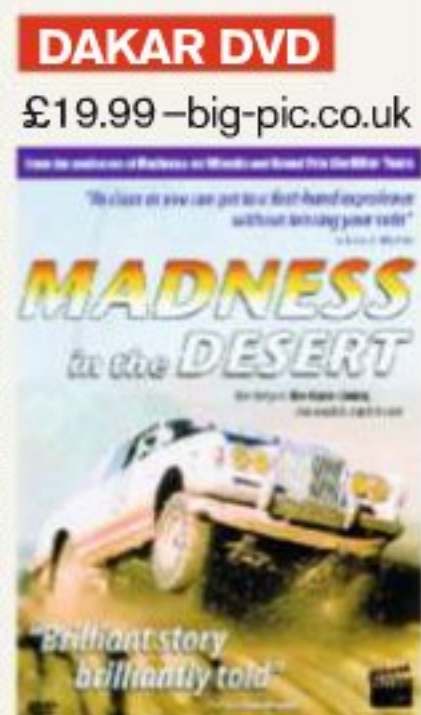
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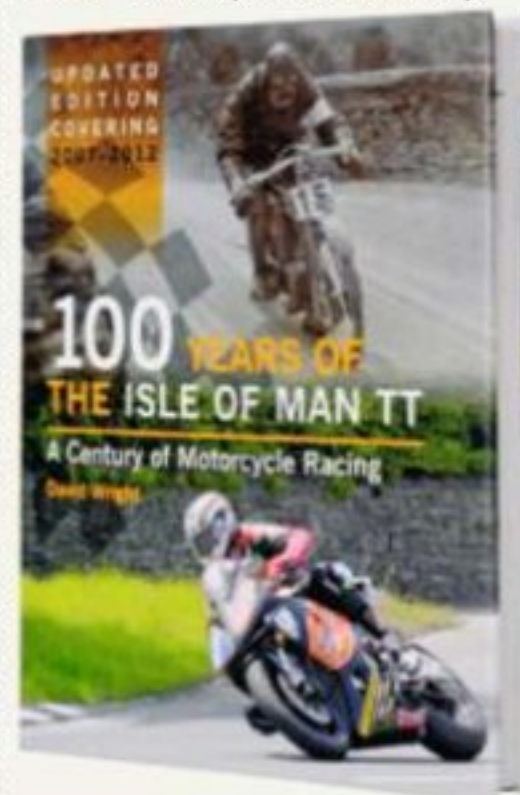
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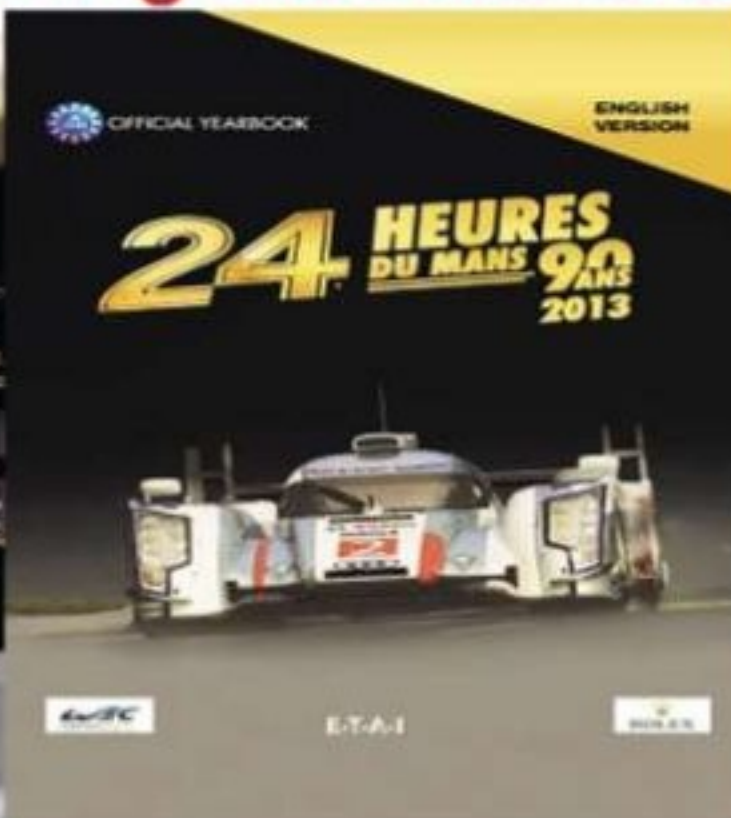
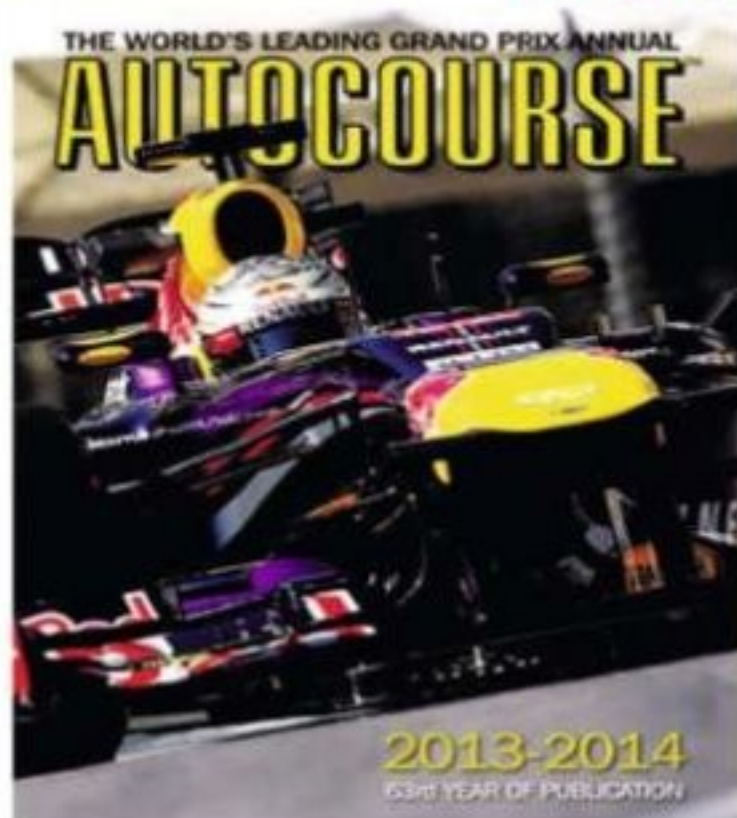


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HR2111303 – VEHICLE DYNAMICS SIMULATION AND ANALYSIS ENGINEER

We are seeking a highly motivated, flexible and innovative engineer capable of working to the highest standards to join our Vehicle Dynamics department.

In this role you will develop techniques to determine optimum vehicle performance for application throughout the company. You will implement new simulation models at both component and vehicle level, develop analysis and simulation algorithms for both simulation and track data, provide predictive performance analysis and support data analysis of race and test events.

The successful candidate will have a strong academic background, with an excellent capability in Applied Mathematics and Mechanics, a strong knowledge of vehicle dynamics principles and a very good working knowledge of Matlab / Simulink. You will interact with various groups within the organisation and will therefore need good communication and teamwork skills.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing date for applications – 29th December 2013

PLEASE NOTE: No Agencies please.



HR13111305M – RACE TEAM COMPOSITE TECHNICIAN

We are currently looking to recruit a Race Team Composite Technician to work within the Composite Race Support group.

You will be responsible for providing event support for all composite assembly requirements, maintaining the event build specification ability and ensuring accurate car component assembly. You will also ensure reliable structure and cosmetic repair as well as working to industry leading aero quality standards.

A flexible, proactive approach is required to match the attributes of this developing team, ensuring all deadlines are achieved without compromise, whilst assisting the highest level of stock control and composite parts traceability.

The successful candidate will have excellent composite technology knowledge, particularly in structural application relevant to circuit use. Working closely with the Senior Race Team Composite Technician, the applicant will need experience and confidence in undertaking component modifications without compromising quality or reliability.

Excellent communication and computer literacy skills are sought, with systems experience in stock and lifting control advantageous. Strong technical and practical experience of composite component manufacture is required, along with an extensive mechanical understanding in building assemblies ideally gained within a Formula One environment.

