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WHY KIMI ALMOST QUIT LOTUS

“You have to draw
the line somewhere”

 TOTAL



**EXCLUSIVE
ANALYSIS**

By Mark Hughes,
Dieter Rencken
and Edd Straw
Pages 9, 13 & 30

ABU DHABI ACTION



**VETTEL: THE
DONUT KING**
But no fine after his
record-equaling win



**KVYAT GRABS
GP3 CROWN**
Toro Rosso F1 cadet
proves his potential

haymarket



GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO₂ 139 (g/km). MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

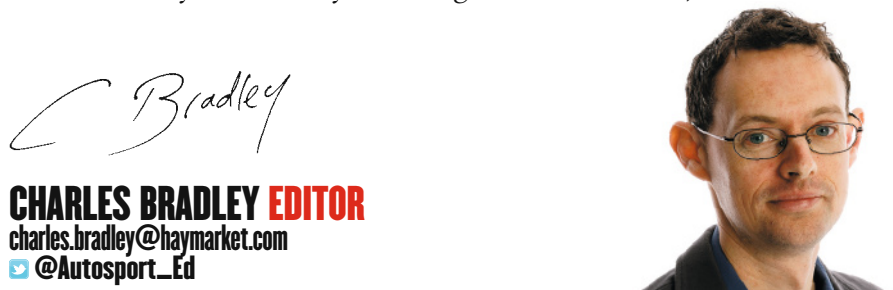
POLE POSITION

Shock! Common sense prevails in F1

IT WAS REFRESHING TO SEE A MINOR OUTBREAK OF common sense in Formula 1 this week. Firstly, following Kimi Raikkonen's pre-weekend revelation of not being paid "a single Euro this year" by Lotus, it seems the new investors have finally confirmed their buy-in, not only to pay Kimi but ensure Nico Hulkenberg is signed for 2014. Thank goodness for that.

And secondly, Sebastian Vettel wasn't fined for his celebratory donuts after another crushing performance. In case you missed the amusing post-donut exchange on his radio, here it is... After rejoining the track, **Vettel** asks: "Happier now?" Engineer '**Rocky**': "Yeah, I've counted, that's \$125,000." Team boss **Christian Horner**: "By the way, you can pay that one." '**Rocky**': "Bring the car back to the pitlane please." **Vettel** (with his best Kimi impression): "Let me quote: 'Yeah, yeah, yeah, yeah, I know what I'm doing.'" '**Rocky**': "I've got evidence to the contrary!"

Entertaining on many levels. I get the impression that the 'general' public is warming more to Vettel since India; the boos have certainly faded away. Thank goodness for that, too.



CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed

BAMBER'S WEEK



FIND US ON



Cover Image: Gilham/Getty
Insets: Staley/LAT

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Frits van Amersfoort recalls Vincent Radermecker's Opel Lotus Euroseries win at Barcelona in 1993



THE BIG PICTURE

Action at last weekend's Walter Hayes Trophy Formula Ford bash at Silverstone was frantic, as ever. Irish aces Peter Dempsey and Jonny McMullan take a short cut



This week in F1



LOTUS CLOSING ON HULKENBERG

Nico Hulkenberg is closing on his long-awaited move to Lotus for the 2014 season.

The German has been the team's first choice to partner Romain Grosjean since Kimi Raikkonen finalised his move to Ferrari after the Italian Grand Prix. But question marks over the team's financial position meant that there was the possibility it would have to sign a driver who could bring sponsorship, with Pastor Maldonado a strong contender.

But with Quantum Motorsports' acquisition of 35 per cent of the team set to be completed,

Hulkenberg is now firmly at the head of the queue.

Quantum boss Mansoor Ijaz said: "Nico is excited about doing this and I think it is a matter of a very short period of time before that is all finalised."

Maldonado's most likely alternative destination is Sauber, which is also known to be talking to Force India's Adrian Sutil. With Felipe Massa still favourite to switch to Williams, the driver market is set for some significant moves once Lotus has finalised its line-up.



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THOMPSON/GETTY

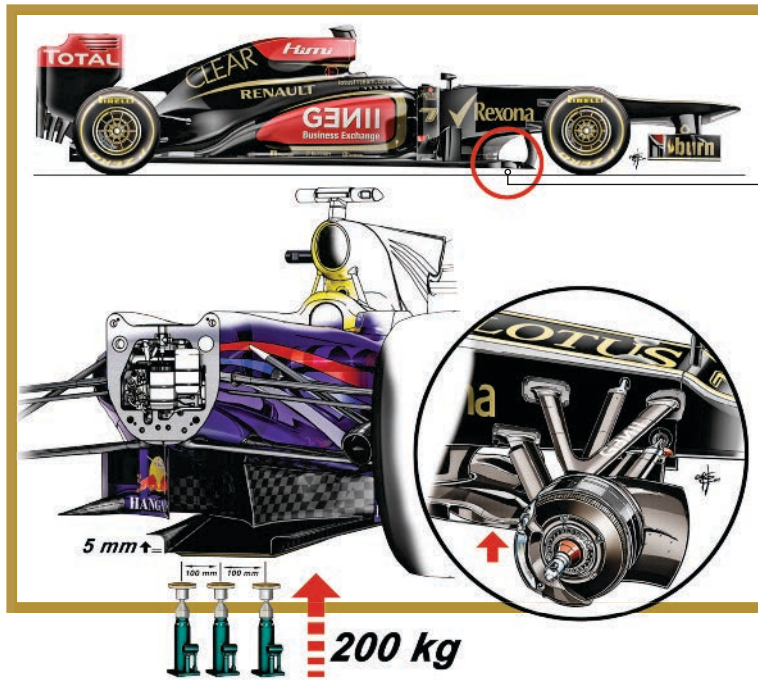
BIG NUMBER

100

Pirelli claimed its 100th F1 victory in the Abu Dhabi Grand Prix, 57 of which have come as control tyre supplier.

New Jersey and Mexico in doubt

The Mexican and New Jersey Grands Prix are unlikely to retain their 2014 calendar slots when it is finalised in December. While New Jersey has long been in doubt, Mexico's circuit revisions mean it is unlikely to be ready until 2015.



LOTUS FAILS FLOOR TEST

Kimi Raikkonen was excluded from qualifying in Abu Dhabi because his Lotus failed the flexible-floor test.

The test (bottom left) is designed to prevent the front of the floor from lifting for aerodynamic advantage, with a force of 200kg applied to the bottom surface with a maximum of 5mm deflection allowed. In the case of Lotus, the vertical stay that ensures the floor remains sufficiently rigid had broken following an impact on a kerb at Turn 3.

Although Lotus had escaped a similar penalty in Hungary when Romain Grosjean's car had suffered similar damage, the FIA did not accept the argument in this case.

For all the breaking news, visit AUTOSPORT.COM

When I moved to Europe from Brazil, in every category there was a Brazilian fighting for the championship. You don't see Brazilians fighting for championships anymore



Felipe Massa bemoans the lack of Brazilian drivers climbing the ranks to F1.

COATES/LAT



Vergne backs Alonso track limits decision

Toro Rosso driver Jean-Eric Vergne backed the Abu Dhabi GP stewards' decision not to penalise Fernando Alonso for overtaking him off the track. Alonso took to the run-off after emerging from the pits and rejoined ahead of the Frenchman, but no action was taken on the basis he had no choice but to run off the track. "It was a racing incident and if he had not gone on the outside [of the track] like he did, we would have had a big crash. I am really happy he did that."

Ojeh undergoes lung transplant

Longstanding McLaren shareholder Mansour Ojeh is recovering well after a double lung transplant. Ojeh became the majority shareholder in McLaren in 1983 and his TAG Group funded development of the Porsche-based engine the team used from 1983-87.

TEE/LAT



DENNIS GETS PRIZE McLAREN TEST RUN

McLaren AUTOSPORT BRDC Award winner Jake Dennis had his first taste of Formula 1 machinery at Silverstone last week. The Racing Steps Foundation-backed driver completed four short

runs on the Grand Prix circuit in a 2011 McLaren MP4-26 as part of his prize for winning last year's Award. "I felt it wanted to kill me to start with!" said the 18-year-old, who finished fourth in the Formula

Renault Eurocup this season. "It was so quick, but you do get used to the speed. "It's such a dream to drive an F1 car, a McLaren, in front of all my family."

Newey focused with Red Bull

Red Bull chief technical officer Adrian Newey insists he remains fully focused on his role with the team. "Next year is a huge challenge with the regulations so at the moment I'm fully focused on that," he said.



LAUDA WANTS BRAUN STAY

Mercedes non-executive chairman Niki Lauda has not given up on convincing team principal Ross Brawn to stay on. Reports last week suggested Brawn will be standing down, which Lauda called "total rubbish".

BRAWN AT BRACKLEY

Brawn joined the Brackley team in its Honda guise for the 2008 season, steering it through its transition first to Brawn GP and then Mercedes.

Races 112 Wins 11 Poles 14 Drivers' titles 1 Constructors' titles 1

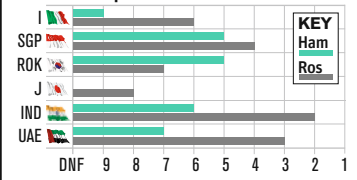


HAMILTON PUZZLED BY FORM

Mercedes driver Lewis Hamilton has admitted he is baffled by his poor race pace of late. Hamilton finished seventh in the Abu Dhabi GP, three-quarters of a minute behind team-mate Nico Rosberg. "I wasn't fast enough in Abu Dhabi," he said. "It was like I had another 50kg in the car, I was just too slow. Ultimately, I am not particularly happy with my performance, but I am very happy with the team's performance."

HAMILTON v ROSBERG

Hamilton has only beaten Rosberg once in the past six races.



Vettel escapes donut fine

Sebastian Vettel was not punished for his celebratory donuts after winning the Abu Dhabi GP because it did not delay his arrival in parc ferme. "I stuck to the rules," Vettel said.





Innovation
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MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results). *Only available on models equipped with 4WD 1.6 DIG-T. Model shown is a Juke n-tec 1.6 petrol priced at £16,295 On The Road with optional metallic paint at £500. Models subject to availability. Google™ Send-to-Car and Google™ Places require subscription, compatible phone or device (not included with vehicle), and Wi-Fi or 3G connection, and rely on services provided by third parties outside Nissan's control. Cellular networks not available in all areas. Voice minutes, roaming charges and/or data usage may apply. Nissan is not responsible for any equipment replacement or upgrades, or associated costs that may be required for continued operation due to service changes. Google™ wordmark and logos are registered trademarks owned by Google Inc. Information correct at the time of going to print. Nissan Motor (GB) Limited, The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth, Hertfordshire WD3 9YS. 301580/A2



Mark Hughes

MPH

Kimi Raikkonen's revelation that he's been "paid zero Euro the whole year" by Lotus is the result of driving for a 'have not' team

Like a couple that have finally made public their split but are still together for the last few weeks of formalities, Kimi Raikkonen and Lotus are finding it difficult now even to be in the same room as each other.

It's such a shame. This was a row about money, nothing else. The racing side of their partnership worked terrifically well; Kimi was low maintenance, and the team made few demands on him outside of a race weekend. But Raikkonen was contracted to a salary and points bonus and it simply has not been paid. At the time of writing it's believed he is owed over £15million.

Regardless of your position on the scale of pay, it's not reasonable to expect someone to continue to work when they are so many months behind on what has been contracted. The team was in breach of contract and Raikkonen was giving serious consideration to not racing at all in Abu Dhabi – and might still sit out the remaining races of the season.

Even his move to Ferrari has only come about because the financial assurances could not be given by Lotus – ie that the outstanding payments would be made by a set date. Although his points bonus is extremely generous, those points he harnesses like a machine pay the team more than they then owe him in terms of the payments for constructors' positions. He's expensive, but his results bring the team more money than he's costing. The problem is that the team's payments are deferred for a year, whereas Kimi needs paying now.



Raikkonen departed
Abu Dhabi paddock
still owed millions

COATES/LAT

second half of the season, with a consistently quick car, always well operated. In days gone by this would be giving it the choice of F1's elite drivers, its income such that it could pay top dollar, the fast cars and best drivers automatically attracted. But Lotus, despite being a top team competitively, is far from the best equipped financially. Luckily, it has one driver – Romain Grosjean – who has Total sponsorship and is rapidly developing into an absolutely top driver.

But in its other seat – until the Quantum deal apparently rescued the team – it was potentially heavily dependent upon attracting Pastor Maldonado and his associated \$40m of PDVSA money. Maldonado – capable of the occasional

“Some teams’ survival may depend on drivers whose calls they’d otherwise not even return”

This broken relationship is partly about the mismatch between the team's high level of competitiveness and its low level of cash liquidity. The unique way its funding is structured has been partly to blame for this mismatch, but it's also to do with – inevitably – how much money is being taken out of the sport by F1's owners. It's not unreasonable for the owners of something to make money from it, but when the extent of that is beginning to strangle the very entities that comprise the business, then that business model is deeply flawed.

Outside of Ferrari, McLaren, Red Bull and Mercedes – the four big-budget teams – the landscape is dominated by pay-driver budgets. The very survival of some teams may well depend upon them reaching agreement with drivers they would otherwise not even be returning the phone calls of. So the silly-season is rather different from how we all remember it – because in the last year or so there has been a fundamental shift in how the driver market works.

Lotus has been Red Bull's strongest challenger in the

outstanding performance and a grand prix winner, but still not putting it together consistently – is now the most important driver on the market. The very future of Lotus could have been dependent upon him.

Sauber's chances of attracting him would seriously boost its prospects; his expected departure from Williams is believed to have been softened by appropriate compensation from his state-owned Venezuelan backer.

That the prospects of so many – including one of the most competitive teams of all – are dependent upon one moderately successful driver, tells the tale of a structure that's not robust. A very particular relationship between a sportsman and his country, the patronage of a billionaire businessman or three – these are not merit-based commercial relationships or something that can be relied upon. They are whims, not strong commercial models.

Meantime, there is a distinct possibility that Nico Hulkenberg and/or Paul di Resta will not be in F1 next year. Which would be quite absurd. ☹

This week in motorsport



HUFF JOINS LADA

Rob Huff will join Lada as part of its expanded three-car assault on the World Touring Car Championship next year.

Huff, who won the 2012 title with Chevrolet, has signed a two-year deal to partner fellow Briton James Thompson and Russian Mikhail Kozlovskiy. "I've been speaking to them

for a while and they understand what's been holding them back," Huff told AUTOSPORT. "The Granta Sport's base model isn't ideal, but next year's new rules give them the freedom to do something about it."



LADA'S WTCC DRIVERS

DRIVER	STARTS	BEST FINISH
Viktor Shapovalov (RUS)	27	13th
Jaap van Lagen (NL)	40	10th
Kirill Ladygin (RUS)	29	11th
James Thompson (GB)	32	5th
Mikhail Koslovskiy (RUS)	30	13th

*Aleksei Dudukalo did not race due to a Monza qualifying crash (below)



Pilbeam back in LMP2 hunt

British racing car constructor Pilbeam is re-entering the LMP2 arena after six years away. Pilbeam has released images of its Mountune-powered MP100 (below), which has been part-funded by South African team Zoo Racing. The squad has aspirations to race in the Le Mans 24 Hours, but has yet to firm up its 2014 programme. The MP100 is expected to start testing in the new year.



BTCC CHANGES ENTRY RULES

The British Touring Car Championship has introduced a new entry licence process for teams for 2014.

The TOCA BTCC Licence will be an entry requirement and existing outfits will be given priority.

Among the stipulations of keeping

one of the 30 licences will be attendance at every round and a limit of one driver change per car, per season.

● The series' turbo boost adjustment regulations will also change, with the amount by which it can be increased set to be reduced from the current 0.08 bar.

No GP2 test for Magnussen

New Formula Renault 3.5 champion Kevin Magnussen withdrew from this week's Yas Marina GP2 test at the last minute, leaving his FR3.5 team DAMS a driver down for the opening day.

AUTOSPORT understands the McLaren junior's management – rather than the F1 team – made the call to pull him out of the test, which was part of his deal with DAMS on the back of winning the FR3.5 title.



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Vandoorne set for GP2 drive

McLaren junior Stoffel Vandoorne is likely to race in GP2 next year. The Formula Renault 3.5 runner-up made his test debut in the category this week at Yas Marina with ART (pictured) and DAMS. McLaren F1 team boss Martin Whitmarsh strongly hinted last weekend that the Belgian will switch to the series for 2014.

P40 GP2 YAS MARINA



IRELAND BACK IN ERC FOR '14

The Circuit of Ireland Rally will form part of a 12-round European Rally Championship calendar next year. The April 18-19 event will be joined by the Acropolis (which moves from the WRC), Cyprus and Estonia Rallies as new additions for 2014.



Peugeot has rich Dakar Rally history

Peugeot & Loeb in Dakar link

Sebastien Loeb could make his Dakar Rally debut in 2015 in an all-star Peugeot squad alongside 11-time winner Stephane Peterhansel. Reports in France suggest a programme would centre around a two-wheel-drive buggy taking styling

cues from Peugeot's 208 machine. Peugeot Sport boss Bruno Famin told AUTOSPORT: "Pikes Peak [which Loeb won in a 208 T16] was a one-off and a good success. Now we have to think of the future and we have lots of ideas, but nothing is fixed."

Super Aguri for Formula E

Super Aguri, which competed in Formula 1 from 2006-'08, will return to international racing in Formula E next year. Mark Preston and Peter McCool, who performed senior technical roles during the team's stint in grand prix racing, will form part of the management along with founder Aguri Suzuki.



AUDI TO KEEP WEC LINE-UP

Audi is set to contest the 2014 World Endurance Championship with an unchanged driver line-up. Audi Sport head Wolfgang Ullrich said: "There will be no big changes. Would you sack any of our drivers?" He wouldn't be drawn on Mike Rockenfeller's chances of racing at Le Mans.



ESPARGARO ON FOUR WHEELS

Moto2 motorcycle world champion Pol Espargaro tested a Formula Renault 3.5 car at Barcelona on Monday for Pons

Racing as a present for winning his bike title with the squad. He blotted his copybook by crashing at Turn 13.



Bird's GP3 test

GP2 runner-up Sam Bird conducted the initial testing for the Russian Time squad's new GP3 outfit at Yas Marina this week. Koiranen's Dean Stoneman headed the timesheets on the opening day.

P43 GP3 YAS MARINA

In brief



NEUVILLE TO HYUNDAI

World Rally Championship star Thierry Neuville's long-expected move from M-Sport to Hyundai was confirmed on Tuesday. The Belgian will drive the new i20 WRC on a full-time basis with the second car shared by multiple drivers.

EX-DTM MEN TO MACAU

V8 Supercar team Erebus Motorsport will run regular driver Maro Engel and fellow ex-DTM racer Renger van der Zande in the Macau Grand Prix-supporting GT3 Cup race on November 17. Both will drive Mercedes SLS AMG GT3s.

PRIAULX OUT OF ROC

BMW DTM racer Andy Priaulx has withdrawn from the Race of Champions. He will be replaced in both the individual event and in Britain's Nations' Cup line-up by Williams F1 reserve driver Susie Wolff.

TRUEX TEAM SWITCH

Martin Truex Jr will replace Kurt Busch at the Furniture Row squad for next year's NASCAR Sprint Cup. Truex was given the OK to leave Michael Watrip Racing in the wake of the controversial Richmond race-fixing scandal.

ADAM BACK IN AT AMR

Aston Martin test and reserve driver Jonny Adam has retained his place in the manufacturer's WEC line-up alongside GTE Am points leaders Jamie Campbell-Walter and Stuart Hall for this weekend's Shanghai round. The Briton takes the place of car owner Roald Goethe.