NDT, CAD and BOM structure knowledge as well as stock control and lifting system experience would be advantageous. Exceptional organisational and effective time management skills are essential.

HR13111306M – COMPOSITE PARTS TECHNICIAN

We are currently looking to recruit a Composite Parts Technician to work within the Composite Race Support group.

This is a combined role which requires attendance at both circuit and factory, assisting assembly part management for the Composite Race Support group.

Factory accountabilities include stock management to job, accurate electronic build administration, mileage/revision control and component routing regulation and preparation. Event support will largely consist of the lifting administration, part allocation to build specification, component guise control, part usage management and assisting the circuit goods in/out process. A seamless transition is expected between both functions and will suit a committed achiever who enjoys working as part of a team.

A flexible, proactive approach is required to match the attributes of this developing team, ensuring all deadlines are achieved without compromising part specification conformity.

The successful candidate will carry excellent communication and computer literacy skills, with systems experience in stock and lifting control advantageous along with CAD and BOM structure knowledge relevant to the Formula One industry.

Exceptional organisational and effective time management skills are essential, along with strong technical and practical experience of composite component manufacture and general assembly.

This role will involve night shift stints over test events.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing date for applications – 6th January 2014.

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COMPOSITES LAMINATE COMPOSITES LAMINATORS (DOUBLE DAYSHIFT) COMPOSITES ASSEMBLY TECHNICIANS (DOUBLE DAYSHIFT)

Due to expansion, Caterham F1 is looking for full-time Composites Laminators and Composites Assembly Technicians to join their F1 effort.

The ability to work well within a team, whilst also requiring minimal supervision is a necessity, along with a flexible approach to working hours.

The successful candidates will be expected to produce high quality components to tight deadlines, working from supplied drawings and work instructions. Previous F1 experience is preferred.

SENIOR MODEL DESIGNERS

We are currently seeking experienced Senior Model Designers to become a key part of our committed and improving design team. You will have a minimum of 4 years relevant experience within the Formula 1 environment. A Degree/Masters or other qualification in Mechanical Engineering will be an advantage. A Practical and proactive nature regarding a multitude of projects is a requirement, as you will form part of a project based environment. The successful applicant will be proficient in 3D mechanical design and surfacing, preferably CATIA V5.

MODEL DESIGNERS

We are currently seeking experienced Model Designers to become a key part of our committed and improving design team. You will have a minimum of 2 years relevant experience within the Formula 1 environment. A Degree/Masters or other qualification in Mechanical Engineering will be an advantage. A Practical and proactive nature regarding a multitude of projects is a requirement, as you will form part of a project based environment. The successful applicant will be proficient in 3D mechanical design and surfacing, preferably CATIA V5.

STRATEGY ENGINEER

We are looking for an engineer to reinforce our strategy group in view of the 2014 increased race strategy challenges.

The position is within the Race Engineering Department and may involve extensive travelling. The successful candidate will report to Caterham F1's Chief Engineer. Some of the main areas in which he/she will be involved are:

- Strategy event preparation
- Assessment of in-event main strategic parameters (tyre performance and degradation, pace difference against competitors, energy management requirements)
- Preparation of pre-event strategy plan
- Decisional support on in-event race strategy
- Analysis of post-event strategically relevant events
- Extensive competitor analysis

The successful candidate will have:

- A degree in Engineering, Mathematics, Physics or Statistics
- Knowledge of Matlab
- Motorsport experience is preferred (especially F1 or Le Mans)
- Coding capabilities an advantage
- A flexible and methodical approach

RACE TEAM ELECTRICIAN

As part of the race team you will be responsible for all of the garage and on car wiring systems as well as the lifting of electrical parts on the car.

You should have experience of Raychem and MIL spec wiring systems as well as a good understanding of sensors installations on racing cars. It is essential that you are trained in mains electrical installations; ideally you will hold a 17th edition IEE wiring regulations certificate.

You must have good communication skills and be able to work to tight timescales in a team environment.

STRESS ENGINEER

Required Skills:-

Degree in appropriate engineering field

Good knowledge of manual stressing methods

Extensive Knowledge of CATIA V5, NASTRAN/PATRAN and Hypermesh or similar.

Understanding of F1 components and systems.

Experience of Tyre FEA Modelling an advantage

MODEL MAKERS

The successful candidates will be responsible for manufacturing high quality and dimensionally accurate components and assemblies for wind-tunnel testing using a number of engineering disciplines. The role will also include supporting the wind-tunnel sessions and carrying out model changes to a high standard in an efficient manner.

Essential skills and qualifications:

- Minimum 5 years experience in F1 or similar engineering environment
- Must be able to work to high standards and tight lead-times
- A desire to want to make a positive difference within a small close knit team
- Highly motivated with a "can do" attitude to problem solving

SYSTEMS ENGINEER

As part of the race team you will be responsible for the set-up of the on car electrical and electronic systems. This will involve sensors/systems calibrations and set-up. You will monitor the operation and performance of all the car systems during running as well as carrying out required data analysis.

Applicants should be experienced in all aspects of race car electronic systems.

Knowledge of MESL tools (Atlas and System Monitor) as well as basics

programming skills (VBA, matlab/Simulink) would be an advantage.

You must have good communication skill and be able to work to tight timescales in a team environment. This position involves extensive travelling.

SOFTWARE/CONTROLS ENGINEER

We are looking for a self-motivated individual to work on software development and controls projects. Part of this job might involve simulator and rig support for our different systems.

You will have a background on software development, ideally with experience of controls systems, power electronics and race car electronic systems.

Knowledge of Matlab/Simulink, VB and C++ together with experience of MESL tools (Atlas and System Monitor) would be an advantage.

You must have good communication skills, be autonomous, flexible with time and able to work to tight timescales in a team environment. This is mainly a factory based position however some test or race event attendance might be required.

PERFORMANCE ENGINEER

We are looking for a Performance Engineer to reinforce our Race Engineering Department.

The successful candidate will report to Caterham F1's Chief Engineer and may be required to travel extensively now or in the future.

Some of the main tasks in which he or she will be involved are:

- Explore and optimise setup solutions by using our simulation software in conjunction with the relevant Race Engineer
- Analyse both real time and offline track data to optimise vehicle performance and to ensure that the car is operating within its reliability limits for chassis related parameters
- Analyse and report on specific car related areas
- Perform specific studies aimed at forecasting future requirements
- Compile event and season based statistics
- Attend selected simulator sessions where he will perform similar duties as those required at the track.
- Collaborate with other departments to improve car performance and working tools
- Support the development and execution of race and test plans and targets.

Requirements for the position:

- A degree in Engineering or other relevant scientific field
- Previous motorsport experience is preferred (F1, GP2, F3, FR3.5 in particular)

RACE ENGINEER

We are looking for a Race Engineer to reinforce our Race Engineering Department.

The successful candidate will report to Caterham F1's Chief Engineer and will be required to travel extensively.

Some of the main tasks in which he or she will be involved are:

- Optimise car performance at the track by deciding its setup based on the information provided by the engineering group.
- Ensure that the car is legal at all times
- Ensure that the car operates in a safe and reliable way
- Compile and execute the run plan for the car following performance and test items requirements
- Coordinate the work of the car engineering and operational crew during races and tests
- Assist the Chief Engineer in feeding back track results and requirements to the other technical departments
- Help setting priorities for car development requirements
- Be the first technical point of contact for the driver on and off track
- Support the driver, by giving him technical and regulation information and advise the driver regarding technical items
- React to unexpected situations that might affect plans or car performance and reliability to minimise their impact
- Take responsibility for specific department-wide tasks

The successful candidate has:

- A degree in Engineering or other relevant scientific field
- Previous F1 experience as Race Engineer or Performance Engineer

Please send a covering letter and cv to hr@caterhamf1.com

Closing Date for Applications: 20 December 2013

Strength to strength

Building on our continued success in 2013, we are seeking exceptional Engineers to join our Team, in what will be an exciting 2014 season. Successful applicants will be able to demonstrate consistent performance in their area of technical expertise, be strong team players and have excellent written and verbal communication skills. The ability to work under minimal supervision to strict deadlines is also essential.

In return for your achievements, we offer a competitive package including private medical cover, pension, 25 days holiday, and a subsidised Bistro, along with a unique opportunity to work in an environment where your technical expertise and contribution are valued and encouraged.

Race Engineer

The successful candidate will be a key member of our Race Engineering Group, taking responsibility for the operation, safety, reliability and overall vehicle performance of one of our race cars. It is expected that candidates will have previously worked in a similar role and be qualified to degree level in an Engineering discipline. A strong background in either vehicle dynamics or aerodynamics is desired, along with knowledge of the ATLAS data analysis package and lap simulation tools. A proven track record of building great working relationships and working under pressure to strict deadlines is also essential. This role will require extensive travel.

Head of Electronics

Leading the Electronics Team, the successful candidate will be responsible for ensuring that our systems operate reliably to achieve optimum performance whilst complying with technical regulations. Proven experience in the management and development of complex electronic data acquisition and electro-mechanical control systems must be demonstrated, together with the ability to provide direction and lead a small team. Qualified to degree level or higher in an engineering discipline, the successful candidate will also have proven experience in a similar role. Knowledge of F1 SECU and hybrid power trains would be a distinct advantage, along with a sound knowledge of CAN, military spec wiring systems and sensor technologies. This role will also involve some travel.

Principal Aerodynamicist

Reporting directly to the Head of Aerodynamics and working closely with our Aerodynamics Team Leaders, the successful candidate will lead the overall aerodynamic development of the car by overseeing the wind tunnel programme, ensuring that it maximises performance improvements. Applicants must have considerable experience of F1 aerodynamics development, technical mentoring and team leadership.

Senior Composite Designer

We are also seeking a highly competent Senior Composites Engineer. Working with and guiding designers to develop concepts and drawings, the successful candidate will have previously worked at this level in a Motorsport/F1 design environment. A proven understanding of CAD modelling is essential (NX7.5 preferred) and excellent knowledge of composites materials and associated manufacturing processes is also important. Candidates will be skilled at applying maths and/or physics principles to their designs and hold an engineering degree.

Composite Design Engineer & Mechanical Design Engineer

Qualified to engineering degree level, with proven experience in a Motorsport/F1 environment, candidates will support our Team by designing components and assemblies for the car. A core understanding of fundamental manufacturing processes and knowledge of jigs and fixtures are essential. Mechanical candidates will also be able to demonstrate an understanding of mechanical engineering issues associated with high precision designs.

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Motorbase boss David Bartrum has cut his team's ties with Porsche



BEN ANDERSON
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IT'S VERY EASY FOR LENGTHY

relationships to go stale after a while, and Motorbase boss David Bartrum has decided it's time to turn his back on Porsche and make a fresh start by jumping into bed with Aston Martin.

The British marque has enjoyed huge success with its GT3 V12 Vantage on these shores in Aston's centenary year, as we acknowledge in our list of the Top 10 cars of 2013 (page 99). Bartrum is now scouring the land for fresh GT driving talent, and perhaps therein lies an opportunity for British Formula Ford champion and newly crowned AUTOSPORT Club Driver of the Year (not to be confused with this section's own Top 10 National Drivers of the Year!) Dan Cammish, if his planned BTCC graduation fails.

Cammish was in London on Sunday night to receive his own prize and hail Matt Parry, who we congratulate on becoming the 25th McLaren AUTOSPORT BRDC Award winner.

The 19-year-old has won titles in each of his past two seasons of single-seater racing, and will aim for a hat-trick when he graduates to the Formula Renault Eurocup with Fortec.

● We're still waiting for someone to step in to take over the leasehold to run Mallory Park. The administrator recently put circuit operator Mallory Park Motorsport Limited into liquidation, meaning all ties to the BARC are now cut.

I am assured Mark Jones's recent departure from the role of BARC chief executive is unrelated to events in Leicestershire. Thruxton boss Bill Coombs (a motorsport man through and through) has taken temporary charge, while the club takes stock after what one insider described as its 'annus horribilis'.

Motorbase makes Aston switch

Leading British GT team to run pair of V12 Vantages in 2014 campaign

LEADING BRITISH GT TEAM

Motorbase will switch from Porsche to Aston Martin for its assault on the series next season.

David Bartrum's operation has run Porsches in various sportscar series since it started in the Carrera Cup GB in 2004.

The squad took Michael Caine and Daniele Perfetti to the 2012 British GT crown in a Porsche 997 GT3 R, but has now made the decision to switch to the British marque and plans to run two V12 Vantages next year.

"I've been with Porsche a long time and thoroughly enjoyed it," said Bartrum, whose 2013 duo of Caine/Ahmad Al Harthy finished 28.5 points behind champion Andrew Howard's Aston Martin in the drivers' standings. "I didn't want to wait for the new 991. It won't be [ready] next year and we don't want to fall behind."

"Porsche has left GT3 behind – it didn't seem to be a priority compared to LMP and GTE. It was time to look

at something else and I like the Aston.

"The Aston is the car to have at the moment. There are more and more of them around and Aston was looking for a team to take two cars who could develop them."

Despite having to get used to new machinery, he believes Motorbase will be competitive in 2014.

"We've pushed ahead early to learn the Aston," added Bartrum, who confirmed Caine was due to test the car at Brands Hatch today (Thursday). "It's quite a straightforward car.

"It's time for a new challenge and I get on well with [Aston Martin Racing boss] John Gaw. It's a good time to be involved with Aston Martin.

Gaw said he was "proud" for AMR to become associated with Motorbase.

"It's one of the most respected teams in the UK, one of the top 10 in Europe," said Gaw. "I knew David before I started at Aston Martin and I wanted to bring him across because I want to win. David will get full backing from AMR. That includes pro drivers when he needs them."



Porsche powered Motorbase to 2012 British GT title

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SEMSEC

SEMSEC cans 2014 race calendar

LYDDEN HILL'S MAIN RACING club will not run races at the Kent circuit next year after being forced to suspend its racing activities.

The South East Motor Sport Enthusiasts' Club has struggled with grid numbers for the past few seasons and entries fell to a record low for its 2013 finale in October.

It has promoted race events at Lydden since 1994, but ran just four meetings at the circuit in 2013.

SEMSEC chairman Norman

Redhead said: "This decision has not been taken lightly, but without sufficient reserves to support another season of losses it is not possible to offer a realistic programme of race events in 2014."

"We would like to thank, most sincerely, all those who have been involved in helping us provide grassroots motorsport, particularly the drivers and marshals who have supported the club's events."

While British and European

Rallycross rounds are the highlights of Lydden's calendar, SEMSEC provided the majority of its race meetings. It will still run sprint events, but circuit manager Willie Woods said it leaves a big hole in the rest of the season.

"We are obviously very disappointed that SEMSEC will not be running in 2014 here at Lydden," he said.

"SEMSEC has been an integral part of the Lydden Hill calendar for many years, and we now must start to replace the dates it had booked for

next year, and continue to provide top-class racing once again."

SEMSEC competitions secretary Andy Stevens believes refraining from any race activity in 2014 gives the club a chance to return in 2015.

"We were voted best organiser in the British Sprint Championship this year, so we are trying to find a way of running one or two sprint events in 2014," he said. "We are still just about solvent and we hope to find a way to resume racing in 2015."

British GT Awards

Tandy wins inaugural Allan Simonsen memorial trophy

Porsche Factory GT Ace

Nick Tandy earned the inaugural Allan Simonsen Trophy at last weekend's British GT Awards.

The memorial honour was launched in recognition of the Dane, a series favourite who lost his life in a crash during this year's Le Mans 24 Hours.

Simonsen's brother Benny and former team-mate Hector Lester presented Tandy with the award, who was judged to have shown humility, pace and humour across the 2013 season.

Tandy, who has not ruled out a return to British GT next season, paid tribute to the Dane, saying: "He was the benchmark. When I came into Formula 3 (which was on the same package as British GT), he was the guy in the UK in



Tandy (right) with his Simonsen award

terms of GT driving. He was one of those people I was aspiring to.

"To be recognised by the series, his team and his family is a real honour.

"The thing I can take the most from is that I got to race him this year. We had a great race at Oulton Park and it's something I'll always remember."

Monoposto

Duratec Formula Fords to join Monoposto grid next season

DURATEC FORMULA FORDS

will be welcomed into the Monoposto Racing Club in a new class next season.

Duratec engines replaced the Zetec in British Formula Ford in 2006, but were phased out in '12 as Ford made its EcoBoost iteration the premier class.