NBE F3 ENGINE DEBUTS

Neil Brown Engineering became the first engine supplier to run a new-rules Formula 3 powerplant in Europe at Spa on Monday. British team T-Sport ran the unit in the back of Spike Goddard's Dallara F312.

KISS TOPS TESTING

Tamas Pal Kiss topped last week's two-day AutoGP test at Jerez for Virtuosi UK, the Hungarian's second-day time 0.043s quicker than Super Nova's Meindert van Buuren, who had topped the first day of running. Briton Cameron was 10th quickest on day one.



Porsche recommends Mobil  and  MICHELIN

Please visit www.porsche.co.uk/mission2014 for further information.

**Every time we build a new race car,
we question every single part.
Except for one.**

Mission 2014. Our Return.

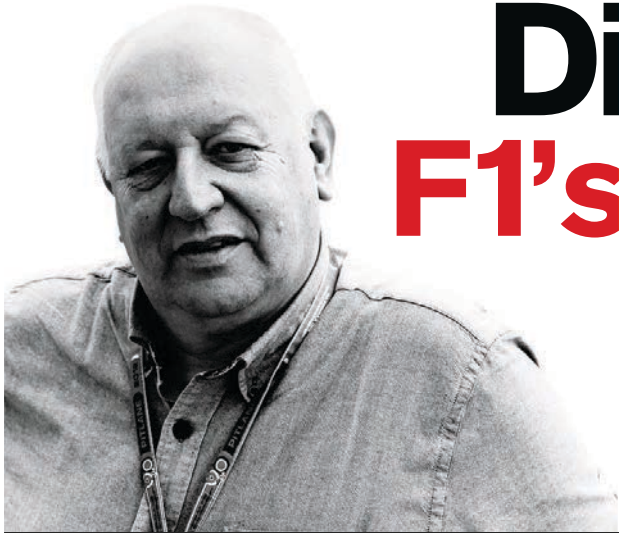
After more than a decade Porsche is returning to top-level racing in 2014 – to the FIA World Endurance Championship and its highlight, the 24 Hours of Le Mans.

Our strategy? The same that we follow when developing every Porsche – starting from the ground up and questioning every detail. We take nothing for granted. Except for the principle behind everything we've built for more than 60 years: Intelligent Performance.

Come along on our mission at porsche.co.uk/mission2014 and watch us develop our prototype first-hand.



PORSCHE



Dieter Rencken

F1's political animal

The falling-out between Raikkonen and Lotus indicates a fundamental problem with Formula 1's business model

Kimi Raikkonen's salary woes were well documented in Abu Dhabi, but that all was not well on the fiscal front between the Finn and Lotus became clear in September when he gave as reason for his departure for Ferrari in 2014 as "the things I haven't got, my salary..."

To most in the paddock it seemed inconceivable that a team that had recently won two grands prix and been Red Bull Racing's closest challenger in the second half of this season failed to pay its star driver, instead putting it down to gross mismanagement by team owner Genii Capital – the Luxembourg-based investment firm run by Gerard Lopez and Eric Lux.

Critics opine that any company racking up £40m in losses is ineptly managed, and, to a certain degree, that brooks little argument – particularly as the team lacks title sponsorship, with acres of prime real estate remaining conspicuously unsold.

What sponsorship Lotus enjoys comes courtesy of blue-chips Unilever (Clear/Rexona) Coca-Cola (Burn) and Microsoft, but, saliently, analysts suggest the total income to be less than Raikkonen's annual stipend.

Yes, a case could be made that the team has been financially irresponsible, but that is to totally ignore the monstrous elephant in the room, namely F1's inequitable financial structure introduced this year after the demise of the previous (2010-12) Concorde Agreement, the covenant that binds governing body FIA, the commercial rights holder and the teams.

Le Mans, IndyCar or tin-tops. Simply put: no deal, no race.

Mercedes took a while longer to come on board, but eventually caved in, as Ecclestone knew the Three-Pointed Star would, particularly given the company's massive investments in its race team and high performance engine facilities.

Its reward was a substantial sweetener and promise of a guaranteed place at the main (so-called 'Constructors Championship Bonus') table with the Big Three, despite never having won a constructors' championship – unless you include the 2009 title won by Brawn GP, just before it was bought and converted to Mercedes GP. Williams also has a permanent place on a 'heritage' basis.

By contrast, Lotus had, as Renault, won titles in 2005/6, yet received no preferential offer despite its track record and 'Team Enstone' carrying CCB-type overheads and manning levels. Plus, no one can deny the lure of the brand.

One simple statistic illustrates the disparity in F1's financial structure: were, say, Lotus, to win this year's constructors' championship, the team would receive less 'Bernie Money' than would Red Bull Racing, Ferrari or McLaren, even were they to non-score in every round throughout the season; conversely, winning the title would enrich the CCBs by an estimated £80m over second-tier teams!

Thus Lotus goes into battle with one hand tied behind its figurative back, having been forced to borrow heavily

“B-league teams faced The Devil's Alternative, damned if they signed, doomed if they didn't”

That Kimi has not been paid this year – arrears are believed to be over £15m, and mounting – can be traced back to early 2012, when F1 tsar Bernie Ecclestone, CEO of Formula One Management, in turn majority owned by venture equity fund CVC Capital Partners, offered 10 of the 12 teams then contesting the Formula 1 World Championship commercial offers for their continued participation in the series. Excluded, at that stage, were Marussia (now included) and (now-defunct) HRT.

However, Ecclestone picked off the Big Three (Red Bull Racing, Ferrari and McLaren, in that order) with substantially better offers secure in the knowledge that 'B-leaguers' would have no choice but to fall into place. Effectively such teams faced The Devil's Alternative: damned if they signed; doomed if they didn't.

After all, what alternatives did such as Lotus, Williams, Sauber and Force India have but to accede to Ecclestone's paltry offers given they exist solely to design, build and race Formula 1 cars? They could not suddenly switch to

from shareholders to keep pace. Not surprisingly they cried "enough" on the basis that Lotus should stand on its own feet, as it once could.

The prevailing economic climate means, though, that big-buck sponsors are not exactly two a dozen – but, forget not, under the (expired) Concorde Agreement the team's shortfall would have been amply covered by its rightful share of F1's revenues, certainly on the basis of present performance.

All the while CVC Capital Partners has reported record results as it gears up for an IPO, with 2012 financial statements showing profits of almost £600m – while the non-CCB teams record losses, with drivers, personnel and suppliers in certain instances going unpaid.

The only criticism that can be levelled at Genii was that its owners blindly accepted FOM's offer, but the alternative may well have resulted in 350 personnel members, including Kimi, being put on the street. Possibly the Finn should look to CVC for his missing money... ❧

ABU DHABI GP



THE RACE REPORT

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

Seb: architect of his own fortune

Right! Webber on pole; Grosjean looking like a dark horse – this is going to be a cracker...

Well, there was some good racing, but it was far behind the champion. **MARK HUGHES** reports

AT A GLANCE



“It felt like I was flying at times,’ Vettel said. He was in a perfect place, with lightness of touch and beautiful rhythm”

ABU DHABI GP
Yas Marina

ROUND 17/19

LAPS 55

WINNER
Sebastian Vettel
1h38m06.106s

POLE POSITION
Mark Webber
1m39.957s

FASTEST LAP
Fernando Alonso
1m43.434s

RACE RATING
★★★★★ Vettel more dominant than ever, but decent scraps behind

DRIVERS' STANDINGS

Vettel	347pts
Alonso	217pts
Raikkonen	183pts

Webber nailed the 'Vettel territory' of final sector for pole



MASON/GETTY

QUALIFYING 17.00, 2.11.2013



"When I first started F1 there weren't many tracks like this," said Mark Webber, polesitter for the second time in three races, "and it's no secret that I prefer the more flowing type of tracks. But it's part of the job. You never stop learning even at this age!"

It was a beauty of a lap and very much against the run of play. Up until his second soft-tyred Q3 run, Webber had been consistently trailing team-mate Sebastian Vettel by half a second – all of the deficit coming in the last sector and its right-angled turns. The sort of acrobatics required there are not the sort of territory he enjoys, being much more at ease on the big-commitment

fast aero corners. But above all he is a competitor – and his motivation is sky-high these last few races.

Webber felt more comfortable in the car with a measure of understeer through that last tight 'street-circuit' section, but that wasn't the quick way – as comparison with Vettel's telemetry showed quite clearly. So he added more front wing, and then more again, and resolved to hang it out. He did so perfectly, a case study of determination overcoming instinct, operating outside his comfort zone, deeply impressive. He was just over one tenth shy of Vettel in his bogey sector, but faster over the lap thanks to having a consistent small edge in the first two sectors.

Vettel was just over a tenth slower, having made a small overcommitment through the first turn on his final run. "I spent the rest of the lap trying to make it up," he said, "but there is a limit. Mark did a great lap."

Mercedes filled the second row with Nico Rosberg and Lewis Hamilton, the Briton spinning at Turn 13 on his final effort after he felt something break as he got on the throttle. The right-rear wishbone had broken as a result of him taking too much of the previous kerb. Up until that moment he was almost half a second up, which was putting him on course for pole. Rosberg's time came on his first Q3 run, his second falling short in the final sector. His first run would stand as the fastest anyone would go through there, with the proviso that Hamilton never got to complete the sector on his final run.

Half a tenth behind Hamilton came Kimi Raikkonen in the short-wheelbase version of the Lotus. Kimi began the weekend not even sure if he was going to drive, in light of his ongoing payment shortfall. But there was little wrong with his commitment once he was in the car. The short wheelbase paid back in the final sector where its deficit (as a proportion of the total) to Red Bull was at its smallest. But the car later failed a floor-flexibility test, for which he was disqualified from qualifying, leaving

him starting at the back.

Romain Grosjean stayed in the longer-wheelbase Lotus but lost valuable practice time on Friday afternoon thanks to a front-disc failure. In Q3 he was without the gearbox's quick-shift facility and relying on a get-home mode. It was losing him 0.6s to Raikkonen on the back straight alone. His lap time left him trailing in seventh, 0.45s down on Raikkonen.

In between the two Lotuses was Nico Hulkenberg, yet again getting the best from the Sauber on his single Q3 run with an excellent lap. Team-mate Esteban Gutierrez went out in Q1 after getting caught in traffic and not making it across the line in time to begin what was set to be his all-out lap.

Ferrari, McLaren and Toro Rosso were on much the same pace around here and they got one representative each into Q3 in the shapes of Felipe Massa, Sergio Perez and Daniel Ricciardo. Massa produced the pressure Q2 lap when it mattered but was a couple of tenths slower on his single Q3 lap, putting him eighth. Team-mate Fernando Alonso made an error on what was supposed to be his qualify lap in Q2, leaving him to do a slow lap and then trying again on tyres that were by then past their best. It left him back in 11th.

McLaren set its car up with skinny wing and long ratios, looking to the race.























Hamilton was on a quickie – but he never finished it



MASON/GETTY



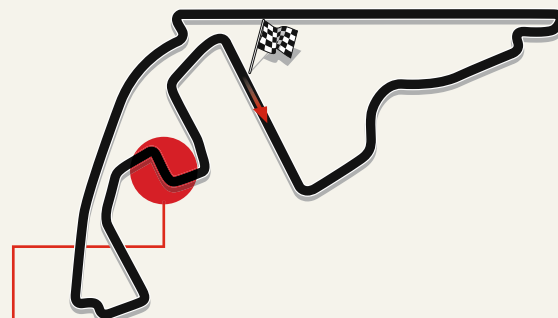
THE GRID

 1 WEBBER RED BULL 1m39.957s Soft	 2 VETTEL RED BULL 1m40.075s Soft
 3 ROSBERG MERCEDES 1m40.419s Soft	 4 HAMILTON MERCEDES 1m40.501s Soft
 5 HULKENBERG SAUBER 1m40.576s Soft	 6 GROSJEAN LOTUS 1m40.997s Soft
 7 MASSA FERRARI 1m41.015s Soft	 8 PEREZ McLAREN 1m41.068s Soft
 9 RICCIARDO TORO ROSSO 1m41.111s Soft	 10 ALONSO FERRARI 1m41.093s Soft
 11 DI RESTA FORCE INDIA 1m41.133s Soft	 12 BUTTON McLAREN 1m41.200s Medium
 13 VERGNE TORO ROSSO 1m41.279s Soft	 14 MALDONADO WILLIAMS 1m41.395s Soft
 15 BOTTAS WILLIAMS 1m41.447s Medium	 16 GUTIERREZ SAUBER 1m41.999s Medium
 17 SUTIL FORCE INDIA 1m42.051s Medium	 18 VAN DER GARDE CATERHAM 1m43.252s Soft
 19 PIC CATERHAM 1m43.528s Soft	 20 CHILTON MARUSSIA 1m44.198s Soft
 21 BIANCHI MARUSSIA 1m43.398s* Soft	 22 RAIKKONEN LOTUS 1m40.542s** Medium

* 5-place grid penalty
** excluded from qualifying

TRACKSIDE VIEW

Mark Hughes GRAND PRIX EDITOR



At the quickfire right-left of Turns 17 and 18 the cars are nearing the end of the wham-bang quick-direction-change street-circuit section. The mid-afternoon desert sun is both scorching and blinding; the track surface could be used for frying – and there they all are towards the end of first practice, out together, trying to squeeze more pieces of data from the final few minutes, just time-limited in their search for perfection, and always frustrated in that search. The contrast between drivers here is actually more marked than that between cars. Take the two Mercedes guys, for example. Nico Rosberg rounds Turn 17, fully loaded up, then *demand*s that the car follows the ideal line, hard over to the right-hand side of the track for the perfect approach to the similarly right-angled 18, really biting into the surface but surely digging hard into the tyre life as he does so. Lewis Hamilton by contrast is freewheeling, he and the car on an adventure together, happy to react to where it's telling him it would like to go. He's holding its reins looser, essentially. As a result, the line is less perfect, the approach to 18 more compromised, but he's playing a different tune instead, getting the direction change into there by turning in on the brakes and releasing at the perfect moment. Then there's the Red Bull pair. Sebastian Vettel appears midway through 17 taking in massive momentum; it initially looks like too much as the front begins to run him wide out of the turn, but he just waits until the speed's come off just enough, then puts the full direction change into the steering, the car's nose points and he comes out of the corner clean. Mark Webber is bullying it more, gets the direction change in earlier and then doesn't want to wait for the lateral load to fade before he gets on the throttle and it twitches its way out of there like a bull out of the pen.

'Lewis Hamilton is freewheeling, he and the car on an adventure together'



Hamilton tackles tricky Turn 18

Ninth-fastest Perez got through to Q3, Jenson Button did not, JB mystified as to where the grip he'd felt earlier in the day had gone. It left him back in 13th.

Ricciardo did a great Q2 lap and then a single relatively gentle one in Q3 that put him 10th. Team-mate Jean Eric Vergne put the other Toro Rosso 14th.

Paul di Resta in the only Force India in Q2 did well to put it 12th, while 15th and 16th for Williams pair Pastor Maldonado and Valtteri Bottas actually underrepresented their potential. With the non-blowing exhausts giving the car a better balance they might have been further towards the Q3 cut-off had they taken the lessons from Q1 of setting their times on the second hard lap rather than the first.

P28 FULL RESULTS & POINTS









Not what Webber wanted, losing out to Vettel and Rosberg

RACE 17.00, 3.11.2013



As the rest squabbled to try to offer Sebastian Vettel some competition in Abu Dhabi, it only increased the world champion's advantage.

The first apparent threat to Vettel, as he sat in second place on the grid, was Red Bull team-mate Mark Webber.

He was taken care of at the start, as has happened so often before, Mark's poor start further punished by it allowing through Nico Rosberg's Mercedes too. By the time Webber had found a way by the Merc, Vettel was 26.5s up the road, an average of over 1s per lap. But at no stage did Webber have anything like the combination of pace and tyre usage of Vettel. Regardless of the start, this was Vettel's race on pure 100 per cent merit.

The second threat was Romain Grosjean, and the Lotus driver was the dark horse for the race.

Though he'd qualified only seventh fastest, he was much faster than that made him look. That time came without the quick-shift facility, and

'The first threat to Vettel was Webber, and he was taken care of at the start'

with that fixed he was potentially Webber-quick at least. Combine that with the potential to run the option (soft) tyre longer than anyone else, and there was the prospect of a Nurburgring-style challenge to the Red Bulls – so long as he didn't get stuck behind the quick-on-the-straight Sauber of Nico Hulkenberg.

Well, Grosjean cleared the Sauber immediately – and Lewis Hamilton's Merc too – to run an early fourth. So far, so good. But his challenge was blunted by an early stop enforced upon him by Hamilton's early-graining tyres – Lotus was forced to respond a lap later, or risk losing track position. That was the long-running first-stint option gone. So, far

from challenging the Red Bulls, Grosjean was now on the back foot even against Rosberg. But his subsequent pace did nothing to suggest that he could have done anything whatsoever about Vettel. No-one can at the moment.

"He has just stepped up his performance another notch recently," said admiring team boss Christian Horner. "His feel for the tyres while going so quickly is just remarkable. He seems to get more from them than any other driver in the pitlane at the moment."

Webber had taken that pole by sheer force of will, taking himself out of his comfort zone, but to stay outside of it against someone to whom those big direction changes come so naturally was asking too much. Particularly on the soft tyre. "Whenever we get to this range of tyre," pondered Webber, "it seems to become very high maintenance for me. It's a bit frustrating but that's just the way it is. If you want to go quick you need to use them and then you're fighting for range. Also, when the limitation is the rear tyre – which it was here – it seems to hurt me more than Seb. That's the way it's been since 2011."

Webber's start wasn't great, but not bad either. It just wasn't quite as good as Vettel's, who was ahead even before they got to Turn 1. The row-two Mercs were faster away than either Red Bull, allowing Rosberg around the outside of Webber and straight into second. Hamilton was fast away too but had no choice other than the inside line, which made him vulnerable to be chopped by Webber into the apex of Turn 1. As he backed off to avoid this, so Grosjean went clean around his outside to go fourth.

Hulkenberg took up sixth ahead of Felipe Massa's Ferrari, with the second Ferrari of Fernando Alonso going around the outside of Sergio Perez's McLaren at the hairpin of Turn 7. Starting from the back of the grid in his Lotus, Kimi Raikkonen was out within seconds after breaking a front trackrod against a Caterham. Jenson Button damaged his front wing during opening-lap contact with Paul di Resta – his consequent early stop for a replacement, and set of softs, consigned him to history.

Most were surprised when the tyre blankets had been removed to reveal Alonso starting on the softs, even though he wasn't obliged to, having qualified outside the top 10. The soft had a degradation rate five times higher than the medium, so apparently compromising his strategy. But that was to reckon without a couple of mitigating points. Firstly, practice had revealed the medium to be a very problematical tyre for Ferrari in the sort of high track temperatures prevailing at the pre-twilight start of the race. Sunset would come just after 20 laps, after which the track would cool to a level more suitable for the Ferrari/medium combination. Secondly, Ferrari figured if it could get either car to lap 18-19 on the softs, it might be able to do the remaining 36-37 laps on the medium without stopping again. Almost everyone else was planning a two-stop strategy.

Webber tried a slipstream move on Rosberg up to Turn 8 at the end of that long back straight but Nico fended him off easily enough, and this was all playing perfectly into Vettel's hands.



At least Raikkonen didn't have much unpaid work to do



Webber got trapped behind Rosberg as dusk descended

FRIDAY



1302 **Gutierrez** is the first of many to cut the Turn 5/6 chicane at start of FP1.

1341 **Button** reports he's "really, really struggling for grip, rear is weak but also front is very light from turn-in to exit."

1345 **Rosberg** is told: "Suggestion: look for shade from the grandstands to cool tyres."

1358 Shock news! **Rocquelin** encourages **Vettel** to drive faster: "We need a little bit in the middle sector; we need three tenths there."

1430 **Vettel** misjudges his pitbox entry, but his crew jumps out of his way.

1705 **Button** at start of FP2: "The DRS beep is deafening."

1732 **Di Resta** suffers a left-front-tyre deflation: "Something just broke on the front. I think it's a front puncture." It's a brake-disc failure.

1744 **Button** is told: "We have a puncture, right-rear. How does it look?" He quips: "It looks exactly the same as the one in the other mirror – black and round!"

1745 **Vettel** reports: "There's a funny smell in the car." It turns out to be rubber from Button's car.

1746 **Chilton** spins at Turn 1.

1749 **Grosjean** goes off and exclaims: "Something broke, something broke! I don't know what, something in the brake system."

1753 **Raikkonen** asks: "Do we have a flat?" He's told not.

1804 **Hamilton** is told: "The diff is not doing what it should do, it's doing something strange." He confirms: "The car's all over the place."

1812 **Hamilton** is given some diff-setting suggestions, but argues: "It's not what I need. Something's not right with this car."

1813 **Massa** is told: "Pace and degradation is pretty good, much in line with the Mercedes."

1832 After running off track, **Webber** says: "There was a problem for sure in the high-speed."



The king of F1 – and champ Vettel



Webber failed to make full use of pole



Grosjean again upheld Lotus honour

Not only were they delaying each other, but he now had a slower car between himself and Webber. He crossed the line for the first time already 1.9s ahead, and proceeded to pull out an average of around a second per lap. In such circumstances it mattered not a jot that his speed at the end of that back straight was slower than anyone else's, around 7mph slower than the fastest.

Rosberg was quite satisfied with the behaviour of the Merc on these tyres; he had no particular problem, this is just where the car is at – relative to the Red Bull, or relative to Vettel's at least. In the other car, Webber was soon beginning to lose the feeling of the tyres and gradually fell off the back of Rosberg and into the clutches of Grosjean. His problems had been exacerbated two or three laps into the race when his KERS began to overheat, and he had to turn it off for a lap

to bring the temperatures back under control. But still Grosjean couldn't take advantage; the Lotus was geared too short to be able to mount a successful DRS challenge on the Red Bull.

Webber wasn't the only one suffering with the tyres. Hamilton's pace was dropping away after just half a dozen laps, the rear tyres beginning to grain. This was the set on which he'd done an in/out lap in Q2 and then his first Q3 run. They hadn't originally been intended as his start tyres, but because he'd spun on his second Q3 run, and you're obliged to start on the tyres with which you set your best Q3 time, his tyres were at least two laps older than anyone else's. That Q2 decision to go out at the end had snowballed into a problem and, at the end of lap seven, in he trailed for a fresh set of mediums. He would definitely be

two-stopping from there.

Hamilton's problem also impacted upon Grosjean's. Unlike in India, Lotus didn't feel a one-stop was going to work this time; it was do-able, but just didn't compute as the fastest way. So given that it was two-stopping, in order not to lose track position to Lewis, Lotus had to bring its man in on the next lap. This was at least a couple earlier than had been intended, and in turn lost Grosjean further time to Rosberg. But not to Webber, for he came in on the same lap as Grosjean from around half a second ahead. The Red Bull stop was 0.4s faster and Webber's advantage stretched further when he was able to complete a DRS pass on Esteban Gutierrez's Sauber on his out lap. By the time Grosjean found his way by at the same place a lap later, Webber was 3s clear. On the mediums, Mark was much happier with the balance and feeling on the front foot for the first time.

Rosberg's advantage over Webber had been such that he was able to pit two laps later and still emerge ahead. But, in contrast to Mark, he was much less happy with his balance once he'd switched to the harder tyre.

Yet still Vettel stayed out there. Even as all the other two-stoppers came in and changed, he was going way faster on his very old softs than anyone could conjure from their fresh mediums. He was just in a perfect place, with a lightness of touch and a beautiful rhythm. "It felt like I was flying at times," he said afterwards. He was in a zone rare even for him. He eventually came in at the end of lap 14 and exited without losing the lead even to those trying to ▶



Grosjean was pegged strategically by fight with Hamilton

TEE/LAT

TEE/LAT

TEE/LAT

STALEY/LAT

FERRARO/LAT

Alonso made good progress to bring Ferrari up to fifth



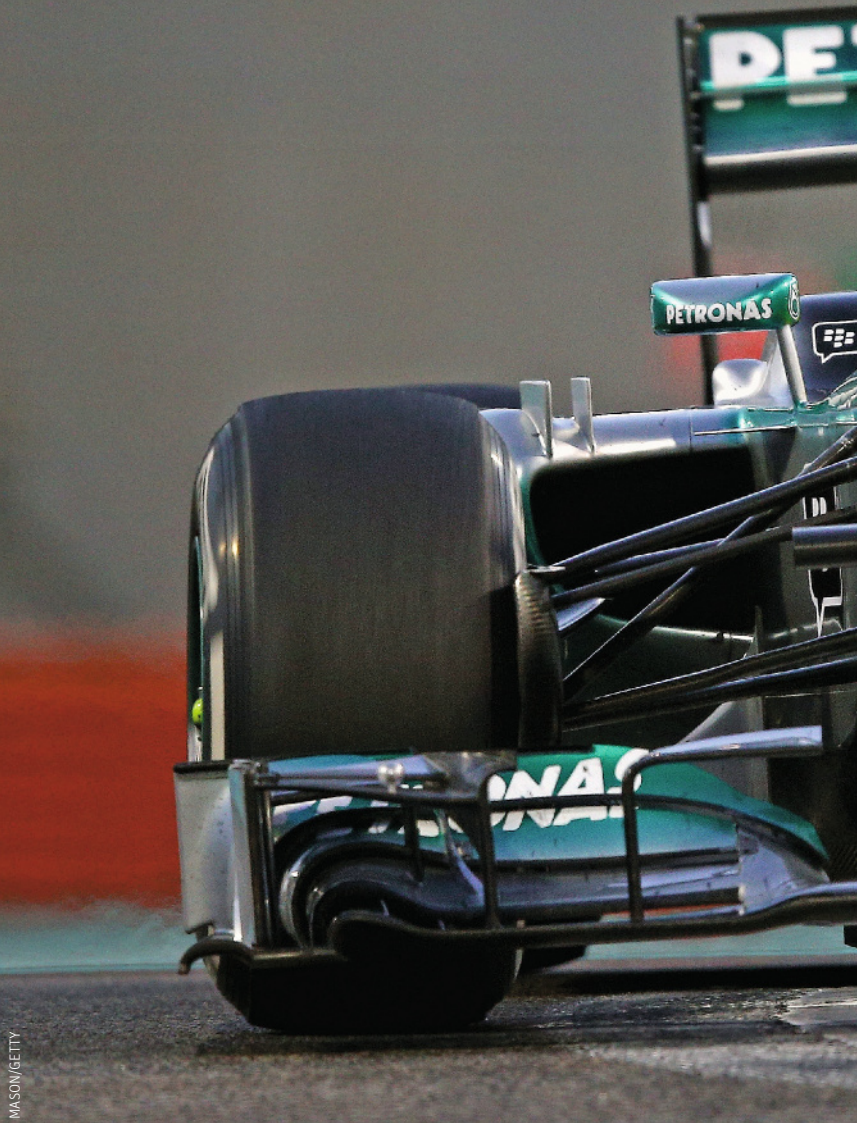
THOMPSON/GETTY

Quick work from Red Bull meant red light soon went green



TEE/LAT

MASON/GETTY



MASON/GETTY

Light-on-tyres Force Indias moved up to fight Merc and Ferrari



COATES/LAT

► one-stop (Massa, Alonso and Paul di Resta's Force India, who temporarily occupied second, third and fourth places). He was already almost 17 seconds clear of Rosberg, the guy he was actually racing.

Between Rosberg and Webber was the one-stopping Force India of Adrian Sutil and, by the time Mark found a way by that, Rosberg was a couple of seconds clear and about to pass Jean-Eric Vergne's one-stopping Toro Rosso. It was then Grosjean's turn to find his way by Sutil and Vergne. Once Rosberg, Webber and Grosjean were back in free air, the Lotus had fallen off the back of the trio and Romain needed to get his head down to get back on terms.

Alonso came in at the end of the 16th lap, his option tyres beginning to surrender. One-stopping now seemed to be off the menu, but Massa was able to continue for a further couple of laps – enough to get him in and out ahead of Hulkenberg. Just behind them, Alonso would take a couple of laps to find a way by Perez, who had stopped as early as lap six on his low wing setting with the rear tyres finished. Their dice would continue for a time.

Webber (happy on his mediums) was upon Rosberg (unhappy on his) by the 19th lap and past him in the second DRS zone up to Turn 10 a lap later. From

Brawn: 'There's little point in having a quick car if you can't use the performance'

there, the Red Bull swiftly pulled away and the team was well on the way to its third one-two of the year, and the second in succession.

Rosberg's focus was now on Grosjean a few seconds behind him. Sutil was still hanging on there in fifth, yet to stop on his primes, team-mate di Resta having pitted to get rid of his options and now planning on getting to the end without stopping. Hamilton was trapped behind Sutil, and Lewis's earlier combatant Grosjean was now long gone. No matter how hard Lewis tried, he simply could not put a successful DRS move on the Force India. It wasn't about end-of-straight speeds either – the two were quite evenly matched there – but about how difficult the Mercedes is in the wake of another car. This was preventing him getting close enough coming onto the straights. "We need to get our thinking caps on about that," reflected team boss Ross Brawn. "There's little point in having a quick car

if you cannot use the performance." So the snowballing effect of that Q2 tyre choice for Lewis played out.

Soon Massa joined the back of their dice and no sooner was he there than he'd put a move on them both. The Ferrari was fastest of all through the trap before Turn 8, but nonetheless Felipe made clinical use of it on the 25th lap. Hamilton had tried once more to put a DRS move on Sutil up to Turn 8, Sutil had again retaliated with a DRS move of his own as they screamed down to Turn 10 and, as this put Hamilton offline, so Massa sliced to his inside and took the place. It was then a formality for the

Ferrari driver to pass the Force India on the DRS up to T8 the following lap. It took Lewis another couple of laps before he was able to do the same – at which point Sutil finally pitted!

The lap before, Hulkenberg and Perez had pitted together in ninth and 10th. The Sauber stop was slightly delayed and he was released just as the McLaren was almost upon him. This was later adjudged to have been an unsafe release and Nico was obliged to pit for a drivethrough, rather ruining his race and putting him a long way from a points-paying position; a disappointing outcome after such



Rosberg made it onto
the podium for the
second race running

a stellar qualifying performance.

Hamilton came in for his second stop on lap 29. Massa and Grosjean ahead of him had no need to respond, such was the advantage they'd now built over him. Hamilton's stop now released Alonso and he was soon upon the back of team-mate Massa, and his tyres were in much better shape. Although one-stopping was not now feasible for the Ferraris, if they could run long enough to be able to fit the options at their second stops, there might be places on offer from those who had made their first stops earlier. Although they had a higher degradation rate than the primes, they were much faster initially – by as much as 1.5s per lap. It would be 10 laps before a set of mediums would be faster.

Webber and Rosberg pitted together on lap 33, four seconds apart, and left in the same order. Vettel stayed out five laps longer and again pitted without losing the lead. Forty seconds behind him, Grosjean came in for his second and final stop and the manner of his rejoining was rather dramatic; he exited the fast pit exit between Turns 3 and 4 just as the Ferraris of Massa and Alonso were closing fast. He held his nerve and his line with steely resolve to cut across Massa's bows. The design of the pit exit, the way it merges with the main track at a point where both lanes are travelling

very quickly invites drama – and there was more to come.

Massa pitted at the end of the lap, and was surprised to be fitted with another set of mediums. He'd reached the end of the life of his previous mediums quite quickly and there were still 17 laps to go, and it was felt that softs would have made him potentially vulnerable at the end. His later stop put him back behind Hamilton. Alonso meanwhile ploughed on, still going quickly and only around 5s behind Grosjean. He finally came in on lap 44, only nine from the end – comfortably close enough to have a set of softs fitted. His rejoining would be even more dramatic than Grosjean's...

Alonso's pitting had promoted the one-stopping di Resta to fifth, a few seconds ahead of Hamilton and the one-stopping Vergne. Alonso exited the pitlane absolutely side-by-side with the Toro Rosso. "I didn't realise he was there," said Vergne in explanation of how he moved across on the Ferrari, obliging Fernando to take to the kerbs at massive speed – hard enough to trigger the 25g warning light in the cockpit that requires the driver to make a later visit to the medical centre – but he was now ahead. Vergne got off line as he realised what was happening, then pulled back onto it just before the braking zone for Turn 4, obliging Massa to run across ▶



Di Resta made it two
top-six finishes in
desert GPs from '13

SATURDAY

1403 Grosjean reports in FP3: "Lots of vibration under braking. Very bad on the back straight too."

1408 Perez's weather report: "Feels really, really hot out here."

1416 Sutil straightlines Turn 6 and complains: "The rear is oversteering like hell." He later upgrades this to: "Check the car. It's undriveable. It's all over the place."

1445 Bianchi has a wild spin at Turn 2 after suffering a suspension problem.

1707 Hamilton says in Q1: "I need to change my visor."

1708 Button straightlines the first chicane and surmises: "It's very easy to lock the front end."

1721 Rob Smedley tells Massa, who is P2: "That was a recovery from P18 on the medium."

1722 Van der Garde has a Q1 in-lap rant: "Di Resta completely [bleep]ed my lap!"

1738 Webber asks for "more front wing" to cure Q2 understeer.

1744 Button falls in Q2 and says: "No grip, very strange."

1753 Hamilton has Q3 worry: "Check my floor when I pit."

1756 Another Webber wing request: "Little bit more, mate."

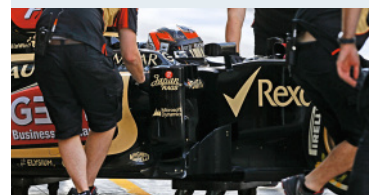
1801 Hamilton spins off on his final Q3 run and reports: "Something failed on the rear end."

1802 Webber celebrates another pole: "Fantastic guys, very good job, well done."

1803 Vettel is told: "Sorry mate, Mark got pole by a tenth." He admits: "Sorry guys I had it in my hands, lost it in Turn 1 this time."

1916 Ross Brawn reveals Hamilton's spin was caused by a rear-right lower-wishbone failure.

2152 Raikkonen excluded from qualifying after failing the flexible-bodywork test on the floor.



No time to admire the sunset: Ricciardo (right) fights with Button

MASON/GETTY

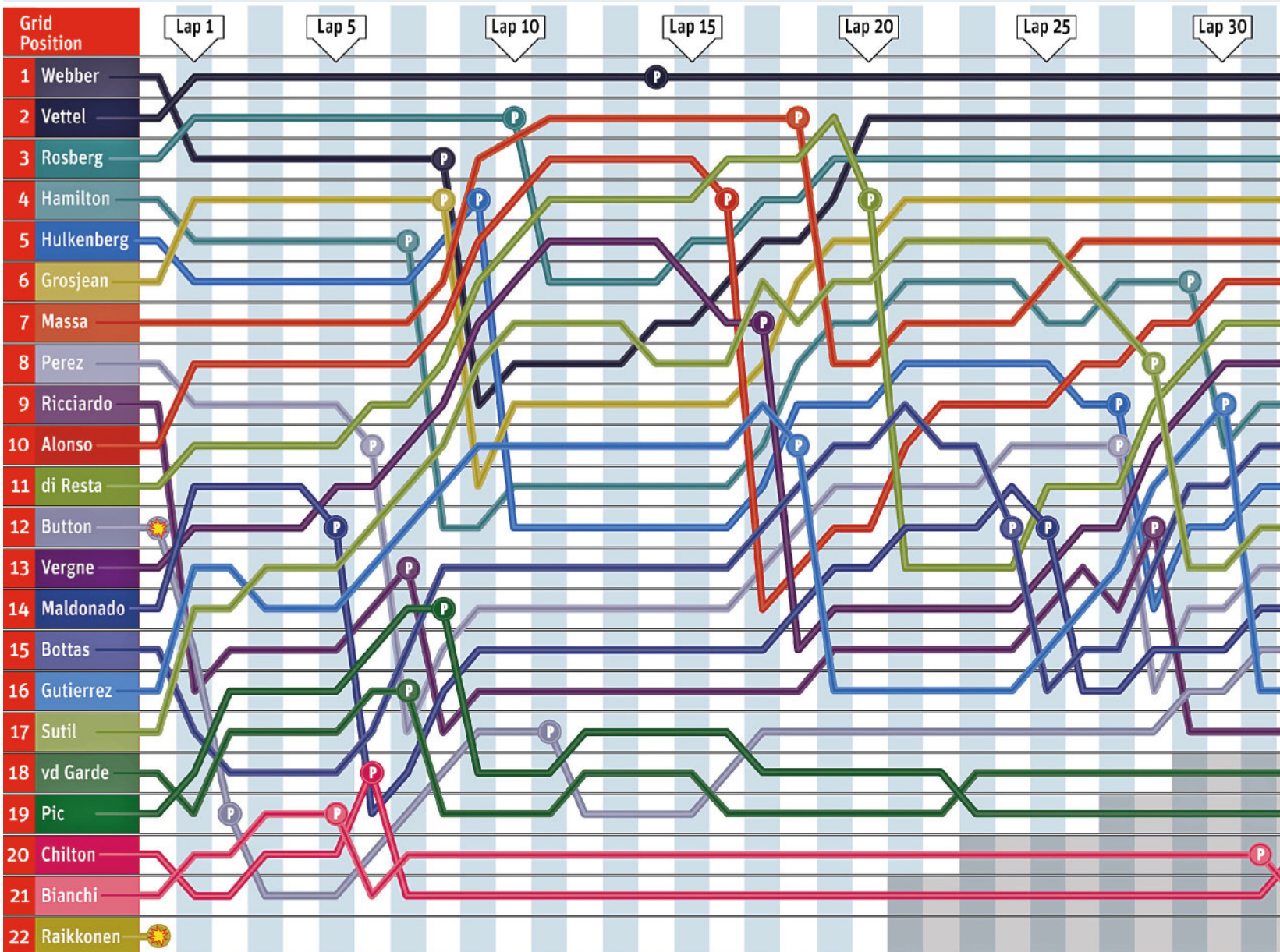


'Webber was genuine enough to admit: "Seb was on a different planet to us today"'

► the escape road. "I wasn't trying to pass him there," explained Alonso. "Just after that is the DRS-detection zone and I was just aiming to be close to him there and then pass him in the DRS zone."

Poor old Vergne's tyres were now finished, the Toro Rosso quite unable to make the tyres last long enough. He was soon dropping like a stone and would finally end up 18th, passed by two-stopping team-mate Ricciardo. Di Resta was having no such problems and was doing a great job holding off Hamilton, to such good effect that Alonso was

THE RACE LAP BY LAP





Celebration time for Vettel – and no fine

soon upon them. The Ferrari star had lit up the track on his fresh soft tyres, and with five laps to go he was side-by-side with the Mercedes in the first DRS zone, and finished the job in the second zone up to Turn 10. A lap later the Ferrari passed the Force India into Turn 8, and with an adept piece of weaving it retained the place into 10. Massa was then upon the di Resta/Hamilton battle but couldn't quite make a move.