Duratecs retain a race at the Formula Ford Festival and Walter Hayes Trophy, but attempts by the BRSCC to launch an independent club series this year failed after one seven-car race.

Now the cars will join the Zetec, 1800 and 1600 Mono grid.

"I think they are a super little car," said championship coordinator Simon Davey. "It gives them somewhere to race and

lets us learn about it as a club.

"If we got half a dozen we'd be delighted. But if there is enough interest we would run a separate grid."

● The Frank Tiedeman Trophy will grow to include double-headers at Castle Combe (October 4) and Snetterton 200 (Oct 18) on next year's Mono calendar.



Duratecs currently race only at one-off events

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British GT

Parker planning British GT and Blancpain campaigns with Audis

LEADING BRITISH SPORTSCAR

squad Team Parker Racing is hoping to field a pair of Audis in British GT next season.

The provisional British Endurance Championship-winning team has already confirmed a GT4 programme with a Ginetta, and has now purchased two Audi R8 LMS ultras.

BEC champions Ian Loggie and Chris Jones, who won their title in a Porsche 997 Cup car, will contest the Blancpain Endurance Series with the intention of a dual programme alongside a part or full-time domestic GT3 campaign.

Team engineer Julian Westwood will join the pairing for the five-round Blancpain championship, which is composed of the Spa 24 Hours, three-hour races at Monza, Silverstone and Paul Ricard, and the Nurburgring 1000Km.

Team principal Stuart Parker is hopeful of confirming a line-up for the second car as quickly as possible.

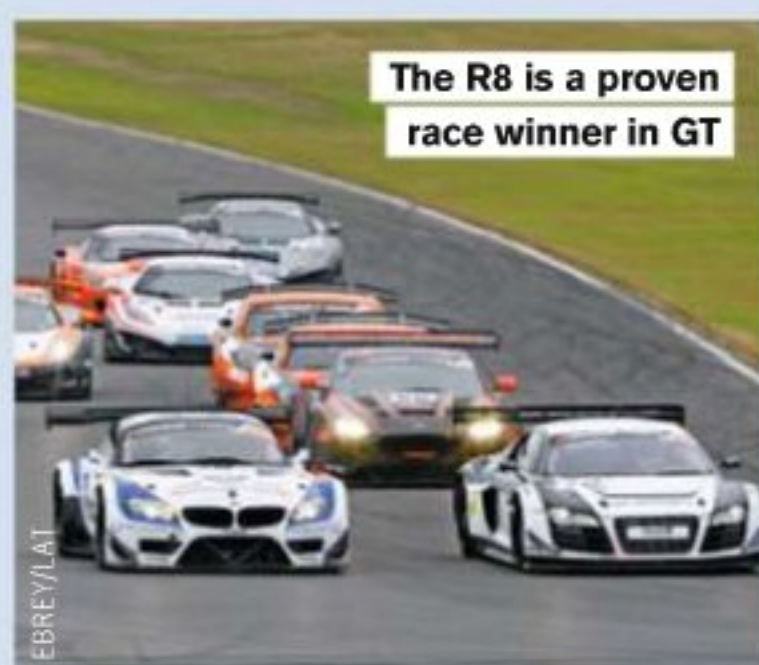
"At the moment we are talking to people about racing the second car, in Blancpain Endurance Series and/or British GT," he said. "Our intention is to go to a two-car Audi team as quickly as possible."

"This is a fantastic opportunity for the team and it's the way everyone wants to go – to prestigious international racing."

Loggie has already tested the car at the Nurburgring and confirmed British GT or Britcar appearances were on his radar alongside the European graduation.

"It was an amazing experience," he said. "It's a much easier and more forgiving car to drive than I am used to."

"I'm absolutely convinced we can do a very good job in Blancpain. I would love to compete in some national events as well."



The R8 is a proven race winner in GT

MG Trophy

MG Trophy drops rear-wheel-drive cars in favour of new budget class

THE MG TROPHY WILL ONLY CATER for front-wheel-drive cars in 2014 for the first time in its 15-year history.

The series first ran as the MGF Cup in 1998 but, after just one MGF raced full-time this season, the model has now been axed for next year. It will continue to be eligible for MGCC Peter Best Trophy races as well as the Cockshoot Cup.

The reshuffle also includes a new budget class for basic-spec ZR 160s in the MG Trophy, inspired by the success of entry-level Mazda MX5 championships.

The existing 160 class is set to benefit from an ECU upgrade to run at 170bhp, while the headline 190 class is unchanged.

Championship coordinator Pete

Macwaters said of the RWD cars: "It's not a case of kicking them out, they've deleted themselves in a way. It's sad because that's where it started, but things evolve and you've got to move on."

"I've seen the success of the MX5s. If I get a fraction of that I'll be really pleased."



Existing 160s will be upgraded

Winter Raceday

McArthur repeats 2012 double as Anglesey ends club season

DAVID McARTHUR REPEATED

his 2012 twin-trophy haul at Anglesey's Winter Raceday last weekend.

The Medina Sport driver claimed both the Moose and Bernard Baxter Trophies

for the second year running in his Van Diemen LA10, breaking multiple single-seater champion Scott Malvern's lap record in the process.

Younger brother Tom made it a family one-two in the Bernard Baxter race, in which Ian Gough suffered a mechanical failure. He recovered to split the pair in the race for Moose silverware.

Doug Carter's Radical PR6 won both Sports, Saloons and Caterham Series races ahead of Simon Blanckley (Porsche 911). The four-car Winter Enduro field was topped by the Caterham Superlight of Carl Woodwiss and Martin Webb.



McArthur won 2013 curtain closer

BOURNE

HUMBLE PYE

The voice of club racing



Parry (second from right) scooped the big prize at the AUTOSPORT Awards

A weekend of reflections at end-of-season award nights

The AUTOSPORT Awards invariably throw up surprises.

While the look of shock and relief on 19-year-old Welshman Matt Parry's face as he joined the McLaren AUTOSPORT BRDC Award alumni on Sunday was priceless, I was impressed by 'my' table's racer Dan Cammish.

At 24, he was not MABA-eligible, but the UK Formula Ford champion and his 24-race winning streak were rewarded with the 'Gregor' statuette for British Club Driver of the Year. It made Cammish's first visit to London even more memorable and the news set his iPhone buzzing.

"It's brilliant timing, the kick I needed as I'm chasing a touring car seat," said 'DanCam', who comes over as confident and personable, and has cultivated some loyal backers. He is determined to find the second half of a BTCC budget and I would not bet against it.

I remain an EcoBoost sceptic (believing that an entry-level class should be simple and accessible to privateers), but Dan eloquently extolled the virtues and value of Ford's single-seater category. Championship organiser Sam Roach of Racing Line – who also does a splendid job in tin-top racing for Volkswagen – is striving to attract more competitors. In Cammish he has a marketing tool to whom youngsters can relate.

On Saturday evening I had the

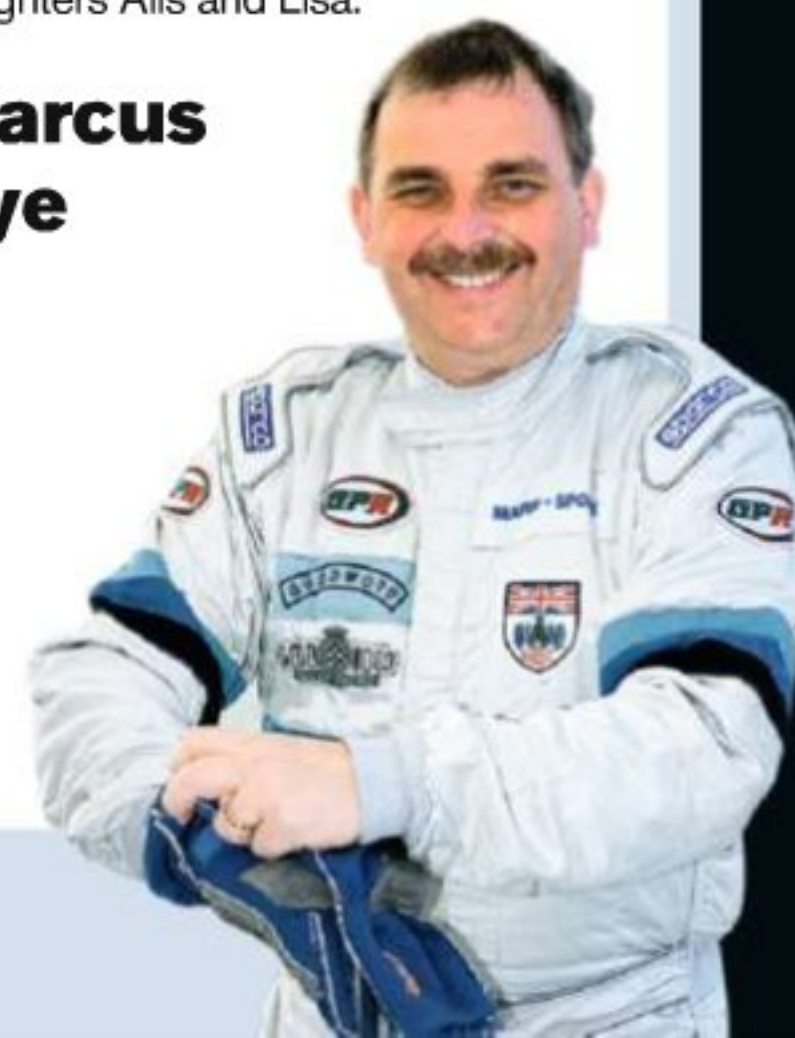
pleasure of working with Ford legend Gordon Spice, guest of honour at the HSCC's Awards Dinner at Whittlebury Hall, near Silverstone. The Capri-meister of my youth and automotive cash-and-carry king won his class in six successive British Saloon Car Championships – and the last Spa 24 Hours on the fearsome eight-mile Francorchamps circuit outright, with Belgian Teddy Pilette, in 1978.

A veteran of 14 Le Mans 24 Hours (with two third-place finishes in Rondaes) and triple World Group C2 Sportscar champion in eponymous cars designed by Graham Humphrys, versatile Gordy also won the F5000 race at Oulton Park on Good Friday 1975 in a Lola T332, which he later demolished at Mallory Park.

Spice paid tribute to Neil Brown, builder of his Capris' V6 engines, who finished runner-up in this year's HSCC Historic Touring Car series. Neil was pipped by fellow Lotus Cortina racer Tim Davies, another old-friend customer. A talented Welshman in the Tom Pryce mould, Tim was accompanied by the next generation of Lampeter speed merchants, grasstrack racing daughters Alis and Lisa.

Marcus Pye

"British Club Driver of the Year made Cammish's first visit to London even more memorable"



TOP 10

National drivers of the year

We commend the drivers that have impressed us most in the BTCC support and British GT meetings this season



10 Aaron Mason
Volkswagen Racing Cup champion

The proven VW Cup race winner finally nailed that elusive title by producing his most convincing season to date. Five wins were key to a great year in which he also made his BTCC debut at Oulton.



9 Michael Meadows
Porsche Carrera Cup GB champion

Was determined to claim back-to-back Carrera Cup titles with different teams and did so, despite making a few mistakes along the way. Took more poles and won more races than any other driver.



8 Rob Barff
8th in British GT

Barff has been in GTs for over a decade, but hadn't raced in British GT since 2006. His return was superb. The lynchpin of FF Corse's superlative maiden season in the best British GT Championship for years.



7 Tom Ingram
Ginetta GT Supercup champion

Crushing display of consistency blended with the raw talent that took him to 11 wins from 24 races. Amazing run of podiums started at the opening round and was only ended by a huge shunt in finale.



6 Charlie Robertson
3rd in BRDC Formula 4

The reigning Ginetta Junior champ made a great job of his first year in single-seater racing. His race pace was peerless, and but for a technical exclusion and a bit of bad luck he could have lifted another title.



5 Chris Middlehurst
Formula Renault BARC champion

Ex-Formula Ford 1600 champ returned to FR BARC and won title with MGR by setting the pace in the first half of the year. Clinched it with a round to spare, and made McLaren AUTOSPORT BRDC Award final.



4 Josh Files
Double Renault Clio Cup champion

Third season of Clio racing yielded both the domestic and European crowns. Got the better of the experienced Paul Rivett to clinch the UK title, winning twice and racing smart as others wilted around him.



3 Jake Hughes
BRDC Formula 4 champion

Car-racing rookie claimed the inaugural BRDC F4 crown with more wins and pole positions than anyone else. McLaren AUTOSPORT BRDC Award nomination capped a great year for the Lanar driver.



2 Nick Tandy
6th in British GT

Porsche factory ace was only meant to contest the first British GT round, but ended up winning three of them. But for Trackspeed owner David Ashburn's errors, would probably have been GT3 champion.



1 Dan Cammish
British Formula Ford champion

Returning to racing after a serious injury sustained on Formula Renault Eurocup duty in 2012, Cammish obliterated British Formula Ford – and its record book – this season. He won 24 races from 24 starts to leap to the top of the championship's list of all-time modern-era winners, before vacating his JTR Mygale with two rounds to go. Still won the title by more than 100 points.

TOP 10

Club drivers of the year

Our pick of this year's rising stars and hidden heroes who duked it out on the club scene in 2013



10

Chris Smiley
Mini Challenge JCW class champion

Class-based scoring system denied him the overall title, but Smiley comfortably took the JCW class title with nine outright wins from 20 races in the Mini Challenge, earning him a Triple Eight BTCC test.



9

Aiden Moffat
2nd in Scottish Fiesta ST Cup

The 16-year-old packed a lot of racing into one season. Alongside a run to second in Fiestas, he was a Scottish Mini Cooper Cup race winner and the youngest-ever BTCC debutant at Knockhill.



8

Adam Gore
Lotus Elise Trophy

Ex-Mazda MX5 ace starred in Lotus races this year. Didn't win a title, but scored six wins in the Elise Trophy, three victories in the Production class of the UK Cup, and added Lotus 6 Hours Elise class success.



7

Steve Roberts
BMW Compact Cup champion

The huge grids continued but Roberts saw off all pretenders. Won at every circuit on the calendar, finishing off the top step of the podium just twice. Even then, was second to series runner-up Stuart Voyce.



6

Simon Hadfield
FIA Masters Historic Sports Car champ

Even by his own high standards, Hadfield's was a fine year. As well as taking the FIA Masters Historic Sports Cars title and Spa 6 Hours with Leo Voyazides, he also won Goodwood's TT with Aston Martin DP212.



5

Richard Stylin
BRSCC Porsche champion

Stylin has become the benchmark in Porsche Boxster racing over the past two seasons. Won a staggering 14 races from 20 starts this year, making it the best yet for this mid-1990s TKM karting ace.



4

Tom Roche
BRSCC Mazda MX5 champion

Step up to British GT was a baptism by fire for the Welshman. Mazda racing was meant to be an afterthought, but Roche still found time to maintain his status as the dominant force in MX5s.



3

Dean Brace
Legends UK champion

Twice a Legends UK bridesmaid, this year the younger Brace stepped up to secure the championship in the final race of the season. A threat everywhere, he was often on the podium even if he couldn't win.



2

Tom Bradshaw
Porsche Club Class 1 champion

A near-unstoppable force in the leading class of Porsche's club championship with 11 wins, but class points system meant he missed out on overall title. Won twice at Brands SPEED Euroseries event too.



1

Bradley Smith
Radical SR3 Challenge champion

Soloist Smith made the step up from the Clubman's Cup for 2013 and the result was a *tour de force*. His Mectech team had a great handle on the SR3 and Smith used this to devastating effect, winning all but one of the races in 2013 to end the year with more than double the points of his nearest rival. Also earned Sunoco prize prototype drive in Daytona 24 Hours.

ING Sport

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Ian Lawson, Mike Wilds, & Anthony Wilds
BMW 320i WTC



We wish to thank all the ING Sport team for their huge effort Professional dedication and solid preparation throughout this season. Rik Johnson, Pete Rea, Gordon Jackson, Callum Lawson, Amanda Wheal, Carl & Nigel Constable. Lastly but never forgotten, Steve Johnson who we lost in September.



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TOP 10

Cars of the year

Here are the new, old and most successful racing machines that have impressed us most in 2013



10 AHS Dominator Formula Vee

Alan Harding's latest design claimed its second straight Formula Vee title, despite Paul Smith failing to finish two races, and skipping the Rockingham double-header for his daughter's birthday.