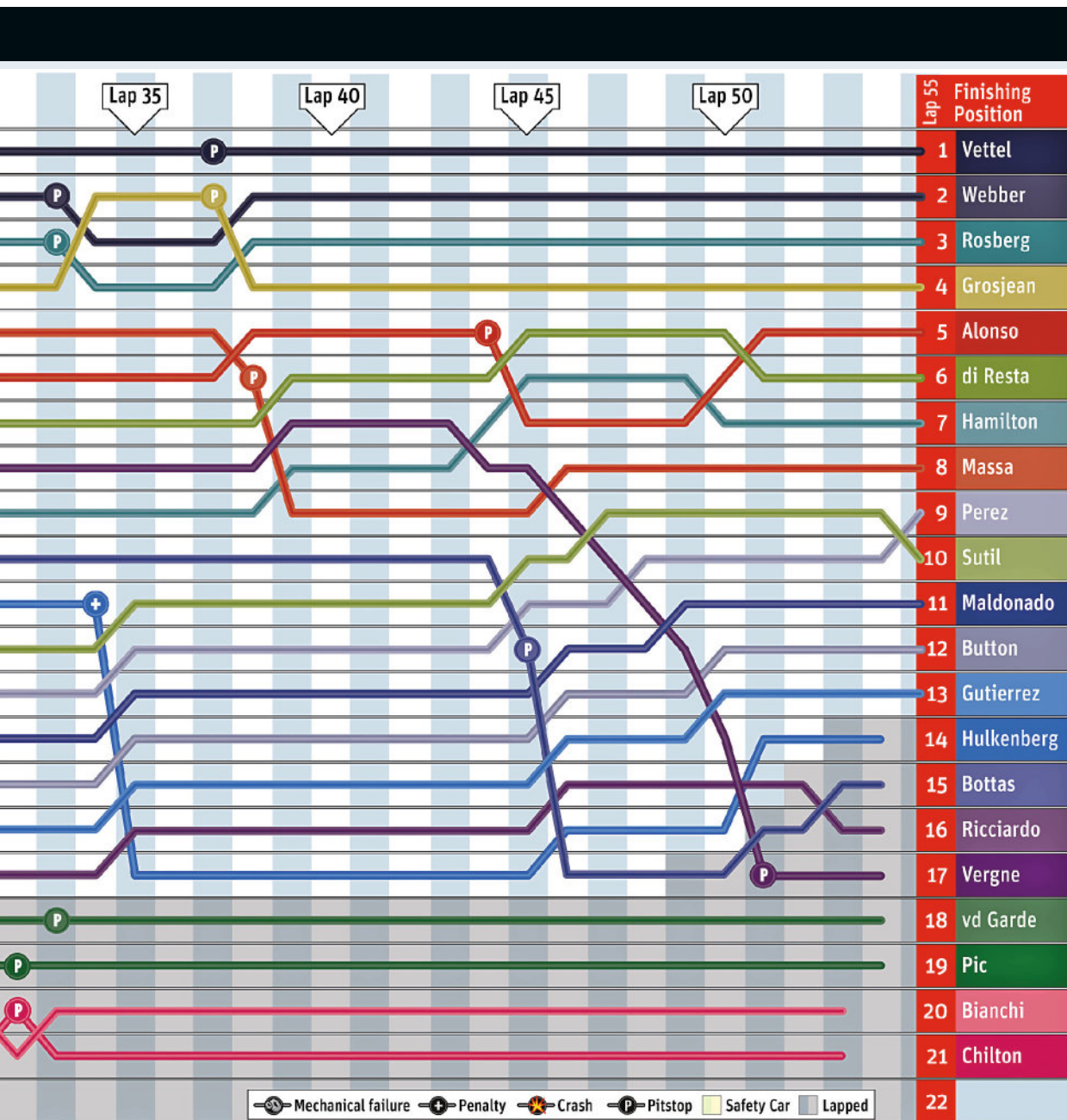
Vettel was over half a minute ahead

of Webber as he crossed the line for his seventh consecutive victory – equalling the seasonal consecutive record – and afterwards Mark was genuine enough to admit: “Seb was just on a different planet to the rest of us today.”

Rosberg extracted the maximum possible result from the Mercedes with third, keeping Grosjean at arm's length right to the end. Alonso was a further half-minute adrift, maxing the Ferrari's

limited potential around a track that punishes its weak traction. One-stopping di Resta scored a great result by holding onto sixth, despite relentless pressure from Hamilton and Massa. Perez stole ninth place with a nice move on Sutil on the final lap.

What was the secret of Vettel's dazzling combination of pace and ease on the tyres? “I've got traction control!” he joked. How can you not like this guy? 🍷



SUNDAY



1657 After a rear-brake caliper change on the grid, **Hamilton** says: “Thank you so much for getting the car ready, I really appreciate it.”

1704 **Webber** is told as the cars line up: “A red start, react to beep quickly, use KERS in gear two.”

1705 **Button** reports on first lap: “Damaged front wing.”

1712 **Webber** asks: “What’s wrong with the KERS?” He’s told it’s a bit empty and needs charging.

1733 Sixth-placed **Vergne** is encouraged: “Lion, JEV, lion!”

1744 Caterham team orders as **van der Garde** complains: “He’s holding me up a lot” **Pic** is told: “Let Giedo past.” He asks: “Why?”

1749 As **Massa** passes **Lewis**, **Smedley** coos: “Sweet, I like that.”

1757 **Sutil** says: “Maldonado pushed me off the circuit, I had to cut the chicane.” No action is taken.

1802 **Hulkenberg** gets drivethrough for unsafe release into **Perez**'s path.

1812 **Grosjean** pits and is racing the Ferraris as he rejoins: “Massa, Alonso, Turn 1, use KERS!”

1834 **Bottas** is told to slow to let **Vettel** lap him: “But it doesn’t make any sense, I was pulling away.”

1838 As **Vettel** hits late-race traffic, ‘**Rocky**’ advises: “Sit back and watch the show ahead.” **Vettel**: “Too late, I’m in the middle of it.”

1843 **Horner** to **Vettel**: “That was a world champion’s drive.” **Vettel** drives to parc ferme after his donuts: “Happier now?” ‘**Rocky**’: “I’ve counted, that’s \$125,000.” **Vettel** responds: “Let me quote: ‘Yeah, yeah, yeah, yeah, I know what I’m doing.’”

1844 **Di Resta** is told: “An absolute masterclass. A great race for the team. Sauber P13 & P14.”

1900 **Alonso** is taken for a mandatory hospital check-up as his off-track moment in the race tripped the 25g-force sensor.

1953 Stewards decide not to take action against **Alonso** for overtaking **Vergne** off the track.

TEC/LAT

TEAM BY TEAM

RED BULL



Vettel – quite perfect but for pole

1
9/10
Event rating

CIANFLONE/GETTY

SEBASTIAN VETTEL
Red Bull-Renault RB9-03
Start: 2nd; Finish: 1st
Strategy: 2 stops
(soft/medium/medium)



On race day, Vettel was utterly imperious. Jumping Webber at the start, he was two seconds clear by the end of lap one. His eventual winning margin of half a minute was pretty much built by half-distance and probably could have been twice that. On the downside, Vettel allowed Webber to pip him to pole for the second time in three races. That denies him a perfect score.

2
7/10
Event rating

THOMPSON/GETTY

MARK WEBBER
Red Bull-Renault RB9-04
Start: 1st; Finish: 2nd
Strategy: 2 stops
(soft/medium/medium)



Were Vettel not in the picture, this would be a great drive for Webber. He took pole after adapting his driving style to the combination of the car and one of his least favourite tracks. Then, after a poor getaway, dealing with first-stint pressure from Grosjean before passing Rosberg for – in a Vettel-less world – the lead. But Vettel was there, relegating Webber's drive to 'merely' good.

FERRARI



Alonso realises his (track) limits

3
7/10
Event rating

XPBLAT

FERNANDO ALONSO
Ferrari F138-299
Start: 10th; Finish: 5th
Strategy: 2 stops
(soft/medium/soft)



This was one of those weekends where it was hard to ascertain whether Alonso was operating at 100 per cent. While the effort always remains, the thinking side of his game suffers if he's not fully motivated and he made hard work of beating his teammate. That said, he came away with a strong result and by extending his tyre life well, was able to get ahead of Massa in the pits.

4
8/10
Event rating

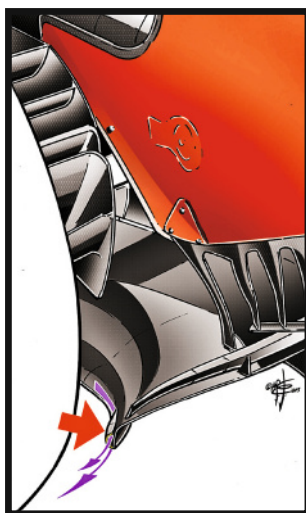
XPBLAT

FELIPE MASSA
Ferrari F138-299
Start: 7th; Finish: 8th
Strategy: 2 stops
(soft/medium/medium)



Did a very good job in qualifying to beat Alonso for the eighth time this season. His race performance was also strong, showing he had no intention of yielding to his teammate. What cost him a better result was not being able to make the mediums last as long as Alonso. Complained about being put on mediums rather than softs at the last pitstop, a legitimate but borderline decision.

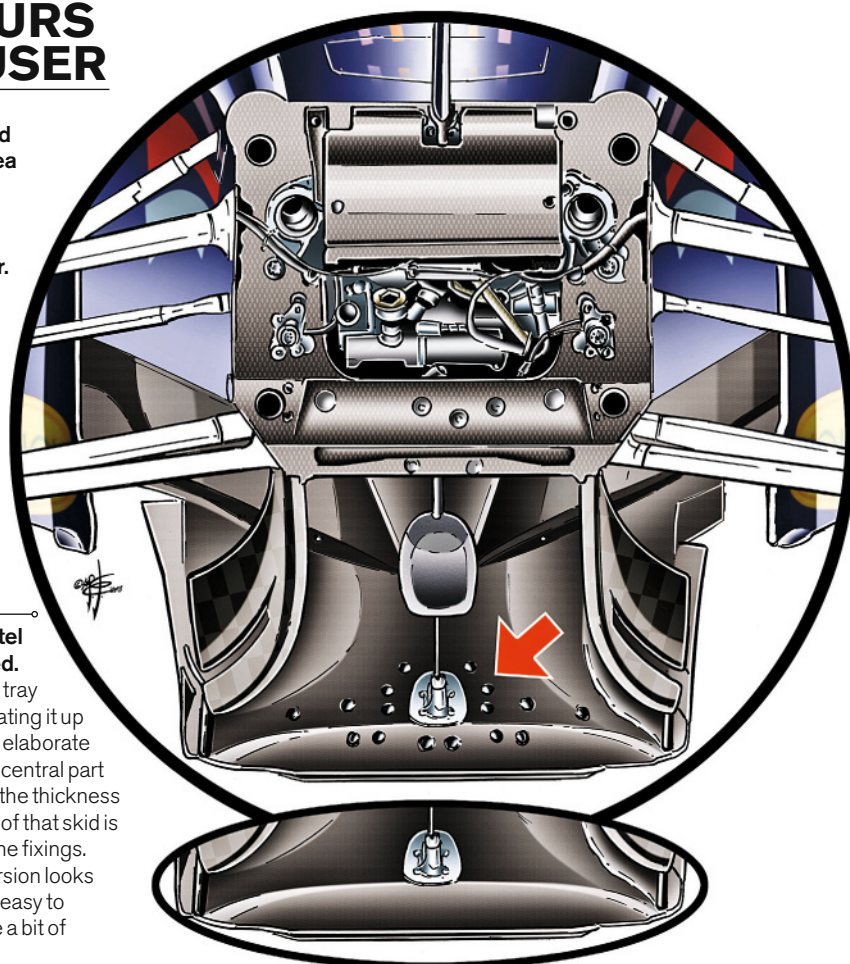
RED BULL CONTOURS OUTBOARD DIFFUSER

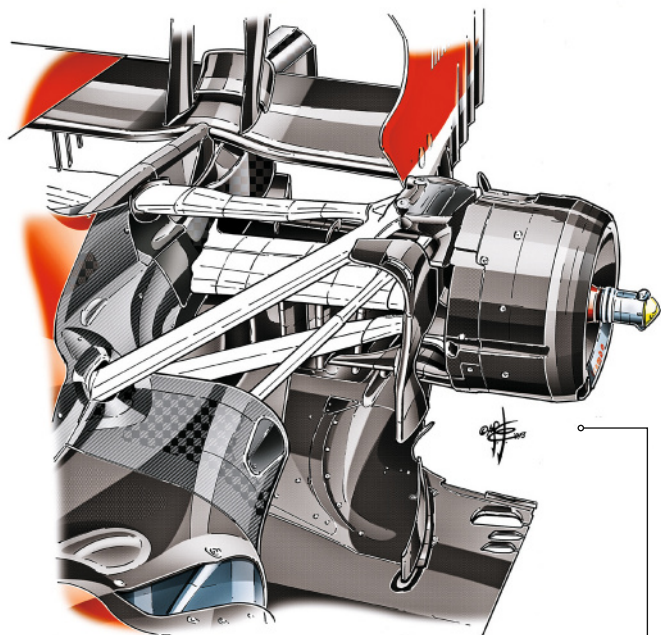


➔ Since Spa the Red Bull diffuser has featured this highly intricate outboard contouring (left). The underside of this area is no longer flat, but forms a tunnel of its own. Red Bull does not make use of the maximum height permitted above the reference plane for this part of the diffuser. **GARY ANDERSON** The maximum floor width is one metre. But because the downforce-generating brake ducts need to see the ground to create that downforce, the floor doesn't run out to its full width and Red Bull has the most elaborate arrangement where that section of floor is cut off – it's like a tunnel. There's not much surface area flat to the ground and that gives a better air seal.

TEA-TRAY MOUNTING VARIATION

➔ Red Bull's tea-tray mounting method – the main picture shows the Vettel multiple bolt heads version, the inset showing how Webber's is covered. **GARY ANDERSON** We again saw on the infra-red camera how the Red Bull tea tray runs at a very high temperature. The FIA did a test on this part of the car in India, heating it up to 300C to see what was happening but was satisfied with the outcome. It's a fairly elaborate fixing system. The version on Vettel's car has what looks like metal nuts all over the central part of the leading edge. Under there is a wooden plank and a hole in the middle where the thickness of the plank is checked. You are allowed a skid-plate around that hole and the area of that skid is defined, normally with four fixings to hold it up. But this is much more elaborate in the fixings. Webber's car has a cover over the top of it, tidying it all up. Although the Webber version looks smoother and more aerodynamic, the way the air is forming over the floor makes it easy to generate a bit of lift, which is not what you want. These nuts and bolts would create a bit of turbulence, reducing the lift on the panel. Is that significant? Who knows?



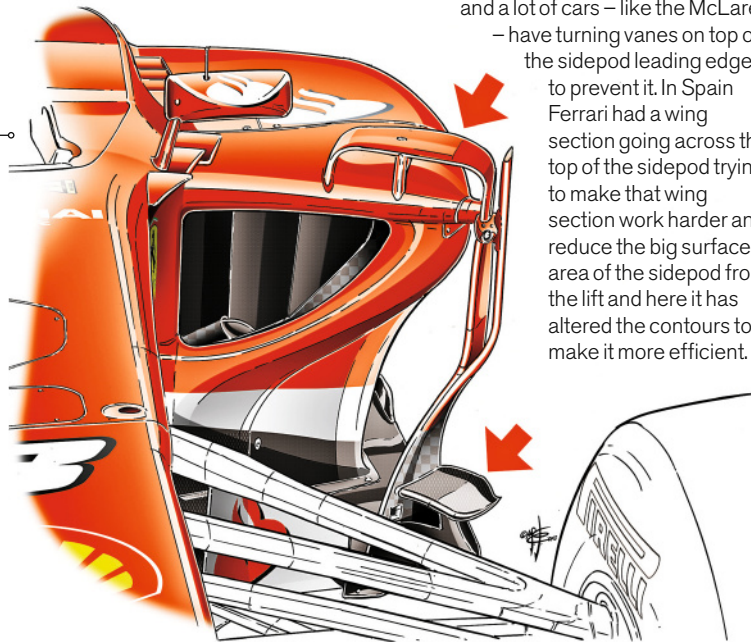


MULTI-PURPOSE BRAKE DUCT

→ Ferrari made slight alterations to the horizontal surface of its complex rear 'brake duct' that also generates downforce and acts as a tyre shield. **GARY ANDERSON** If anyone can point out to me which part of that is a brake duct I'll go to my grave happy. This vane protects the tyre from exhaust gases. The changed surface of the horizontal part of it is just trying to channel the air better to behind the rear tyre.

FERRARI'S SHOT IN THE VANE

→ Ferrari adopted a more Sauber-like turning vane ahead of its sidepod. **GARY ANDERSON** The vertical area of the vane ties up the flow coming off the front tyre. The coke bottle sucks on the airflow around the undercut on the sidepod and tries to pull the air from the front of the chassis – and that can get broken up by the wake off the front tyre. The vertical part of the vane tries to tidy this and keep it from getting broken up. The top of the sidepod can easily generate lift and a lot of cars – like the McLaren – have turning vanes on top of the sidepod leading edge to prevent it. In Spain Ferrari had a wing section going across the top of the sidepod trying to make that wing section work harder and reduce the big surface area of the sidepod from the lift and here it has altered the contours to make it more efficient.



MCLAREN



Perez ninth as Button suffers early

5
4/10
Event rating

XPB/LAT

JENSON BUTTON
McLaren-Mercedes MP4-28-04
Start: 12th; Finish: 12th
Strategy: 2 stops
(medium/soft/medium)



This was one of those weekends where Button could not get to grips with the car in the conditions that mattered, ending up with a set-up designed to counteract oversteer in the dropping temperatures that left him with an unstable rear end. On top of that, a collision with di Resta at Turn 1 on lap one forced an early stop for a new front wing. Performance after that was respectable, but he never quite got into points contention.

6
7/10
Event rating

XPB/LAT

SERGIO PEREZ
McLaren-Mercedes MP4-28-01
Start: 8th; Finish: 9th
Strategy: 2 stops
(soft/medium/medium)



The Mexican continued his good work from India by comfortably outqualifying Button, lapping four tenths faster than his teammate in advancing to Q3. His race was hard work, largely because he spent chunks of it battling in traffic in the lower reaches of the top 10. He perhaps had the pace to finish a place or two higher, but tyre degradation was a problem so it was a decent drive, especially as he passed Sutil on the final lap.

LOTUS



Lotus hopes all held by Grosjean

7
5/10
Event rating

KIMI RAIKKONEN
Lotus-Renault E21-05
Start: 22th; Finish: DNF
Strategy: retired
(medium)



Raikkonen returned to the short-wheelbase Lotus in search of a more responsive front end. The result was his best qualifying performance since July's German GP, only to be cast to the back of the grid when his floor failed the flexible bodywork test. A rare driver error saw him leave his nose up the inside of van der Garde at Turn 1 on lap one and he clipped the Caterham in correcting when the rear broke traction slightly.

8
8/10
Event rating

XPB/LAT

ROMAIN GROSJEAN
Lotus-Renault E21-04
Start: 6th; Finish: 4th
Strategy: 2 stops
(soft/medium/medium)



Grosjean's qualifying was ruined by an upshift problem that lost him seamless shift and put the gearbox into safe mode, costing a significant amount of laptime. That made life difficult for him in the race, but after shunning the anticipated one-stop strategy, he settled into fourth place. Not quite able to close down Rosberg to make a play for the podium. Third would have been likely, but for that Saturday gearbox problem.