9 Jaguar XJR-14 Group C/GTP

It only appeared at the Silverstone Classic, but what an impact it made... The car that moved the goalposts in world sportscars broke the Historic GP lap record in the hands of Nicolas Minassian, at 123mph.



8 Renault Clio Clio Cup UK/BARC Series/Stock Hatch

Proved its versatility with three offerings, and Clio Cup UK grids showed popularity remains. New 750MC series is growing and new BARC initiative will be home for old cars when UK Cup upgrades for 2014.



7 Ariel Atom Atom Cup

Grids for the racing versions of this quirky kit car were never plentiful, but regularly provided close racing. Easy to get to grips with and enough room to play with helped engender fierce competition.



6 Ford Fiesta BRSCC Ford Fiestas/Patch Fiestas

Fiesta racing boomed in the British Isles this year. The Si, ST and Zetec/Zetec S models made up hugely popular BRSCC series, while a large 1996-2001 Zetec grid was introduced at Mondello Park.



5 BMW Compact Compact Cup/Scottish Compact Cup

The E36 continued to prove it's a great option for competitive club racing on a sensible budget. Massive UK grids were evident again, and new series north of the border enjoyed a very healthy debut year.



4 Radical SR1 Radical SR1 Cup

The two-seater sportscar was designed for racing rookies, but weighs less than 500kg and its Suzuki engine produces 185bhp. Rapid but easy-to-learn SR1 was a popular addition to the Radical family.



3 Porsche 997 GT3-R British GT

Was considered by many to be the car to have in British GT this season. Trackspeed cars won five of the 10 races (and should have taken more), while Motorbase scored two wins with its 75kg-ballasted version.



2 MSV F4-013 BRDC Formula 4

Ralph Firman's return to the British single-seater scene was a triumph. Despite a few teething troubles, BRDC F4 was easily the strongest of this year's UK junior series in its inaugural season.



1 Aston Martin Vantage British GT/Britcar

A superb season for Aston's latest GT3 car in the marque's centenary year. Beechdean won the British GT drivers' title with Andrew Howard; Paul Bailey and Andy Schulz may still yet claim the final British Endurance Championship in their Scuderia Vittoria-run Horsepower Racing car; and Mark Poole and Richard Abra scored Britcar 1000Km victory in their Barwell-run MP V12.

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TOP 10

Rivalries of the year

The on(and off)-track battles, some clean, some not so clean, that have set the circuits alight this season



10 DPR v Caterham Caterham Superlight

Both parties ended up in MSA Court after Ollie Taylor's exclusion from a podium at Brands. The exclusion was overturned and Taylor crowned champ, but DPR hit out at Caterham's interpretation of its own rules.



9 Rivett v Files Renault Clio Cup UK

Good-natured scrap between Paul Rivett and Josh Files built on mutual respect. Raced in close proximity but never came to blows. Brands instructing crash for Rivett (left) put him out of season finale.



8 Thorburn v Gray v Gronkowski Scottish FF1600

Close fight for title was settled at finale in favour of old-hand Stuart Thorburn (leading) from Michael Gray and Jordan Gronkowski. Trio won 11 of 15 races and were covered by 11 points at season's end.



7 Stoneman v Meadows Porsche Carrera Cup GB

Dean Stoneman and Michael Meadows shared two wins each in first two rounds, but it turned sour at Thruxton with contact and another clash at Croft. Penalties and a ban kept Stoneman out of title fight.



6 Powell v Cliffe F3 Cup

Fought out F3 Cup title battle with Alex Craven (who took crown at finale). Alice Powell (16) raced with less power than Tristan Cliffe and they clashed bitterly at Snett. Cue row as each blamed the other.



5 Century v Optimum British GT4

British GT4 title race became battle of recrimination when Century's Declan Jones and Optimum's Rick Parfitt clashed at Zandvoort, leading to threats of protests and accusations of poor sportsmanship.



4 Hodkin v Albane 750 Formula

Controversial season for 750MC's oldest series. Accusations of cheating against Dave Hodkin (3) by Billy Albane led to an MSA ban for the latter. Won six races each, but champion Hodkin missed fewer.



3 Barter v Ford 70s Road Sports

Although in different classes, Julian Barter's TVR 3000M and Oliver Ford's Lotus Europa fought it out on-track as well as in the points table. Ford's 11 class wins were enough to beat Barter by just two points.



2 Higgins v Jensen Castle Combe FF1600

Champion Adam Higgins and Steven Jensen were only split by three points in final standings. Got a bit spicy mid-season when Jensen (behind) refused to stand on the podium car after a clash with his rival.



1 Greenway v Rickers RGB Class F

Unbelievably close class battle in RGB's front-engined section. There were only three points in it going to the Cadwell finale, which featured a see-saw battle. Austen Greenway (white car) went off, but was let back into third by a rival who had passed under yellows. Paul Rickers took the win to make it level on points and wins (five each). Runner-up spots (4-3) settled it in Greenway's favour.

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AUTOSPORT, ISSN number 0269946X,

is published weekly by Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE, United

Kingdom. The US annual subscription

price is \$235. Airfreight and mailing in

the USA by agent named Air Business

Ltd, c/o Worldnet Shipping Inc., 156-15,

146th Avenue, 2nd Floor, Jamaica, NY

11434, USA. Periodicals postage paid at

Jamaica NY 11431. Subscription records

are maintained at Haymarket Media

Group, Teddington Studios, Broom

Road, Teddington TW11 9BE. Air Business Ltd

is acting as our mailing agent.

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Peterborough, Cambs, PE21 2TS. Tel: +44

(0)1733 555161. Printed in England

by Wyndeham Heron Ltd. Cover and

centre sections printed by CSM Impact,

Basingstoke. Colour origination: PMG,

90-92 Pentonville Road, London N1 9HS.

ISSN 0269-946X. AUTOSPORT,

incorporating Autoclassic, is published

weekly by Haymarket Consumer Media,

Teddington Studios, Broom Road,

Teddington,

TW11 9BE, UK.

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



'84 Tyrrells sported

different liveries.

Time for a revival?

LAT ARCHIVE

Different colours of F1 money

Times are hard these days, even for Formula 1 teams, so why can't the governing body allow the two cars to carry different colour schemes?

This would give the sponsors more bang for their (huge amount of) bucks. It may allow one sponsor an opportunity to advertise two product lines.

From a fan's point of view, it would make driver identification easier (the helmet colours are difficult to see, especially with the head protection systems on the car), so a different-colour car would really help.

It could be brought in at the same time as permanent numbering.

Richard Hargrave, Hitchin

The new cars and powerplants

for F1 in 2014 will introduce uncertainty, from differences in performance, fuel economy, and reliability concerns.

This will produce exciting racing. We will not need the questionable tyres that Pirelli has produced in the past few years to create artificial excitement.

Pirelli should produce durable, raceable tyres for the beginning of the year, so the drivers can push hard and really race, and let the other unpredictable elements produce the excitement.

Bruce Merchant
Carmel, California

I have a proposal to 'fix'

Formula 1. At the end of every season, and at the mid-season break, each team publishes its full technical specifications used at each race.

It seems Red Bull has gone down a

development path that gives it the edge. With teams being forced to disclose their technical specs, it means others will be able to follow or learn from the class leader and hopefully close the gap.

This proposal could be further developed so that if a team develops a 'mid-term' advantage – say it walks three consecutive races – then that team alone discloses its specs to all.

I am sure there are negatives, but the point is to prevent one team gaining a development path advantage over a number of seasons. Teams can still do their own development within the period of disclosure.

The class leader will still have that technical competitive advantage as they will not disclose developments until used, but a team with better strategy, execution (pitstops/set-up etc) or, dare I say, drivers (not saying Seb is a bad driver, but no one really knows – maybe

he will welcome this approach so he can disprove his doubters) will be able to take the race to the class leader.

Martin Bashford

By email

Why can't F1 drivers shave?

I'm not surprised that people who are frightened of a razor don't like the perils of wet-weather driving.

In horse racing, where this year a number of jockeys have been killed and a fair few seriously injured, the rules deem that jockeys must be clean shaven.

Dr Geoffrey Francis
Auckland, New Zealand

Think it's a fashion that extends well beyond grand prix racing, Dr Francis. We're hoping it develops into a revival of 1970s Fittipaldi-style lambchops – ed

In pictures

Images around the globe, from the Kingdom of Bahrain to a posh hotel ballroom in Park Lane



BRITS GRAB GT WEC CLASS TITLE

British Aston Martin racers Jamie Campbell-Walter and Stuart Hall wrapped up the GTE Am class of the World Endurance Championship in Bahrain on Saturday night

DREW GIBSON

IT'S A VERY MERRY MUPPET BAHRAIN FIRST CORNER

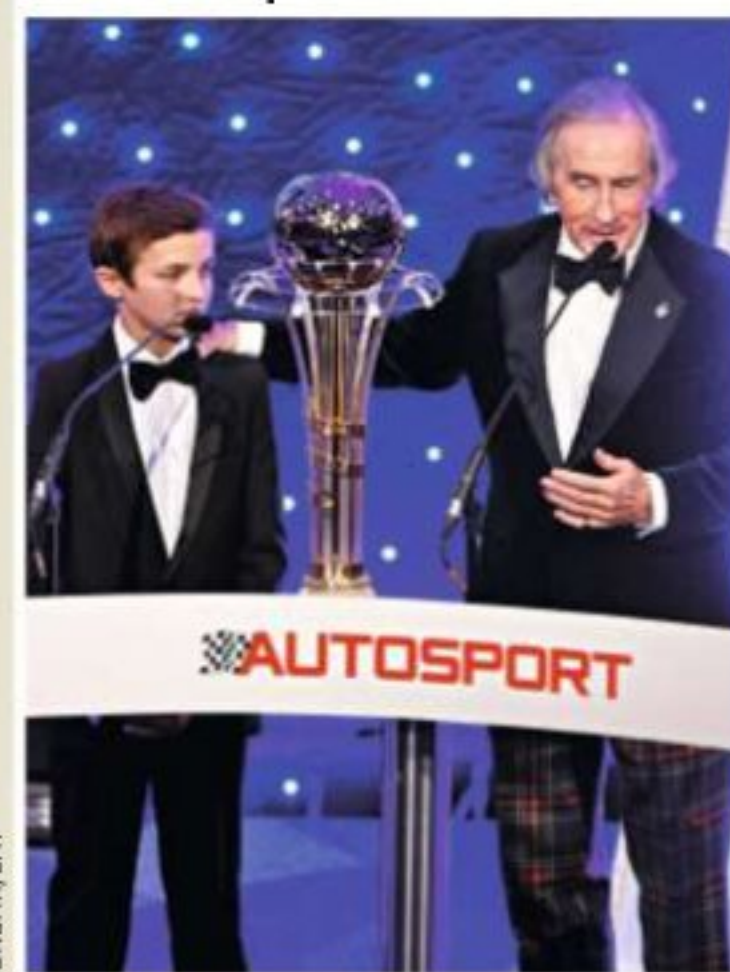
Nicolas Minassian and Olivier Pla start a six-hour race like a Formula Ford 10-lapper. "I'm not a muppet!" exclaimed the incensed Minassian, who felt Pla instigated the contact



LE MEUR/DPPI

JYS AND A WORLD CHAMPION

KFJ karting world champion Lando Norris got some sage advice from Sir Jackie Stewart, who added: "I gave an award to Lewis when he was nine. We need more British world champions like him."



DUNBAR/LAT

THE VOICE OF OUR AWARDS

To thank Steve Rider for 25 years of service at the AUTOSPORT Awards we gave him his very own front cover ahead of this year's epic ceremony



HHF-PIX

WHO WON THE MOST RACES IN 2013, EH?

British Formula Ford champ Dan Cammish might have won 24 more races this year, but he still got a little starstruck when he received his AUTOSPORT Award from Lotus F1 star Romain Grosjean!



S BLOXHAM/LAT

WHAT'S ON

ON TRACK AROUND THE WORLD

V8 SUPERCARS

Rd 14/14

Homebush, Sydney, Australia

December 7-8

v8supercars.com.au

Jamie Whincup, Craig Lowndes and Mark Winterbottom are all in contention for the 2013 crown, meaning the Homebush season finale promises to be a no-holds-barred title decider.



ASIAN LE MANS

Rd 4/4

Sepang, Malaysia

December 8

asianlemansseries.com

ANDROS TROPHY

Rd 1/7

Val Thorens, France

December 7-8

tropheeandros.com

AUTOSPORT

Supposing you had the chance to banish your worst nightmares – what would they be? Editor **CHARLES BRADLEY** gives his arguments to get rid of his pet hates to motorsport's Room 101

Room 101



RACE CIRCUIT NIMBYs

When I attended comprehensive school, my fifth-year form tutor was Mr Hughes. He thought himself quite a cool dude, a sharp dresser sporting an 'Our Nige' moustache. One day I asked him where he lived. "Winsford," he replied. "Wow, near Oulton Park? Cool!" I exclaimed, but then... "Not really, when the wind's blowing in the wrong direction you can hear the noise. It's annoying if you're in the garden on a summer's day."

If looks could kill, he'd have dropped dead. Sure, I guessed his family home could have pre-dated the 1950s inauguration of Oulton as a race circuit, but as I knew for a fact he was shackled up with a fellow teacher at the school (even back then, my curtains were always twitching) I doubted this very much.

A lack of due diligence when buying a home is no excuse when it comes to complaining there's noise from a racing circuit nearby. I would love to have lived near Oulton, and coveted the homes that did. How very dare he, and then complain about it!

I now live a few miles from Heathrow Airport, and when the wind blows from the east I don't complain to the council to ask them to stop taking off.

ASPHALT RUN-OFFS

Don't get me wrong, I'm not against run-offs per se (but I do hate people who say 'per se'). But why, oh why, did we have to put Tarmac over them? What was wrong with grass?

To crudely paraphrase Joni Mitchell in *Big Yellow Taxi*: "They paved paradise and put up an asphalt run-off".

It is singularly responsible for opening the can of worms marked 'track limits'.

And don't get me started on Astroturf: we've replaced the grass with fake grass that gets torn to confetti when you drive cars over it. Therein madness lies.

DRIVER MEDIA TRAINING

There's an episode of sitcom *Nathan Barley* where disenchanted journalist Dan Ashcroft interviews a pretentious artist he despises called '15peter20' by handing him his dictaphone and sneering "Talk into this about yourself for 10 minutes" while he makes a phone call. When he does as he's told, Ashcroft shouts at him: "Keep it down! I'm on the phone here."

Apart from being trained for this outlandish scenario, even being schooled by someone in not slagging off the team or the tyres is pretty pointless if your team is rubbish and your tyres fall apart.

At the end of the day (and I hate people who say that too), you can't teach a spotty 16-year-old son/daughter of a millionaire to be as erudite as Fernando Alonso in multiple languages. So why bother?

Let them find their own voice, and if they choose to mention all their sponsors we'll simply ignore that bit.



BLUE FLAGS

I always thought the purpose of blue flags was to indicate to a driver that a faster car is behind them. If waved, the faster car behind is trying to overtake. But, above all, it was an advisory signal – like a triangular road sign, as opposed to a round one.

I think it's being abused, and it's this misuse I want to put in Room 101, rather than the flag itself. The Formula 1-style three-blue-flags-and-you're-penalised version annoys the hell out of me.

Surely it's part of a driver's skill to pass and lap rivals... It's just another precious variable of racing that's been taken away from us. You need persuading? Ayrton Senna was a great overtaker, a master of lappery. Yet even he tripped over Jean-Louis Schlesser's Williams at Monza, and drove into the back of Martin Brundle's Brabham in Adelaide. And don't forget Satoru Nakajima's Tyrrell at Interlagos...

People laugh when I say "bring back Rene Arnoux" – and I mean the hilariously obstinate, Ligier-era refusing-to-yield-when-being-lapped-at-Monaco one.

I actually prefer the American model, where drivers will even battle hard with a leader to stay on the lead lap – within reason, of course.

SEQUENTIAL GEARBOXES

Go and search for Senna's 1990 Monaco qualifying lap on YouTube. Kids, that's what you call changing gear, none of this flappy-paddles nonsense.

That mesmerising, bullet-like gearchange precision is becoming a lost art; the way Senna pings up and down the 'box, utterly ragging his sonorous V10 on the downchanges – driving for some of the time with only his left hand on the wheel.