MERCEDES



One podium but Lewis struggles

9

8/10
Event rating



NICO ROSBERG
Mercedes F1 W04/03
Start: 3rd; Finish: 3rd
Strategy: 2 stops
(soft/medium/medium)



While Rosberg didn't look to have quite the raw speed of his team-mate, his thoughtful approach through practice and qualifying earned him a solid third on the grid, albeit aided by Hamilton's suspension problem. He made a good start to run second and while he couldn't keep Webber behind him, he did a very capable job in the race to keep Grosjean at arm's length. A well-deserved podium place – second only to the Red Bulls.

10

5/10
Event rating



LEWIS HAMILTON
Mercedes F1 W04/04
Start: 4th; Finish: 7th
Strategy: 2 stops
(soft/medium/medium)



Lived up to his reputation as an Abu Dhabi specialist, hustling the Mercedes through the twists and turns of the Yas Marina circuit beautifully. He might even have challenged the Red Bulls but for a right-rear wishbone failure on his last Q3 lap, which left him fourth on the grid. Struggled badly in the race and seemed powerless to arrest his slide, fading to three quarters of a minute behind Rosberg, suggesting he far from made the best of it.

SAUBER



Unsafe release costs the Hulk dear

11

8/10
Event rating



NICO HULKENBERG
Sauber-Ferrari C32-03
Start: 5th; Finish: 14th
Strategy: 2 stops
(soft/medium/medium)



If there's anyone left who needs convincing about Hulkenberg's class, the fact he once again got pretty much the maximum out of the Sauber in both qualifying and the race should be compelling. His 14th place was a consequence of Sauber foolishly releasing him from a pitstop into the path of Perez, costing him a likely fifth or sixth place. After his drivethrough, he was buried in traffic so recovery was impossible.

12

5/10
Event rating

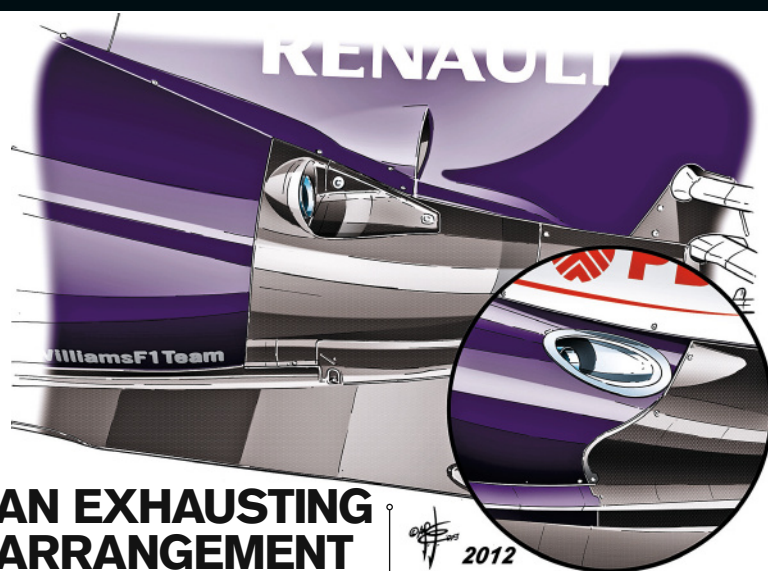


ESTEBAN GUTIERREZ
Sauber-Ferrari C32-04
Start: 16th; Finish: 13th
Strategy: 2 stops
(medium/soft/medium)



Falling in Q1 looked like a return to the bad old days for Gutierrez. There were mitigating factors, notably his failure to complete a cooldown lap in his final run after getting caught up in traffic, but had he nailed his first lap he would have made Q2 comfortably as his raw pace was probably two to three tenths off Hulkenberg. But the poor grid position proved costly, meaning he spent much of the race stuck in the midfield.

WILLIAMS



AN EXHAUSTING ARRANGEMENT

2012

➔ Williams reverted to a 2012-style non-blowing exhaust arrangement, albeit with different bodywork around it. Both drivers reported the car to be improved and its pace at various points tended to confirm this.

GARY ANDERSON: At the beginning of the year Williams' then tech director Mike Coughlan was telling me how they'd spent the winter simulating and understanding exhaust gas flow. It obviously didn't work. Looking at the Lotus, its exhaust pipe diameter is one of the smallest – to get the downforce from the brake ducts with the exhaust gas. But you pay a price on engine performance doing that and if you haven't got the exhaust flow working properly, all you're doing is paying the engine performance price for not enough or no downforce gain. The Williams has a nervous rear end on corner entry. I believe their diffuser is probably working so hard with the throttle open it stalls, the braking stability is bad because when you come off throttle the diffuser doesn't re-attach immediately. Without the blowing, it's not stalling as much and it re-attaches faster. The anti-lift geometry won't be helping either. Without the blowing, they are probably giving the diffuser a chance to work more consistently.

FORCE INDIA



One-stop duo reap big points haul

14

8/10
Event rating



PAUL DI RESTA
Force India-Mercedes VJM06-04
Start: 11th; Finish: 6th
Strategy: 1 stop
(soft/medium)



Had a smoother run through the weekend than his team-mate and qualified well. His best sector times suggested it might have been possible to pip Alonso to 10th place. His race drive was hard to fault, though, as he executed a one-stopper to perfection. While he did lose a place to Alonso late on, the Ferrari was on softer, younger rubber, so he was better served letting him go and ensuring he kept Hamilton behind.

15

7/10
Event rating



ADRIAN SUTIL
Force India-Mercedes VJM06-03
Start: 17th Finish: 7th
Strategy: 1 stop
(medium/soft)



After a difficult run through practice, Sutil was not particularly happy with the balance of the car and fell in Q1 after lapping four tenths off di Resta. But to his credit, he was able to make a one-stop strategy work, although with his soft tyres having to last half of the race he was struggling late on and was unable to keep Perez behind on the final lap. A decent weekend, but not at di Resta's level.

TORO ROSSO



Ricciardo's qualifying a brief high

18
Event rating

6/10



JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-04
Start: 13th; Finish: 17th
Strategy: 2 stops
(soft/medium/medium)



In many ways, Vergne's weekend sums up the way his season has gone. Qualifying was going fine until a big rear lock-up at Turn 8 cost him time on his key Q2 lap, leaving him four tenths off Ricciardo. His attempted one-stopper looked promising, but realistically he was some way off being able to make it work, meaning he lost a heap of time before then having to stop with three laps to go. The net result being a lowly 17th.

19
Event rating

6/10



DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-01
Start: 9th; Finish: 16th
Strategy: 2 stops
(soft/medium/medium)



The Australian was far from happy during practice, but was still able to pull a good qualifying effort out of the bag to line up on the fifth row. But come the race, he was utterly anonymous after tumbling to 16th thanks to a combination of a poor getaway and having to run wide at the first corner while trying to stabilise his position. Proved unable to make much of an impression after that, although he did beat the unfortunate Vergne.

MARUSSIA



Race pace better but still well off

22
Event rating

7/10



JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 21st; Finish: 20th
Strategy: 2 stops
(soft/medium/medium)




His Saturday morning crash which damaged the gearbox, necessitating a change and a grid penalty, was caused by a suspension problem. Had only one serious attempt in Q1 thanks to a KERS problem on his first run, but nailed a fine lap, albeit not enough to beat van der Garde. Though disappointed with the pace of the car in the race, and not having the speed to challenge the Caterhams, he shaded Chilton.

23
Event rating

7/10



MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 20th; Finish: 21st
Strategy: 2 stops
(soft/medium/medium)



The 0.8s deficit to Bianchi in Q1 looked poor, but Chilton's claim that a failed DRS and having three laps of fuel versus his team-mate's one in qualifying exaggerated the gap holds water. Hard to judge his assertion it was his best qualifying lap of the year, it was certainly a good effort. His pace was good, only a fraction off Bianchi, ending up within five seconds of his team-mate – all adding up to a decent weekend's work.



Maldonado falls agonisingly short

16
Event rating

7/10



PASTOR MALDONADO
Williams-Renault FW35-03
Start: 14th; Finish: 11th
Strategy: 2 stops
(soft/medium/medium)



Looked to have good one-lap pace and by Williams' standards 14th on the grid was perfectly respectable, but Q3 was possible had he produced a better lap. That said, Williams' run-plan in Q2 played a big part in that failure. Battled valiantly in the race, coming pretty close to scoring a point for the second time this year and ended up within three seconds of Sutil. While you could make an argument for such a small gap being made up, it was a decent result.

17
Event rating

6/10



VALTERI BOTTAS
Williams-Renault FW35-01
Start: 15th; Finish: 15th
Strategy: 2 stops
(medium/medium/soft)



The Finn was a little underwhelming in Q2 and ended up just behind Maldonado, largely because he struggled with tyre temperatures. On paper, his race result is poor, but what it all boiled down to was a bad start. Dropping behind the Caterhams cost him a heap of time in the first eight laps and the 10-second deficit to Maldonado at the chequered flag was basically down to that. A good example of how one mistake can be very costly.

CATERHAM




Team orders help van der Garde

20
Event rating

5/10



CHARLES PIC
Caterham-Renault CT03-06
Start: 19th; Finish: 19th
Strategy: 2 stops
(soft/medium/medium)




There was nothing particularly bad about Pic's weekend, and there was nothing particularly spectacular about it either. Wasn't too pleased to be ordered to wave van der Garde past, but it was shown to be the right decision by the fact he quickly dropped back. He made a decent start and was briefly ahead of Bottas, but was not happy with the car balance all weekend. Pace was at least better in the final stint.

21
Event rating

7/10



GIEDO VAN DER GARDE
Caterham-Renault CT03-05
Start: 18th; Finish: 18th
Strategy: 2 stops
(soft/medium/medium)



A strong weekend outpacing Pic both in qualifying and the race, despite complaining about di Resta compromising his qualifying to the tune of around three tenths. In the race, his pace relative to Pic in the second stint led to the team ordering him ahead. The Dutchman continued to show good speed, beating Pic by over 10 seconds. Was guiltless in the Raikkonen crash and easily the stronger Caterham driver this weekend.

ABU DHABI GP RESULTS



DUNBAR/LAT

PRACTICE 1: Friday

POS	DRIVER	TIME
1	GROSJEAN	1m44.241s
2	HAMILTON	1m44.433s
3	VETTEL	1m44.499s
4	WEBBER	1m44.712s
5	ROSBERG	1m44.741s
6	RAIKKONEN	1m44.929s
7	DI RESTA	1m45.040s
8	BUTTON	1m45.099s
9	MALDONADO	1m45.150s
10	PEREZ	1m45.331s
11	HULKENBERG	1m45.378s
12	ALONSO	1m45.440s
13	BOTTAS	1m45.823s
14	CALADO	1m45.924s
15	GUTIERREZ	1m46.068s
16	VERGNE	1m46.114s
17	MASSA	1m46.124s
18	RICCIARDO	1m46.126s
19	PIC	1m47.600s
20	KOVALAINEN	1m47.670s
21	BIANCHI	1m47.723s
22	GONZALEZ	1m49.565s



PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m41.335s
2	WEBBER	1m41.490s
3	HAMILTON	1m41.690s
4	RAIKKONEN	1m41.726s
5	ROSBERG	1m41.758s
6	PEREZ	1m42.006s
7	BUTTON	1m42.010s
8	ALONSO	1m42.171s
9	HULKENBERG	1m42.324s
10	MASSA	1m42.440s
11	GUTIERREZ	1m42.509s
12	GROSJEAN	1m42.607s
13	DI RESTA	1m42.806s
14	MALDONADO	1m42.952s
15	SUTIL	1m42.998s
16	RICCIARDO	1m43.152s
17	VERGNE	1m43.271s
18	BOTTAS	1m43.565s
19	VAN DER GARDE	1m44.138s
20	BIANCHI	1m44.459s
21	PIC	1m44.525s
22	CHILTON	1m45.565s

PRACTICE 3: Saturday

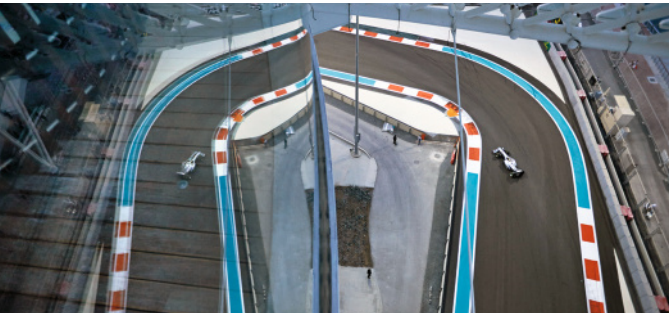
POS	DRIVER	TIME
1	VETTEL	1m41.349s
2	WEBBER	1m41.571s
3	HAMILTON	1m41.580s
4	ROSBERG	1m41.721s
5	GROSJEAN	1m41.832s
6	BUTTON	1m41.956s
7	HULKENBERG	1m42.055s
8	GUTIERREZ	1m42.282s
9	RAIKKONEN	1m42.387s
10	VERGNE	1m42.457s
11	ALONSO	1m42.516s
12	DI RESTA	1m42.681s
13	BOTTAS	1m42.698s
14	MASSA	1m42.702s
15	RICCIARDO	1m42.727s
16	MALDONADO	1m42.798s
17	SUTIL	1m42.989s
18	PEREZ	1m43.142s
19	VAN DER GARDE	1m44.472s
20	PIC	1m44.728s
21	CHILTON	1m45.621s
22	BIANCHI	1m47.506s

FRIDAY TESTERS

	1 CALADO	1m45.924s
	2 KOVALAINEN	1m47.670s



COATES/LAT



ETHERINGTON/LAT

Weather: Dry

Weather: Dry

Weather: Dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m41.568s (8)	1m40.575s (3)	1m39.957s
2	VETTEL	1m41.683s (11)	1m40.781s (4)	1m40.075s
3	ROSBERG	1m41.420s (6)	1m40.473s (1)	1m40.419s
4	HAMILTON	1m40.693s (1)	1m40.477s (2)	1m40.501s
5	RAIKKONEN	1m41.276s (3)	1m40.971s (9)	1m40.542s
6	HULKENBERG	1m41.631s (9)	1m40.931s (7)	1m40.576s
7	GROSJEAN	1m41.447s (7)	1m40.948s (8)	1m40.997s
8	MASSA	1m41.254s (2)	1m40.989s (10)	1m41.015s
9	PEREZ	1m41.687s (12)	1m40.812s (5)	1m41.068s
10	RICCIARDO	1m41.884s (16)	1m40.852s (6)	1m41.111s
11	ALONSO	1m41.397s (5)	1m41.093s	-
12	DI RESTA	1m41.676s (10)	1m41.133s	-
13	BUTTON	1m41.817s (14)	1m41.200s	-
14	VERGNE	1m41.692s (13)	1m41.279s	-
15	MALDONADO	1m41.365s (4)	1m41.395s	-
16	BOTTAS	1m41.862s (15)	1m41.447s	-
17	GUTIERREZ	1m41.999s	-	-
18	SUTIL	1m42.051s	-	-
19	VAN DER GARDE	1m43.252s	-	-
20	BIANCHI	1m43.398s	-	-
21	PIC	1m43.528s	-	-
22	CHILTON	1m44.198s	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD	
VETTEL	15	2 WEBBER
ALONSO	9	8 MASSA
BUTTON	9	8 PEREZ
RAIKKONEN	11	6 GROSJEAN
ROSBERG	7	10 HAMILTON
HULKENBERG	16	1 GUTIERREZ
DI RESTA	10	7 SUTIL
MALDONADO	8	9 BOTTAS
VERGNE	4	13 RICCIARDO
PIC	10	7 VAN DER GARDE
BIANCHI	15	2 CHILTON



Vettel won the race hands down. This time it was official!

BAD BOYS & ENGINE USAGE

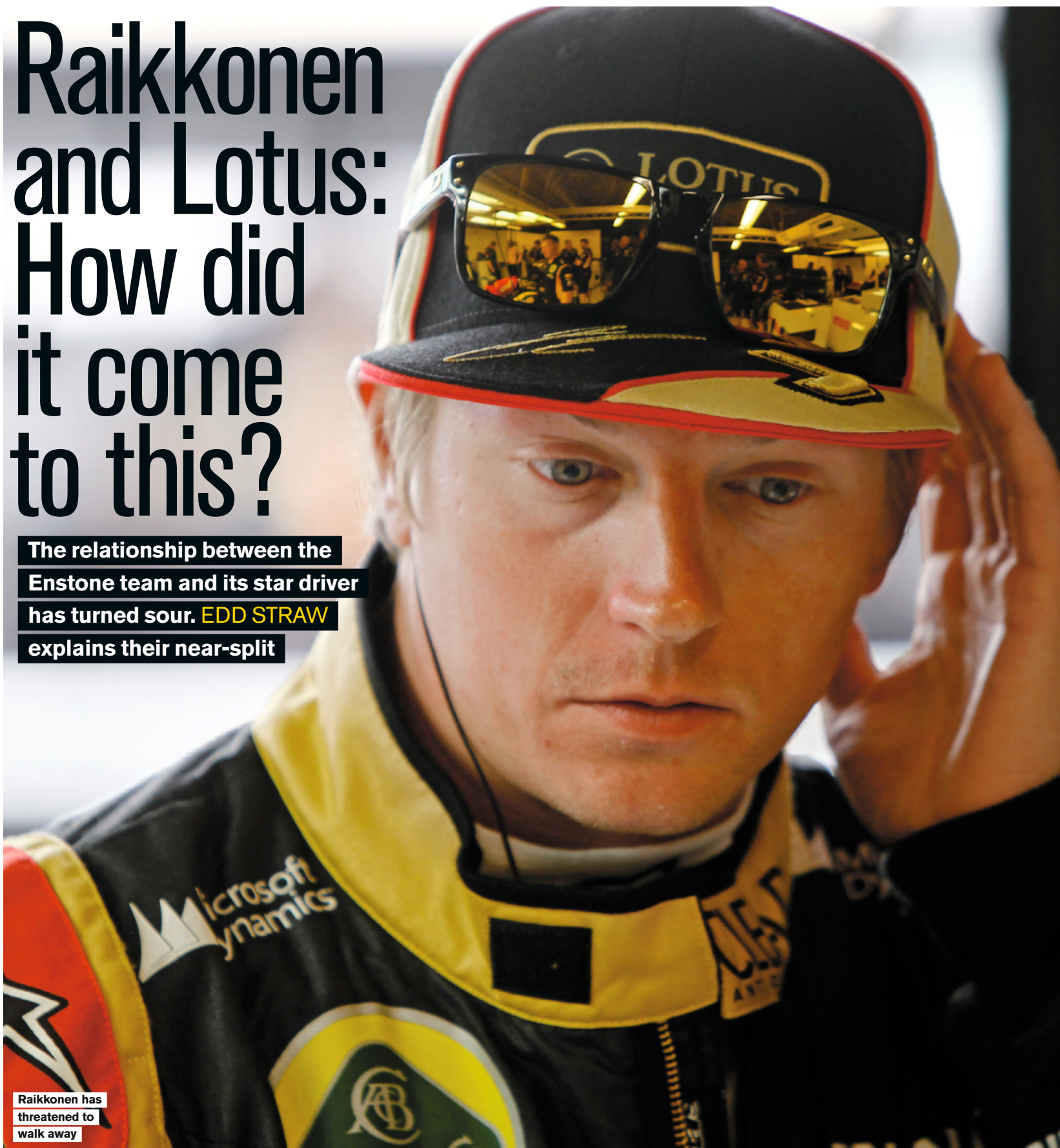
	PENALTIES	FINES	ENGINES
VETTEL	0	€25,200	8
WEBBER	3	€35,000	8
ALONSO	0	€16,000	8
MASSA	3	€10,400	8
BUTTON	0	€1000	7
PEREZ	1	€600	7
RAIKKONEN	2	€2500	8
GROSJEAN	3	€0	8
ROSBERG	0	€1300	7
HAMILTON	1	€0	8
HULKENBERG	2	€3000	8
GUTIERREZ	3	€1800	8
DI RESTA	0	€5700	7
SUTIL	2	€1000	7
MALDONADO	0	€120,000	8
BOTTAS	0	€5900	8
VERGNE	0	€10,000	8
RICCIARDO	1	€0	8
PIC	2	€0	8
VAN DER GARDE	3	€12,400	7
BIANCHI	2	€2800	7
CHILTON	1	€300	7

GILHAM/GETTY

Raikkonen and Lotus: How did it come to this?