It's now impossible to miss a gear, unless your software glitches. Semi-automatic 'boxes should have been banned from the start in F1; I'm no Luddite, but we've been robbed of a fundamental driving skill.

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

ON TELEVISION

THURSDAY DECEMBER 5

0800-0830 Eurosport 2
WEC: Bahrain Highlights
0900-1210 Motors TV
WEC: Bahrain Highlights
2000-2215 Sky Sports F1
F1 Classics: Canadian GP 1991
2230-0045 Sky Sports F1
F1 Classics: British GP 2003

FRIDAY DECEMBER 6

2100-2200 Sky Sports F1
F1 Classics: German GP 1993
2300-0100 Sky Sports F1
F1 Classics: Belgian GP 1998

SATURDAY DECEMBER 7

0350-0420 Channel 5
Motorsport Mundial
0610-0835 Motors TV LIVE
V8 Supercars: Homebush Race 1
1000-1100 ITV4
Motorsport UK
1100-1300 Sky Sports F1
F1 Classics: British GP 2001
1500-1745 Sky Sports F1
F1 Classics: Singapore GP 2008
1855-2000 Motors TV
FIA GT: 2013 Season Review
2315-0045 Sky Sports F1
F1 Classics: Japanese GP 1989

SUNDAY DECEMBER 8

1245-1505 Motors TV
V8 Supercars: Homebush Race 2
1430-1645 Sky Sports F1
F1 Classics: Abu Dhabi GP 2009
1650-2100 Motors TV
Euro F3: 2013 Season Review

Homebush hosts the
V8 Supercar decider



CLANFLONE/GETTY

1800-2000 Sky Sports F1
F1 Classics: US GP 2007
2100-2330 Sky Sports F1
F1 Classics: Brazilian GP 2003
2145-2200 ITV4
World of Sport: The Good, the Bad
and the Ugly
2310-0000 Eurosport
ERC: 2013 Season Review

MONDAY DECEMBER 9

0300-0300 ITV
Motorsport UK
1310-1825 Motors TV
V8 Supercars: Homebush Replay
1600-1800 Sky Sports F1
F1 Classics: Australian GP 2003
1800-2000 Sky Sports F1
F1 Classics: Australian GP 2007
2000-2200 Sky Sports F1
F1 Classics: Australian GP 2010
2130-0040 Motors TV
V8 Supercars: Homebush
Highlights

ONLINE

HOT ON THE WEB THIS WEEK

You Tube NIKI LAUDA RECEIVES AUTOSPORT GREGOR GRANT AWARD



SEARCH FOR: Niki Lauda - Gregor Grant Award winner - AUTOSPORT Awards 2013 (9:46)
Former Brabham and McLaren team-mates Niki Lauda and John Watson spar on stage at last Sunday's AUTOSPORT Awards in London, as five-time GP winner Watson presented the Austrian triple F1 world champion with a Gregor Grant lifetime achievement gong.

AUTOSPORT+

Exclusive content coming up in
our premium website this week

AUTOSPORT's Edd Straw picks out Mark Webber's best Formula 1 drives as the Australian moves on to sportscars. Also look out for our extended versions of the driver top 10s from the World Rally and World Touring Car championships. Plus, part one of our in-depth look at F1's 2009-2013 era.

GET AUTOSPORT ON THE MOVE

- IN THE iPad ISSUE THIS WEEK...
- HIGHLIGHTS FROM DARIO FRANCHETTI'S GREAT CAREER
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

Download it now
from autosport.com



Revved up over what's on the box



Sportscars: a ranting
ground for bored
F1 fans? Not really

JAMES WOY

THE LATEST IDEAS TO BE MOOTED for the future of Formula 1 were met with predictable consternation and dismay by internet fans, with the notion of larger, permanent numbers and two mandatory pitstops per race the final straw.

This latest affront to a sport that's always been about flat-out drivers in the fastest cars in the world (except, of course, for all those years it wasn't) is enough to prompt many of the Finnish teenagers, unemployed Dutch and trolls to state their intentions to switch codes next year.

One potential destination for these loyal, well-informed and rational commentators is the World Endurance Championship, the finale of which they could have checked out on Motors TV. The fact it wasn't covered

at license-fee payers expense on the BBC probably means they didn't, although the impressive number of hits the Dailymotion live feed received may show that a couple did make good on their threats.

So, what would they have seen to sway their allegiances? For a start, there was a chaotic opening involving 'hoob' drivers crashing into one another, which would have sent their rage soaring. But the crackly, distant sound of Paul Truswell's voice as he offered expert analysis from home would have been a warm and tingly reminder of when Murray and James commented on the Mexican GP from a Shepherd's Bush broom cupboard for those old enough to remember that.

The sight of the lead Toyota pushing on

to establish a lead without radio messages reminding the driver to manage his tyres would have appealed, but it's easy to imagine the opprobrium that would have engulfed Twitter at the sight of just two mechanics battling to fit four wheels and tyres in what feels like an age.

Seeing two of the potential winners break down would surely have warmed the cockles of their hearts, assuming it wasn't their driver, but it's impossible to envisage them understanding how the previously resolved matter of the drivers' title was now under threat.

For those who understand it, the WEC is great. For those losing heart in F1, this is not the series you're looking for.

Revved Up

Will Gollop

"I nearly lost it on the very last lap when the tyre came off the rim"

■ British Rallycross GP ■ Brands Hatch ■ December 4, 1988 ■ MG Metro 6R4 ■ Huge home win



Gollop throws the 6R4 into Tumble Down en route to famous win

THE RALLYCROSS GRAND

Prix was definitely the most important race to win. Everyone would break off from building their cars to come and do it. It was a big deal, probably the biggest race in our calendar.

Because it was on BBC television on a Saturday afternoon, it was important to get sponsorship. My sponsors all wanted me to do British Rallycross, so I was running on a domestic budget trying to do the European championship.

I was really nervous on the startline, bearing in mind we had 440bhp and the Fords and BMWs had 650bhp. So although I qualified second it was a struggle into the first corner. That BMW M3 of Arild Martinsen was amazing – it used to light up all four wheels in a straight line.

Rob Gibson's 6R4 jumped the first start so we had to do it all again. Once it settled down I was 1.8s behind Martin Schanche. I just

tried to push as much as I could, but I didn't think I was going to catch him. I knew Mark Rennison would be close behind me, so that spurred me on a bit – there was always some needle between Mark and me over who was the best driver in Britain.

I couldn't believe it when Schanche had a problem and I just

went right past him. It looked like he just let me by. Apparently he had a cracked exhaust with a noise that made him lift off momentarily, and I happened to be in the right place at the right time. He came up to me afterwards and said, 'I had a problem!' Well, he didn't actually say that, but that's what he meant. I could have said, 'I had a problem

too, my car wasn't as powerful as yours,' I thought that evened things up a bit! It was extra satisfaction getting one over him.

I nearly lost it throwing it into Tumble Down on the last lap when the tyre came off the rim. I should have been more careful but I could see the crowd – it was one final flourish! I knew the left-rear had gone and knew that if I left it on the Tarmac at Druids the back end would have got away from me, so I hooked it over the kerb. I could see Rennison was close, but knew that turning left into Langley's Gap I'd be on the good tyre, so I'd be OK. Luckily I managed to win, otherwise the team would have been upset.

I did some lovely donuts on the good tyre that nobody's seen! I drew perfect black lines on the track. Waving to the 25,000-strong crowd and seeing their reaction was fantastic. It made it all magic. *Will Gollop was talking to Scott Mitchell*

PROFILE



TIM WHITTINGTON

WILL GOLLOP STARTED HIS career in the early '70s in Autocross. He switched to rallycross in 1973, winning the Lydden Hill winter championship in a 1300cc Mini. Ten years in a Saab 99 preceded a switch to his iconic Metro 6R4 when Rallycross provided a home for rallying's Group B outcasts. He won three British GPs and three titles, and in 1992 won the Division 2 European Rallycross title.

NEXT WEEK **FORMULA 1 SEASON REVIEW**
Team-by-team analysis; bosses' top 10

Driving in France?

You'll need one of these by law



On 1st March 2013 the French Government made it law for all vehicles travelling in France to carry an unused 'NF' approved alcohol breathalyser, like the AlcoSense NF breathalyser.

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