The relationship between the Enstone team and its star driver has turned sour. **EDD STRAW** explains their near-split

30



Raikkonen has threatened to walk away

TIMELINE OF A BREAK-UP

November 29, 2011

Lotus announces it has signed 2007 world champion Raikkonen for the 2012 season.

January 24, 2012

Raikkonen drives an F1 car for the first time since 2009, sampling a 2010 Renault at Valencia.

March 18, 2012

Raikkonen finishes seventh on his comeback in the Australian GP after starting 17th.

April 22, 2012

In only his fourth race back in F1, Raikkonen secures his first podium finish and comes close to winning in Bahrain, just beaten by Vettel.

October 24, 2012

Lotus confirms that Raikkonen will remain with the team for a second season in 2013. "We share the same philosophy of racing," he states.

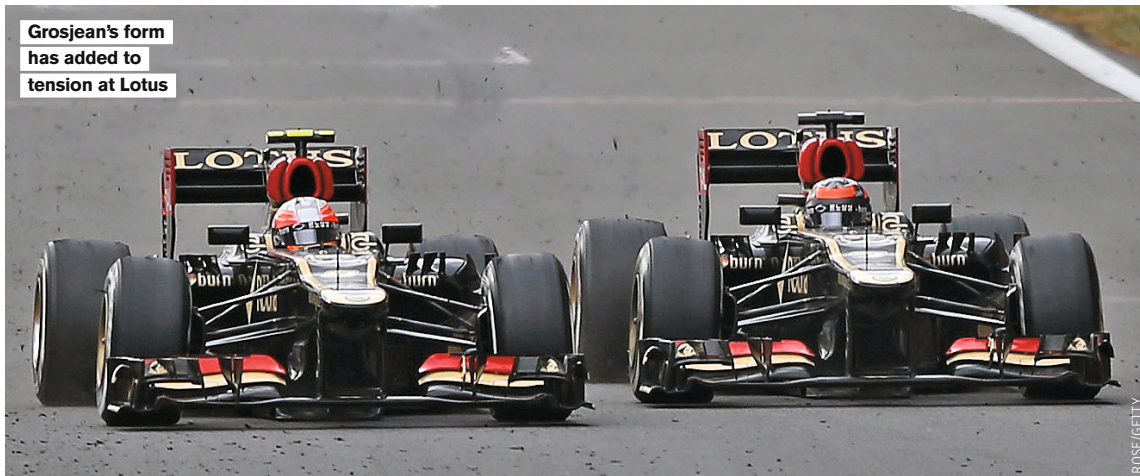
November 4, 2012

Raikkonen capitalises on Lewis Hamilton's McLaren retiring to win the Abu Dhabi GP, his first grand prix triumph since Belgium 2009.

November 25, 2012

Raikkonen finishes third in the world championship having completed every racing lap bar one (when he gets lost at Interlagos) during 2012.

Grosjean's form
has added to
tension at Lotus



Kimi Raikkonen's remarkable Formula 1 return with Lotus has been one of the biggest stories in motorsport over the past two years. The combination of Raikkonen's hugely popular anti-charisma and the Enstone team's social-media-savvy public image has proved irresistible and attracted a vast fanbase. Both on and off track, everything seemed to be going so well. Yet the spat between team and driver, which almost led to Raikkonen walking away from Lotus last week, became the main talking point of the Abu Dhabi Grand Prix weekend.

After returning to Switzerland following a controversial Indian GP, in which Raikkonen disregarded a team order to let Romain Grosjean past, the Finn's participation in Abu Dhabi was still uncertain the day before practice started. This meant reserve driver and 2012 GP2 champion Davide Valsecchi was on standby to race.

A deal was struck for Raikkonen to drive in Abu Dhabi and he boarded a plane to the UAE on Thursday, but only on the basis that a proper agreement was reached over outstanding wage payments. On Sunday morning, not long before Raikkonen's race came to an end at the first corner after hitting Giedo van der Garde, team owner Gerard Lopez and Raikkonen's manager, Steve Robertson, did agree terms that should ensure Raikkonen finishes the season.

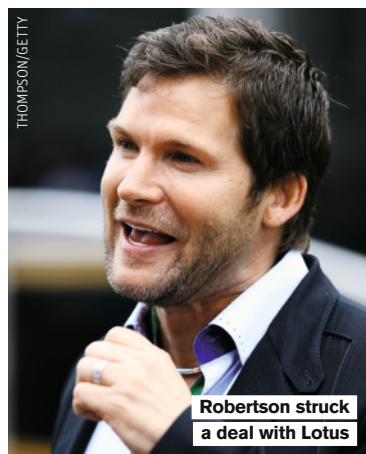
Inevitably, attention focused on what happened in the closing stages of the Indian GP a week earlier, when trackside operations director Alan Permane ordered Raikkonen to "get out of the ***ing way" of team-mate Grosjean. This was as

a result of Raikkonen, struggling on old rubber, fighting Grosjean and at one stage forcing him to run off the track. But while this moment helped to escalate the situation, it was far from the cause of the fractured relationship.

As is so often the case in F1, money is at the heart of the problem. Raikkonen confirmed in Abu Dhabi that he has received "zero Euro" from Lotus so far this season. AUTOSPORT understands that the full value of his 2013 deal is over £15 million thanks to a contract that heavily-rewards points scored.

Last year, the team also deferred payments before eventually paying him, but with the out-of-contract Raikkonen having committed to Ferrari for 2014, there is less incentive to paper over the cracks.

This applies both to Raikkonen's attitude to the team and the degree to which Lotus is willing to tolerate his cold attitude in the garage, creating an atmosphere of heightened tension. That Grosjean has got the better of Raikkonen



Robertson struck
a deal with Lotus

RAIKKONEN: "We found an understanding on the certain issues we have been having. [Indian GP radio] is a part of it"

on a regular basis in the second half of the year is also understood to have affected the 2007 world champion's approach.

Raikkonen was open about his initial reluctance to come to Abu Dhabi. After Friday practice, he confirmed he only attended because "we found an understanding on the certain issues we have been having". When asked about the role the Permane radio message in India played, Raikkonen made it clear the situation was far wider-reaching than merely car-to-pitwall friction.

"It is a part of it," said Raikkonen. "It is true those things should not happen but they have happened. That is not really the issue. It is all the other stuff, and all the things come together in the end. Like I said, it is easy to say that is the reason but it is not that."

With the long-awaited buy-in by Quantum Motorsports (see right) potentially securing the team's financial future and playing a key role in the agreement struck between Lopez and Raikkonen, there is no reason why he will not see out the season and help Lotus attempt to climb to second or third in the constructors' championship. But after what has happened, both team and driver will be happy to see the back of each other at the end of the year.

TEAM FUTURE CLOSE TO A RESOLUTION

Lotus's long-term future in Formula 1 was on the verge of being secured as AUTOSPORT went to press on Tuesday as new investors Quantum Motorsports finalised its purchase of a shareholding in the outfit.

Following months of negotiations between the team's owners Genii Capital and the consortium, which is buying a 35 per cent stake in the team in newly issued shares, Quantum head figure Monsoor Ijaz said at the Abu Dhabi Grand Prix that things were now done from his perspective.

"There is no question that the deal is definitely happening," said Ijaz, who is working with a group of Middle East partners.

"I will even go as far as to say that it has now been completed from our side in terms of what has to be done."

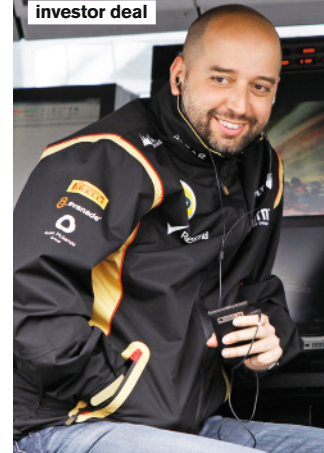
Ijaz explained that as well as giving the team a financial boost by buying shares, it would also provide funds and help secure sponsorship.

"There should be a much more sustainable financial backbone," he said. "We are going to clear off the debt and then we are going to bring very high quality sponsors that you will see soon."

"Those sponsors will give us the longevity and the capacity to compete at the top end of the business for a long time."

There are options for Quantum to eventually take over the ownership of Lotus entirely from Genii Capital.

Genii boss Lopez
has worked on
investor deal



March 17, 2013
Victory over Alonso and Vettel in the season-opening Australian GP gives Raikkonen the lead of the world championship.

September 11, 2013
Ferrari announces it has signed Raikkonen on a two-year deal. He will replace the outgoing Felipe Massa alongside Fernando Alonso.

September 19, 2013
Raikkonen confirms that "the reasons why I left the team are purely on the money side" in a pre-Singapore GP press conference.

October 27, 2013
Team and driver are involved in a heated radio exchange when Raikkonen fights with team-mate Romain Grosjean during the Indian GP.

October 31, 2013
Raikkonen is convinced to compete in Abu Dhabi after stalling on his departure to the Middle East until Thursday.

November 1, 2013
After a late arrival, Raikkonen drives in practice and then claims he has not been paid. He adds he is willing to sit out the final two GPs.

November 3, 2013
On race morning in Abu Dhabi, an understanding is reached over terms that will ensure Raikkonen sees out the year with Lotus.



What is the best route into F1?

With some champions from the top junior series struggling to land drives, **EDD STRAW** finds out from key figures in the F1 paddock about what young drivers need to do to make the step up

The question of how drivers advance to Formula 1 has never been more contentious. In recent weeks, Red Bull's decision to promote 19-year-old Daniil Kvyat to a Scuderia Toro Rosso seat has led to criticism that he is under-prepared, while newly-crowned GP2 champion Fabio Leimer is likely to find only a third-driver role at best.

While GP2 has a good record of producing grand prix drivers, with half of the current grid graduates, Leimer would be the second successive champion not to make the step up after Lotus reserve driver Davide Valsecchi. With limited F1 testing opportunities thanks to an in-season test ban that is being only slightly eased next year (to the tune of eight days

scheduled), question marks are being raised over how well drivers are being developed.

F1 EXPERIENCE VITAL

Jenson Button, who has experience of racing in F1 very young after jumping from British Formula 3 to a Williams seat in 2000, believes a reserve-driver role is now a key stepping stone. Through The Sports Partnership management company he runs with Richard Goddard, Button is involved in the career of McLaren junior Stoffel Vandoorne, runner-up in the well-regarded Formula Renault 3.5 series. The Belgian is set to race in GP2 next season but Button believes that direct involvement with an F1 team is essential.

"It would be easy to say that both

of them [Vandoorne and FR3.5 champion/McLaren junior Kevin Magnussen] are ready to race in F1 by what they have achieved in lower formulas," said Button "But I still think that the best way to come into the sport is to spend time with an F1 team for a season either testing or what have you to understand what a racing driver goes through.

"It's different to racing in any other formula. It's so easy to come in, be confident, then have a rubbish year and that's the end of your career. It's a very fickle business, so you have got to make sure that you are 100 per cent ready and that's not just being quick in a car, it's understanding what a driver goes through in terms of the engineering side, the press, the media, fitness, nutrition. There is so much that a



Button made jump from F3 to F1

driver doesn't understand before they drive in F1."

McLaren team principal Martin Whitmarsh sees the logic in drivers going to GP2. However, he suggested that a driver like Leimer, who has won the title in his fourth year, has taken too long to catch the eye.

GP2 CHAMPIONS: HITS OR MISSES?



2005 NICO ROSBERG **HIT**

▲ Now a three-time grand prix winner and well-established at Mercedes after graduating to F1 with Williams in 2006.

2006 LEWIS HAMILTON **HIT**

Two years after winning GP2, he claimed the world championship for McLaren. Now has 22 F1 wins to his name.

2007 TIMO GLOCK **HIT**

▼ Raced in F1 for five seasons with Toyota and Virgin after winning the title for iSport. Now a race winner in the DTM.



Leimer led the way in GP2 this season

2008 GIORGIO PANTANO **MISS**

Started 14 grands prix for Jordan in 2004 but none since his GP2 triumph. Has dabbled in Superleague Formula and IndyCar, but now races in GT Open.

2009 NICO HULKENBERG **HIT**

After winning GP2 for ART in his rookie season, graduated to F1 with Williams. Currently starring with Sauber.

2010 PASTOR MALDONADO **HIT**

Stepped up to F1 with Williams in 2011 thanks to his links with PDVSA and won the 2012 Spanish Grand Prix.

2011 ROMAIN GROSJEAN **HIT**

After his troubled F1 outings for Renault in 2009, was rehabilitated and returned to F1 last year with Lotus.

2012 DAVIDE VALSECCHI **MISS**

▼ Now reserve driver with Lotus, but has not started a race in any category since winning the GP2 crown.



FERRARI/GP2

LEIMER: "It would be fantastic to be an F1 race driver, or even a third driver, but it will be hard"

was the original plan of GP2," said Boullier. "Conversely, in World Series, you had a lot of second-year drivers and a strong battle so it's difficult to give a value to one compared with the other.

"GP2 is more expensive than World Series, but they are trying to cut costs which is the right way to go because, if not, you are going to lose the potential to get the right drivers."

Either way, the key now is for Leimer to advance his career. His target is F1, but even a reserve role might prove difficult to achieve.

"I hope I can go to F1," the 24-year-old said after securing the GP2 title in Abu Dhabi. "It will be hard because there are not many seats free. It would be fantastic to be a race driver, or even a third driver, but we will have to work hard."

WHERE DID THE CURRENT GRID COME FROM?

This lists the full-time programme each of the 22 drivers currently on the Formula 1 grid were running prior to their graduation to grand prix racing.



Sebastian Vettel	FR3.5
Mark Webber	F3000
Fernando Alonso	F3000
Felipe Massa	Euro F3000
Jenson Button	British F3
Sergio Perez	GP2
Kimi Raikkonen	FR2.0
Romain Grosjean	GP2
Nico Rosberg	GP2
Lewis Hamilton	GP2
Nico Hulkenberg	GP2
Esteban Gutierrez	GP2
Paul di Resta	DTM
Adrian Sutil	Japanese F3
Pastor Maldonado	GP2
Valtteri Bottas	F1 Friday driver
Daniel Ricciardo	FR3.5
Jean-Eric Vergne	FR3.5
Charles Pic	GP2
Giedo van der Garde	GP2
Jules Bianchi	FR3.5
Max Chilton	GP2

"There is nothing wrong with GP2, but the quality of the field recently in World Series has been far beyond that of GP2 with due respect to the guy who has won [Leimer] because I am sure he has done a good job," said Whitmarsh. "He has been doing it for four years to get here, and a few Asian series races, so it is quite an expensive bit of progress.

"But GP2 has got considerable merit in that you are on the right circuits and you are on similar tyres. It can become difficult for a rookie to go in there and win it, but a good-quality rookie will and can win it and that is what I'm hoping is going to happen next year."

FERRARI NOT CERTAIN

While McLaren is open to GP2, perhaps because it will allow Vandoorne to remain in close proximity to the F1 team for exactly the reasons Button raises, Ferrari has a different outlook. Raffaele Marciello, a product of its driver academy, won the F3 European Championship this year and has tested both FR3.5 and GP2 machinery. It is not clear where he

will race next year, although Ferrari team principal Stefano Domenicali has reservations about GP2.

"GP2 is the closest in terms of the possibility to be seen because it is on F1 race weekends, but it is too expensive," said Domenicali. "We need to cut down the cost because there are a lot of drivers that pay a lot of money to race in GP2. Renault 3.5 is a very good championship, much less expensive, but if you look at the line after Euro F3, there is GP3 and GP2 and we need to understand how they fit in the path to F1. We need to make sure these championships are less expensive because the drivers cannot test."

To its credit, GP2 is making changes in pursuit of a 10 per cent budget cut, and both it and FR3.5 are extending the life of their current cars into a fourth season to help reduce costs. This is welcomed by Lotus boss Eric Boullier, who also runs the Gravity Sport young-driver programme and has an interest in the DAMS squad that runs in both championships.

"There were many drivers this year who were in their third or fourth years and I don't think that



Will 2013 GP2 champ get a drive?

Why the DTM doesn't need Britain anymore

Brands Hatch has lost its slot on the 2014 DTM calendar because Britain is no longer a suitable market for the series to showcase its wares, as **JAMIE O'LEARY** explains



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The announcement last month that the DTM would not be returning to Brands Hatch, or indeed Great Britain in 2014, was a major disappointment to fans of the series on these shores, but not a huge shock.

Since first appearing in the UK with a non-championship 'ITR Cup' double-header at Donington Park 22 years ago, the DTM has, in various guises, taken in Silverstone and Brands Hatch and featured star names like Jean Alesi, Mika Hakkinen and Juan Pablo Montoya.

But spectacular machinery and front-running British drivers such as Gary Paffett, Jamie Green and



HWA: market
must suit
car makers

Paul di Resta have not been enough to keep the British fans from either buying Mercedes, Audis and BMWs, or even showing up to the races anymore.

Just 18,000 were present at

Brands Hatch in May to watch Mike Rockenfeller win – a little over half the number there to chase Lewis Hamilton for an autograph three years previously. This was the conclusive proof that Britain no longer provides value to the DTM, its promoter the ITR or its competing manufacturers.

BADLY PROMOTED

ITR chairman Hans Werner Aufrecht believes that the DTM suffered from a lack of promotion in the UK, specifically via the mainstream media, but denies his organisation is responsible for this.

"The responsibility is with the

national agents for the manufacturers to make the promotion; BMW UK, Mercedes UK, Audi UK... They all have this responsibility," he says. "They race in the DTM to sell cars in their markets. You have to promote your success when you have it.

"We've never had good broadcasting in the UK, and that is normally the key to a successful series. Secondly, we are not in the mass media, the newspapers.

Nobody knows what the DTM is.

"We have to rely on specialists like AUTOSPORT, but you don't reach the same number of people as the TV. We cannot penetrate."

TIMELINE: Britain's DTM highlights, 1991-2013



1991: Non-points 'ITR Cup' races at Donington Park are won by Frank Biela's Audi V8.



1996: A packed Silverstone witnesses Gabriele Tarquini's lone ITC win for Alfa Romeo.



2002: Jean Alesi takes maiden DTM series victory in revived series at Donington.



2006: Event switches to Brands Hatch as Jamie Green cedes the win to Mattias Ekstrom late on.



2009: Paul di Resta becomes the first Brit in the series to win on home soil.

Brands Hatch will
not be on next
year's DTM calendar



EXPERT VIEW



Andy Priaulx
BMW DTM racer

It's the most massive shame that the DTM won't be back in the UK next year because racing in front of your home crowd is one of the most special experiences you can have as a professional racing driver.

I haven't raced in a British championship since my BTCC in 2002, so racing at home is something I probably only get to experience once, or maybe – if I'm lucky – twice in a season, and I consider it a massive privilege, just like the GB guys who competed at the London Olympics did.

It's fantastic to see huge crowds turn out in Germany to support the DTM, but giving autographs for

foreign eBayers just isn't the same as when a British marshal asks you to sign their orange suit. Those guys that man the corners every weekend live every lap with you and you feed off their support.

There were only 18,000 fans at Brands Hatch for the DTM this year, but they were there for just three drivers: myself, Gary Paffett and Jamie Green, and I'm sure they'd agree with me that when you come into the circuit in the morning and everyone wants to shake your hand and wish you good luck – for no other reason than you're representing their country – it makes the hairs on your neck stand up.



China is on
'14 schedule

WRONG TRACK

Criticism has been levelled at the use of the 1.2-mile Brands Hatch Indy circuit for its lack of overtaking opportunities afforded to powerful, downforce-heavy cars, and for the lack of spectacle that this provides for paying spectators.

"It's a traditional track, but it's also very small with difficult overtaking and spectators do not want to watch this. It's a problem for us," Aufrecht says.

Jonathan Palmer, chairman of Brands Hatch owner MotorSport Vision, insists however that this problem could easily have been avoided. "The ITR asked for the

short track so they could have more laps for the fans. We have a longer grand prix circuit here which had an FIA Grade 2 licence," Palmer says. "And we could have used that.

"However, I can understand why they don't want to be in the UK anymore if it's not working from a business point of view. The ITR is the promoter of the DTM and one of its reasons for being there is to make money for the series. It's obvious that developing countries, which have national or regional government funding in place for sporting events, will be able to offer more attractive packages to championships than countries

that don't provide that sort of incentive, like here in the UK."

NEW MARKETS

These new countries, including Russia – which made its debut in the DTM this year – Hungary and China, are ripe for exploitation by automotive manufacturers keen to pounce upon markets developing far more quickly than those in Europe.

Aufrecht insists that while protecting its heritage and loyal fanbase in the German-speaking nations, the DTM cannot continue to benefit its participants unless it helps its entrants into new geographical areas, such as

Russia, Hungary and China.

"Don't be surprised to see two races in Russia soon," says Aufrecht. "There's 3000km between Moscow and Sochi, and you can sell a lot of new cars in 3000km."

While Britain cannot currently hope to give a manufacturer a similar return for its marketing investment, Aufrecht remains noncommittal on Britain's future involvement in the DTM.

"Short-term, I don't think we'll be back," he says. "The possible marketing opportunities for the DTM are not being used right now in the UK. But in the future, and if conditions change, why not?"

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Hidden truths from the paddock

Sean Edwards' recent death while instructing in Australia has highlighted the dangers of a role some racers have to perform to help pay the bills

A decade ago I arrived at a cold and wet Bedford Autodrome to experience my first-ever day as an 'Instructor'. I remember the day as if it were yesterday. There were around six of us readying ourselves to be assessed, all with the end goal of securing a job. We were all young racing drivers and the more experienced among us quickly congregated together purely because we knew one another.

Quite early on it was clear that there was a real mix of enthusiasm within the group. Some of us were there because we had to be, and some were there because they wanted to be. I'll say now that the latter were in the minority. That was the first thing that really struck me.

I was essentially there because I needed to show my parents I had a form of income. At the time I had little choice when it came to job opportunities; racing was all I knew and, lest we forget, I was still chasing the dream. However, now that I had come of age my parents were rightfully no longer willing to fuel my 'silver spoon' mentality. I had outgoings, I wanted to live away from home and I needed to pay for it as well as contribute towards funding my chosen profession.

If I'm honest I was certainly not enamoured with the idea of a letting a total stranger show me how, in a



Edwards was always keen to help young drivers by sharing skill and experience

drivers in the world – something he accomplished.

Later on in his career he didn't have the time to instruct much, but an appetite to help others was born on this day. His successful career meant he was financially secure enough not to instruct but instead he chose to continue helping other young drivers achieve their dreams; a testimony to the man he was.

For others, and I was certainly among them, instructing is not something that's a choice; it's more a way of life in order to stay within a sport that we all love and cannot live without. The majority of young drivers grow old trying to fulfil a dream that simply gets

“More needs to be done to protect instructors and youngsters entering the industry today”

different life, he could have been the next Sebastian Vettel. The risks of instructing were certainly not lost on me, and looking back I am pretty sure this must have come across during my assessment. However, one individual on the day who did not share my mindset happened to be sat right next to me in the briefing.

Like me, he was also having his first experience of sitting in the passenger seat. He was positive from the moment I met him, fresh faced and a youngster who had nothing but enthusiasm for instructing and helping others. His name was Sean Edwards.

He could barely have been 18 and, unlike me, was just starting out in his race career. He had no ego or preconceived ideas about status and ability and was simply looking forward to the experience. Having known him since that day, that kind-natured enthusiasm never left him, even if his main focus became centred on becoming one of the best one-make

further and further away the older they get.

Instructing gives us the opportunity to stay on track and remain within the environment we live for. However, if you took a survey of all those instructing today, then I'm sure that the majority would admit to having moments where they asked themselves: 'Do I really want to keep being subjected to these risks?'

Following the tragic news of Sean's accident, I'm sure that question has never been more pertinent. I've been out of the instructing world for many years now. I made the decision that I could no longer live with the risk. The reality is that I never enjoyed being a passenger in the car. Certainly I enjoyed the monetary return and the camaraderie but not the risk.

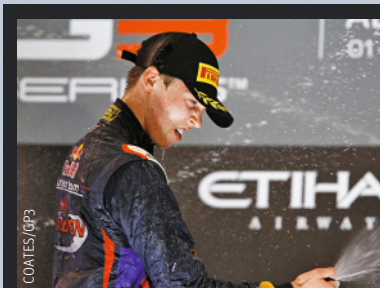
Selfishly, I now wish Sean had been of the same mindset. I have many friends that are still instructing and feel strongly that more needs to be done to protect them and all the youngsters entering the industry today. ❧

RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

40 **GP2 Yas Marina** Alexander Rossi and James Calado ended the year with victories in the UAE, but it was Fabio Leimer who celebrated the hardest after he landed the title





COATES/GP3

43 GP3 Yas Marina
Toro Rosso F1 new boy Kvyat secures the title after victory



44 WTCC Shanghai
Chilton and Monteiro beat more illustrious team-mates



ISHIHARA/LAT

47 Super GT Motegi
Firman shunts while Hirate and Tachikawa take title

MAIN PIC: STALEY/GP2

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GP2

Yas Marina (UAE)

November 2-3

Round 11/11



RESULTS

RACE 1: 29 LAPS, 106.989 MILES

1	ALEXANDER ROSSI (USA)	1h00m16.414s
Caterham Racing; Grid: 1st-1m48.931s		
2	JOLYON PALMER (GB)	+2.130s
Carlin; Grid: 3rd-1m49.376s		
3	MARCUS ERICSSON (S)	+3.075s
DAMS; Grid: 12th-1m49.910s*		
4	FABIO LEIMER (CH)	+4.687s
Racing Engineering; Grid: 4th-1m49.485s		
5	DANI CLOS (E)	+5.218s
MP Motorsport; Grid: 10th-1m49.846s		
6	JAMES CALADO (GB)	+6.370s
ART; Grid: 19th-1m50.002s**		
7	FELIPE NASR (GB)	+8.873s
DAMS; Grid: 8th-1m49.829s		
8	JOHNNY CECOTTO JR (YV)	+12.142s
Arden International; Grid: 6th-1m49.680s		
9	DANIEL ABT (D)	+13.102s
ART; Grid: 25th-1m50.907s***		
10	SAM BIRD (GB)	+13.568s
Russian Time; Grid: 2nd-1m49.241s		

Winner's average speed: 99.561mph. Fastest lap: Palmer, 1m52.873s, 110.075mph.
* - best time disallowed; ** - 5-place grid penalty; *** - 3-place grid penalty.

RACE 2: 22 LAPS, 75.928 MILES

1	CALADO	44m04.124s
Grid: 3rd		
2	CLOS	+0.787s
Grid: 4th		
3	LEIMER	+4.965s
Grid: 5th		
4	BIRD	+9.440s
Grid: 10th		
5	ABT	+9.957s
Grid: 9th		
6	ERICSSON	+11.981s
Grid: 6th		
7	SIMON TRUMMER (CH)	+13.188s
Rapax; Grid: 13th		
8	SERGIO CANAMASAS (E)	+16.432s
Caterham Racing; Grid: 12th		
9	STEFANO COLETTI (MC)	+18.117s
Rapax; Grid: 20th		
10	JULIAN LEAL (CO)	+18.487s
Trident Racing; Grid: 16th		

Winners' average speed: 103.279mph. Fastest lap: Stephane Richelmi (DAMS), 1m51.817s, 111.114mph. All drivers in Dallara-Mecachrome GP2/11.

CHAMPIONSHIP

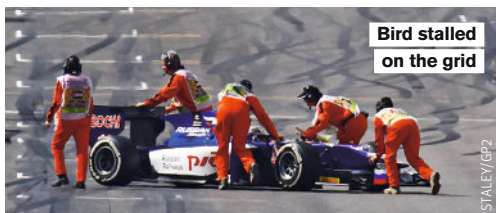
1	LEIMER	201	6	ERICSSON	121
2	BIRD	181	7	PALMER	119
3	CALADO	157	8	RICHELMI	103
4	NASR	154	9	ROSSI	92
5	COLETTI	135	10	DILLMANN	92

TEAMS

1	RUSSIAN TIME	273	4	DAMS	224
2	CARLIN	273	5	ART GRAND PRIX	168
2	RACING ENGINEERING	263	6	HILMER	155

POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



Bird stalled on the grid

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Leimer crowned king in the desert

Sam Bird's stall opened the door for Fabio Leimer's title success, but helped claim the teams' championship. By CHARLES BRADLEY

ALEXANDER ROSSI AND JAMES CALADO WERE THE race victors in the searing desert heat of the Abu Dhabi GP2 finale, but Fabio Leimer was the big winner – effectively assured of the title once rival Sam Bird stalled at the start of the feature race.

Racing Engineering's Leimer came to the UAE holding a seven-point lead over Russian Time's Bird, but Sam was just three-tenths away from four points for pole once qualifying pacesetter Marcus Ericsson (DAMS) was stripped of the top spot for exceeding the track limits (by 10cm in his reckoning). It elevated Caterham's Rossi to pole, with Bird alongside on the front row.

Leimer was fourth, behind Jolyon Palmer (Carlin). But in the feature race, Bird's title bid took a dive as the fifth red light illuminated: "The clutch just let go," he rued later. "It's very warm and the

clutches do get very hot; the bite points do move a lot in GP2 and, unfortunately, it did what it did."

Bird stalled, and the first of those forced to take avoiding action was Leimer. Fortunately everyone missed Bird, who was restarted in the pitlane, just as the safety car was called into play.

Sadly for Bird's team this was because its second car had Jon Lancaster's Hilmer machine perched upon it at Turn 6, pinning driver Tom Dillmann's helmet against the headrest. The impact had caused a neck injury that would put Dillmann out of the rest of the weekend.

Palmer led, having breezed past a timid Leimer into Turn 1, while a slow-starting Rossi recovered to second. Bird was back in 22nd, having pitted under the safety car to switch to the supersoft tyre after starting on the medium.

At the resumption, Palmer and Rossi pulled away up front, charging on their medium tyres, while Leimer was more circumspect on his supersofts, knowing he had to eke out their life to the mandatory pitstop window. He had Dani Clos (MP Motorsport) right on his tail, ahead of Carlin's Felipe Nasr and Ericsson, who had charged up to sixth from his penalised 12th.

Bird was back in the pits on lap nine for fresh mediums, having worked his way up to 17th on the softer rubber, while Leimer and Clos pitted together two laps later – Leimer instructed to "bring the car home" as he rejoined clear of Clos.

Ahead, Palmer and Rossi fought out their duel for victory. Palmer looked assured when Rossi was forced to pit first on lap 18, having dropped



Calado took sprint spoils



Timid Leimer (8) allows Palmer to lead as Bird sits on grid

IN THE COCKPIT

Alexander Rossi



STALEY/GP2

PRIOR TO THE START, our feature-race tyre strategy was to go option-prime. But everyone around us was on the prime, so we decided to start on them too. We knew the odds of the supersoft lasting weren't great, so our initial strategy was to go as long as we could on the prime, and then switch to the options to save a set of primes for the sprint race. Jolyon and myself pulled well clear of the field. But as the Carlin car always seems to do, it looked after its rear tyres very well. I was losing five- or six-tenths a lap to him before my pitstop, and at that point it was too early for options. We went for rears only, so fresh primes, and we figured the fronts would last until the end.

It was crucial to drive as quick as I could, get around any car in front during the pitstop cycle, and I did that and came out in front of him. Then I knew he'd be on a charge on his four fresh options, but I also knew that with nine laps left he had a long way to go on them.

The safety car wasn't welcome, as I knew it would cool his tyres, but it worked out fine and a win is a win – they're always welcome! It's a really nice way to go into the off-season with a win and a pole position. Now we move onto the test here, and it's important to develop this car even further for the team for next year.

And the timing of this win is perfect because I've got Austin coming up, when you'll see me in action in Friday practice in the Caterham F1 car.

over 3s in arrears: "Too late dude!" cried Rossi when told to pit, his tyres having run out of grip.

But rejoining on new mediums gave Rossi fresh impetus, as Carlin delayed calling Palmer in for an extra lap. The strategy was to put Palmer on supersofts, giving him a nine-lap run to the finish, which seemed sensible as Leimer had managed a similar distance despite heavier fuel from the start. However, Rossi was flying, and managed to undercut that previous 3s advantage to just grab the lead as Palmer rejoined.

Palmer was right in Rossi's wake as the safety car was required again, this time as Mitch Evans clashed with Sergio Canamasas at the final turn. It set up a three-lap dash to the finish, but Rossi actually extended his lead to a couple of seconds by the finish, as Palmer admitted: "The only thing we got wrong was the strategy; we needed to pit earlier for the options and then could have won. We didn't have much to gain by trying to eke out one more lap; it probably cost us a win."

Behind them, Ericsson – who had jumped up to fourth by running a long first stint on mediums – easily outbraked Leimer for third at Turn 11 after the restart. Leimer knew he just had to finish fourth, as although Bird had tigered his way into the top 10, he'd fried his tyres after a relatively early pitstop and it wasn't quite enough.

"I was a little bit disappointed after qualifying, and Sam nearly got the four points," said Leimer. "I saw immediately that Sam stalled, which helped us a lot, and I felt really sorry for him."

Bird rued of the title loss: "It's never easy to



Rossi scored his maiden victory

STALEY/LAT

deal with something like this. It would have been amazing to win, but I think second place this year is a fantastic result with a new team."

Sunday's sprint race was a tour de force by pre-season favourite Calado, although his weekend had been anything but to this point. A grid penalty, for petulantly edging Dillmann off the track in free practice, had already ended his ultra-slim title hopes even before qualifying began, and he started from a lowly 19th. But he managed to charge up to sixth in race one, despite a broken bargeboard that wedged in his sidepod and starved his engine of power.

"I went to bed last night thinking I've got nothing to lose," said Calado, then drove like it. He surged between poleman Johnny Cecotto Jr

and Felipe Nasr on the run to the first corner, then kept his cool despite a mid-race safety car that gave the pursuing Dani Clos a chance to overhaul him, which he failed to achieve by 1.2s. The result gave Calado third in the standings.

Nasr punted Cecotto into a spin at the opening corner, which forced team-mate Palmer wide, which opened the door for Bird (no Dillmann, of course) to grab the teams' title for Russian Time by finishing fourth. Neither Carlin car came close to the points, as Nasr was penalised and Palmer went out with rear-end damage after a clash with Julian Leal while running 10th. "Everything that could have gone wrong did," rued Palmer.

So Bird still managed to take one title, even though it wasn't the big one he really wanted. ❧

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Kvyat led home
Carlin pair in race
one to take title



S. BLOKHAWI/AT

GP3 SERIES YAS MARINA (UAE), NOVEMBER 2-3, RD 8/8

Kvyat takes title as Stoneman stars

WITH HIS FORMULA 1 FUTURE ASSURED at Toro Rosso next year, Daniil Kvyat proved his worth by taking the GP3 title in imperious fashion on Saturday night. But perhaps it was Dean Stoneman's performance – the culmination of winning a crucial battle of his own – that truly caught the eye last weekend.

MW Arden's Kvyat dominated practice, qualifying and race one to be crowned champion with a race to spare, as chief title rival Facu Regalia of ART floundered – recording his first pointless weekend since the season opener at Barcelona.

Following an early safety car, to retrieve Carmen Jorda's stranded machine, under the floodlights of

GP3's first-ever night race Kvyat pummelled the opposition by extending a 5s lead after a dozen laps, and then cruised to victory from there. With Regalia finishing seventh on the road, even before he was given a 20s penalty for passing Kvyat's team-mate Carlos Sainz Jr while off the track (where he'd spent far too much of his weekend), Kvyat had done more than enough to overturn a seven-point pre-weekend deficit and claim the title in one fell swoop.

"It feels amazing," Kvyat beamed afterwards. "It just came together for me, and going to F1 like this couldn't be better – I think my results speak for themselves."

Behind him, Alexander Sims

surged past Carlin team-mate Nick Yelloly to claim second at Turn 8 on lap nine, completing his late-season cameo with a flourish. Yelloly was left to defend the final spot on the podium from ART duo Conor Daly and Jack Harvey. Behind them came that man Stoneman...

Three years after being diagnosed with testicular cancer, the Porsche Carrera Cup GB frontrunner returned to single-seaters as if he'd never been away. Replacing the penniless Aaro Vainio at Koiranen GP, the 2010 Formula 2 champion qualified ninth and produced two sparkling drives.

In race one, Stoneman benefited from a scary clash between Carlos Sainz Jr and Patric Neiderhauser on the flat-out curved run to Turn 11. Sainz sent himself into a 360-degree spin, for which he'd later be excluded from the results, the contact breaking Neiderhauser's steering and promoting Stoneman to sixth.

In race two, he jumped poleman Patrick Kujala, who stuttered off the grid, and chased race-winner Tio Ellinas to the finish, trailing him home by just 0.3s.

"It's been fantastic," said runner-up Stoneman. "The last time I was here I was testing a Formula 1 Williams. Unfortunately I got knocked back for three seasons. Now I'm back on the podium."

That final race concluded a bizarre year for Manor racer Ellinas, who hadn't won since the season-opener at Barcelona. He led the points for

the first five race weekends, despite only scoring one more podium finish during that time.

Just as in the season-opener, Ellinas tore away in the opening stages of the race, then suffered late-race tyre degradation pain and was forced to cling on at the finish: "I had big-time tyre trouble, understeer and oversteer – it was hard work!"

Daly chased Stoneman home, but never got close enough to attempt a pass, and then had to fend off Harvey on the penultimate lap for the final place on the podium.

Kvyat charged to fifth, passing Yelloly and Kujala with superbly executed moves, to put him 30 points clear of his rivals in the final reckoning.

Not bad for someone who was only eighth at the halfway point of the season in July; now he's on the verge of the F1 big time.

● Charles Bradley



Stoneman (l) joined
Ellinas and Daly (r)
on race-two rostrum

BLOKHAWI/AT

RESULTS

Race 1 Daniil Kvyat (MW Arden), 14 laps in 29m40.145s; 2 Alexander Sims (Carlin), +4.677s; 3 Nick Yelloly (Carlin); 4 Conor Daly (ART); 5 Jack Harvey (ART); 6 Dean Stoneman (Koiranen); 7 Tio Ellinas (Manor); 8 Patrick Kujala (Koiranen); 9 Dino Zamparelli (Manor); 10 Robert Visoiu (MW Arden). **Race 2** Tio Ellinas, 14 laps in 27m59.709s; 2 Stoneman, +0.293s; 3 Daly; 4 Harvey; 5 Kvyat; 6 Yelloly; 7 Sims; 8 Zamparelli; 9 Giovanni Venturini (Trident); 10 Alex Fontana (Jenzer). **Points** 1 Kvyat, 168; 2 Facu Regalia, 138; 3 Daly, 126; 4 Ellinas, 116; 5 Harvey, 114; 6 Yelloly, 107.

WTCC
Shanghai (PRC)
 November 3

Round 11/12

RESULTS

RACE 1: 12 LAPS, 34.20 MILES

1	TOM CHILTON (GB)	26m28.234s
	RML Chevrolet Cruze 1.6 T; Grid: 2nd-1m53.868s	
2	YVAN MULLER (F)	+0.010s
	RML Chevrolet Cruze 1.6 T; Grid: 1st-1m53.486s	
3	JAMES NASH (GB)	+14.737s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 4rd-1m54.034s	
4	ALEX MACDOWALL (GB)	+15.455s
	Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 5th-1m54.054s	
5	PEPE ORIOLA (E)	+16.441s
	Tuenti Racing Chevrolet Cruze 1.6 T; Grid: 3rd-1m54.008s	
6	ROB HUFF (GB)	+16.585s
	Munnich Motorsport SEAT Leon WTCC; Grid: 8th-1m54.623s	
7	GABRIELE TARQUINI (I)	+16.799s
	Honda (JAS) Honda Civic WTCC; Grid: 9th-1m54.666s	
8	JAMES THOMPSON (GB)	+16.825s
	Lada (Russian Bears) Lada Granta Sport; Grid: 13th-1m55.316s	
9	TOM BOARDMAN (GB)	+16.931s
	Special Tuning Racing SEAT Leon WTCC; Grid: 19th-1m55.610s	
10	NORBERT MICHELISZ (H)	+17.683s
	Zengo Motorsport Honda Civic WTCC; Grid: 7th-1m54.576s	

Winner's average speed: 77.53mph. Fastest lap: D'Aste 2m01.528s, 84.72mph.

RACE 2: 10 LAPS, 28.48 MILES

1	TIAGO MONTEIRO (P)	19m26.090s
	Honda (JAS) Honda Civic WTCC; Grid: 1st-1m54.959s	
2	TARQUINI	+1.178s
	Honda; Grid: 2nd	
3	MICHELISZ	+4.143s
	Honda; 4th	
4	HUFF	+5.470s
	SEAT; Grid: 3rd	
5	MULLER	+5.739s
	Chevrolet; Grid: 10th	
6	NASH	+7.423s
	Chevrolet; Grid: 7th	
7	ORIOLA	+7.987s
	Chevrolet; Grid: 8th	
8	TOM CORONEL (NL)	+8.042s
	ROAL Motorsport BMW 320 TC; Grid: 12th-1m55.204s	
9	STEFANO D'ASTE (I)	+11.407s
	PR Motorsport BMW 320 TC; Grid: 26th-1m58.448s	
10	CHILTON	+23.753s
	Chevrolet; Grid: 9th	

Winner's average speed: 87.94mph. Fastest lap: Monteiro, 1m55.568s, 89.09mph.

CHAMPIONSHIP

1	MULLER	393	6	HUFF	173
2	TARQUINI	235	7	MICHELISZ	172
3	CHILTON	213	8	CORONEL	147
4	NASH	206	9	ORIOLA	146
5	NYKJAER	180	10	MONTEIRO	142

YOKOHAMA TROPHY

1	NASH	171	4	BENNANI	94
2	NYKJAER	134	5	D'ASTE	84
3	MACDOWALL	130	6	O'YOUNG	60

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



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PRACTICE, AND YVAN MULLER HIT THE FRONT.

Qualifying, and he blitzed the field. From pole, he led into the first turn and, once differing strategies had played out, regained the lead at mid-distance. He was cruising; we had seen all this before.

Except we hadn't. Two corners from the end came that rarest of things – a Muller mistake. Suddenly RML team-mate Tom Chilton was alongside and challenging.

Into the last corner they went, still side-by-side. Muller was more than fair, he was distinctly generous. Refusing to run Chilton wide, as was his right, he duly lost the drag down to the line by one hundredth of a second. The Briton climbed to the top of a World Touring Car podium for the second time in his career; Muller, championship already sealed, was not amused.

Inevitably there was talk of team orders (see right). That shouldn't detract from what was a fine performance from Chilton, with the Briton – having been outclassed by his team-mate in dry qualifying – taking full advantage of the race's mixed conditions. He earned his chance, hounding Muller throughout to ensure he was in the right place to capitalise when the mistake was made.

Just as it prevented what had otherwise threatened to be a Muller procession, the pre-race shower enlivened the opening race in general, with several different strategies emerging as multiple-car fights featured throughout the field.

It was wet-shod Pepe Oriola and Rickard Rydell who made the early running, with the former scything past Chilton and Muller and the latter by the two Bamboo Chevrolets to end the first lap in first and fourth respectively. Their initial pace suggested wets had been the better option but with no more rain by mid-distance, their chances were shot. Oriola fell to the RML Cruzes in quick succession and eventually faded to sixth; Rydell fared even worse and crossed the line in 14th.

Behind the lead pair, James Nash balanced attack and defence perfectly to secure third, fending off race-long pressure from team-mate, and Yokohama Trophy rival, Alex MacDowall (wet rears and dry fronts). The latter had the same task to keep Rob Huff (on the same tyre split) and the slick-shod Gabriele Tarquini at bay, but did so with aplomb.

Huff – who announced a two-year deal with Lada before the race – had earlier picked off Norbert Michelisz with a superb move around the outside of Turn 1, before demoting Tarquini on the final lap. The Italian's lead over Chilton in the 2013 runner-up race was duly slashed, but the reversed-grid second race was always likely to change that dynamic given his and fellow Honda man Tiago Monteiro's tactically-secured front-row lockout.

The pair's qualifying gamble paid off – now running on a dry line they were able to simply ease away from the chasing pack, with poleman Monteiro leading Tarquini from lights to flag. It was the Portuguese's first win for Honda, while second was enough to return Tarquini to a 22-point lead over Chilton in the championship.

Honda's joy was compounded as Norbert Michelisz, in the Zengo-run Civic, clinched third and so the marque's second podium sweep of '13.

Huff was the main threat, hounding Michelisz until coming under pressure himself from the fast-starting Muller. The Frenchman was up to sixth on the first lap and ended a long fight with Nash around the outside at Turn 1, and then – in a role reversal of race one – staged a last corner attack on Huff. The Briton was not nearly as charitable as Muller had been however, running his former team-mate over the grass to secure fourth.

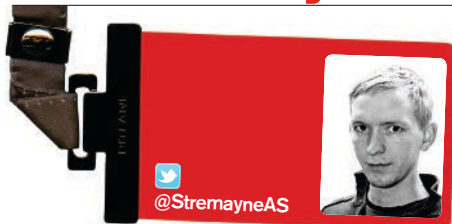
Nash came under heavy pressure from Oriola and Tom Coronel, but after a pass-repass sequence with the Dutchman managed to hold on to sixth, with half a second covering the trio at the flag.

Chilton could only manage 10th, having been caught out in a first-corner incident that also waylaid MacDowall and wrecked the comeback of five-time race-winner Rydell (see story right).



IN THE PADDOCK

Sam Tremayne



DID HE OR DIDN'T HE?

Speculation that Yvan Muller might move aside for Tom Chilton in order to boost the latter's hopes of securing second in the championship started as early as qualifying. "A podium doesn't matter," Muller said in the press conference, "so if I'm second or third, I will help Tom of course. But I still want victories."

Asked whether or not he believed him, Chilton offered a wry: "No."

So did Muller make way and give up a win? The Frenchman was having none of it, instead berating himself for a mistake that allowed Chilton to get side-by-side with him both entering and exiting Turn 14, setting up that final-corner duel.

"The mistake wasn't on the last turn," Muller told AUTOSPORT, "it was when I didn't slow down enough in Turn 14 which allowed him to come on the inside of me. Sure I could have braked later and pushed him on the grass like Rob Huff did to me in the second race, but I didn't. He took the place; he won it. But I was also very nice – much nicer than if it had been someone else..."

Chilton acknowledged that generosity, but also stressed the importance of a "classic switchback" to set up a dash to the line that he won by just 0.01s, too close to be accurately staged. Chalk this one down to Chilton's opportunism and Muller's generosity then – just don't expect to see this kind of dynamic repeated any time soon.



REMEMBER WHEN



Chilton's winning margin of 0.010s is the second closest in the WTCC. The tightest finish remains 0.003s, although Fabrizio Giovanardi's 2005 Spa victory came after on-the-road victor Stefano D'Aste (pictured) was penalised 3s for short-cutting the Bus Stop on the final lap.

Monteiro: Chinese win unexpected

TIAGO MONTEIRO SAYS HIS BREAKTHROUGH

victory for Honda has been a long time coming, while conceding he had not expected to be in with a shout of victory at Shanghai given Honda's relative weakness on the long back straights.

The Portuguese had finished runner-up twice in 2013 and had started from the front two rows of the grid five times, but was yet to win heading into China – in contrast to team-mate Gabriele Tarquini, who had triumphed twice, and Zengo privateer Norbert Michelisz, who prevailed at Suzuka.

Monteiro ended that drought in the Shanghai finale however, preserving his reversed-grid pole away from the start and easing away from Tarquini in a faultless drive.

"I've missed two or three opportunities to win this year, so it should have come earlier, so there's a bit of relief, but equally elation because it was really unexpected at Shanghai," he told AUTOSPORT.

"I'd been looking at Macau as my best and final chance to win this year, so to do it here – and to have all three Hondas on the podium – is a great feeling."

Monteiro believes his victory is also representative of a



step up in his own performances since Sonoma, having taken three podiums in the last six races – a record only matched by Yvan Muller and Michelisz.

"This car is very specific, and maybe it has taken me a bit more time to get 100 per cent confident with it," he said.

"It's a stiff, aggressive car. It can be tricky to drive, but as was the case when I was in F1, those characteristics also mean it can be very fast."

Race for 2014
Chevys hots up

COMPETITION TO SECURE ONE OF SIX

new-specification Chevrolets intensified in China, with four cars understood to be still up for grabs.

AUTOSPORT understands that only two parties – Tom Chilton and Campos, which intends to run Hugo Valente – put down deposits before the initial October 3 deadline.

Current Chevrolet squads Bamboo and Nika are both attempting to put deals together, as are BMW teams ROAL and Wiechers. All four teams could end up sitting out 2014 should they miss out on a Cruze. Campos is also understood to be trying to secure a second car.

While Bamboo confirmed last month that it will run two new Chevrolets, AUTOSPORT learned in China that while the deal is extremely close, it is not yet complete.

One hang-up for all teams has been a massive increase in the cost of securing the car compared to this year, further complicated by a tight payment schedule. Issues over delivery dates and how the car will be developed are also problems, but the Cruzes are still in heavy demand.

World champion Yvan Muller believes the decision for RML to be limited to supplying, and not running, cars is a mistake when weighed against the potential development of factory outfits like Citroen and Honda.

"It's silly because who will do the development?" he told AUTOSPORT. "You need an experienced team, and experienced drivers, to lead it."

Teams have collectively stated that they intend to have finalised their plans by the Macau season finale on November 15-17.



MULLER: SCORE SYSTEM 'STUPID'

Yvan Muller believes the WTCC needs to rethink its points system after Honda's factory one-two in race two. "They played the game, and the rules provide the chance," Muller said. "But the second race shouldn't give as many points. It's not normal the guys who qualify second and third score less than the guys in 10th; the points are stupid that way."

MARRAKECH FOR '14 OPENER

Marrakech will host the opening round of the World Touring Car Championship for the first time in 2014, AUTOSPORT has learned. The North African street circuit has been pencilled in for April 4-6. While teams have welcomed the move, one boss told AUTOSPORT there was a risk factor over spare parts given the tight turnaround for next year's new-regulation cars.

ROAL UNSURE OF '14 ENTRY

Roberto Ravaglia put his chances of being on next year's grid as "50/50". The 1987 WTCC champion, whose ROAL Motorsport squad has run BMWs for a decade, is in talks to try and purchase two new-spec Chevrolets for 2014. "If we don't get them, we won't continue," he told AUTOSPORT. "The cars are very expensive though so it's very difficult."

CAMPOS COMMITS TO 'TC2'

Campos Racing has confirmed it plans to run three cars in 2014's rebranded TC2 class, in which this year's cars will be permitted to compete. "Fernando Monje is 99 per cent confirmed for TC2 with us," team boss Joan Orus said. "We are in negotiations with several other drivers." AUTOSPORT understands ETCC racer Dusan Borkovic is in the frame.

RYDELL'S RACEDAY DISASTER

Rickard Rydell admitted he was at fault for the crash in race two that brought his WTCC return to an uninspiring end. The Swede, who gambled unsuccessfully on wet tyres in race one, was tagged by Tom Coronel in Turn 1 of the finale, and then "hit Franz Engstler when my brakes were failing – it was my fault. I was OK with qualifying, that was good, but it hasn't been a raceday to remember."

ENGSTLER'S FUTURE UNCERTAIN

Franz Engstler is still unsure whether he will be on the grid next year despite backer Liqui Moly being keen for him to race in TC2. The German's eponymous outfit was expected to run two TC2 cars, but Engstler said BMW's reluctance to develop engines could be a decisive stumbling block.

NASCAR SPRINT CUP TEXAS (USA), NOVEMBER 3 RD 34/36

Johnson runs rings around his rivals



Johnson was a cut above on Texas oval

THACKER/LAT

46

ASIA-PACIFIC RALLY

MRF Skoda driver Gaurav Gill, co-driven by Glenn Macneall, became the first Indian to win the championship by finishing second in his Fabia S2000 on the China Rally. Team-mate Esapekka Lappi won the event by 5m37.4s, aided by a puncture for Gill on the opening day.

NASCAR NATIONWIDE

Penske Ford driver Brad Keselowski won for the sixth time this year, leading 106 of the 200 laps at Texas and putting a decisive move on Denny Hamlin's Joe Gibbs Toyota with 14 remaining. Hamlin's team-mate Sam Hornish Jr finished third to reduce his series deficit to Childress driver Austin Dillon (fifth) to six points with two races remaining.

NASCAR TRUCKS

Ty Dillon (below) took his second win of the year by leading all but 17 laps at Texas to record the 100th victory for Richard Childress Racing's #3 Chevrolets across NASCAR's top-three series. Johnny Sauter (ThorSport Toyota) and Ron Hornaday (NTS Chevy) completed the podium with points leader Matt Crafton finishing back in 10th.



CZOBAY/LAT

A LEAD OF SEVEN POINTS IS FAR FROM secure with two rounds of the 2013 NASCAR Sprint Cup still to go, but it was the manner of Jimmie Johnson's Texas Motor Speedway victory that made a sixth title feel all but inevitable.

Johnson ultimately won by four seconds, having led by as many as eight, and after heading 255 of the race's 334 laps.

More unnervingly still for his rivals, when things did go slightly awry and a fumbled rear-tyre change dropped him back to fifth place, the ease with which the Hendrick Chevrolet sliced through the field to regain the lead suggested Johnson probably had even more in hand.

For his last remaining realistic title rival Matt Kenseth, it was a day of clinging on. The Joe Gibbs Toyota was never quite quick enough to challenge for victory, and 500 miles of constant set-up tweaking was required to keep it in play up towards the front.

An eventual fourth-placed finish was still a well-salvaged result given that a pitlane speeding penalty three stops from the end had dumped Kenseth to 16th.

He was able to dismiss the midfielders efficiently enough, but could make little progress on the strung-out lead group, coming home behind Dale Earnhardt Jr — who completed a Hendrick one-two — and Joey Logano's Penske Ford.

Logano's team-mate Brad Keselowski had some spells in the lead before finishing behind Kasey Kahne in sixth.

The slim title hope Jeff Gordon was able to feel after his Martinsville win quickly faded at Texas, where a blown tyre put his Chevy SS into the wall. Hendrick toiled for 175 laps to get the car back out on track, but there was little to gain from doing so.

Kyle Busch had a wild day. A tyre problem put him into the wall early on, yet the hit was so square-on it did little damage to his Toyota and he was able to stay on the lead lap after pitting for checks. He then fought back from 29th to second, only to speed in the pitlane and end up back in 13th.

Kevin Harvick chased Denny Hamlin home in eighth and moved

to third in the standings, but 40 points down on Johnson.

Polesitter Carl Edwards gave Johnson a good fight in the opening stints, twice getting back in front in the pits, before engine issues ended the Roush Fenway Ford driver's day. ● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 334 laps in 3h18m05s; **2 Dale Earnhardt Jr (Chevy)**, +4.390s; **3 Joey Logano (Ford Fusion)**; **4 Matt Kenseth (Toyota Camry)**; **5 Kasey Kahne (Chevy)**; **6 Brad Keselowski (Ford)**; **7 Denny Hamlin (Toyota)**; **8 Kevin Harvick (Chevy)**; **9 Ryan Newman (Chevy)**; **10 Clint Bowyer (Toyota)**.
Points 1 Johnson, 2342; 2 Kenseth, 2335; 3 Harvick, 2302; 4 Kyle Busch, 2290; 5 Earnhardt, 2280; 6 Jeff Gordon, 2273; 7 Bowyer, 2273; 8 Greg Biffle, 2269; 9 Logano, 2251; 10 Kurt Busch, 2246.



Kenseth recovered after pit violation

Thiim sealed title
in second race



PORSCHE SUPERCUP YAS MARINA (UAE), NOVEMBER 2-3 RD 8/8

Thiim takes emotional title

NICKI THIIM BECAME PORSCHE Supercup champion at Yas Marina thanks to a double victory that helped him overhaul the points total of the late Sean Edwards.

With Edwards' untimely death while driver-coaching in Australia three weeks earlier still fresh in the minds of all of the paddock, a highly-charged atmosphere was guaranteed. And so it proved in the opening race as Attempto Racing

driver Thiim piled the pressure on surprise polesitter Earl Bamber throughout, all the time failing to shake thoughts of his late friend from his mind.

That pressure paid off half a lap from home as Fach Auto Tech driver Bamber – the new Carrera Cup Asia champion – ran wide and allowed Thiim a clear run to a victory that allowed him to move into the series lead, ahead of Edwards.

“It was a beautiful and emotional race for me,” Thiim admitted. “I was constantly thinking of Sean, particularly on the last lap. With him I achieved the greatest success of my career, winning the Nurburgring 24 Hours earlier this year. I still had a job to do though, and I did it.”

Needing only a ninth place in race two to guarantee he became the first Dane to win the Supercup, Thiim

made a strong getaway from pole and breezed away from the rest of the field to take his fourth victory of 2013 by over six seconds.

While Thiim dedicated his title to Edwards and promised to give his trophy to the Briton's family, teammate Kevin Estre's runner-up spot ensured that the Attempto squad secured the teams' championship for a second straight year.

Former champion Jeroen Bleekemolen finished third, but was fortunate that a challenge from behind by Klaus Bachler was ended by falling fuel pressure with two laps to go.

DAMS's Richie Stanaway inherited the spot as a result, taking his best Supercup finish. The previous day Briton Ben Barker (Team Bleekemolen) had done likewise, a spot behind Kuba Giermaziak's VERVA Racing entry.

● Dylan Jacobs

RESULTS

Race 1 1 Nicki Thiim, 13 laps in 31m36.073s; 2 Earl Bamber, +0.719s; 3 Kuba Giermaziak; 4 Ben Barker; 5 Kevin Estre; 6 Michael Ammermuller; 7 Klaus Bachler; 8 Jeroen Bleekemolen; 9 Christian Engelhart; 10 Michael Christensen.

Race 2 1 Thiim, 13 laps in 31m19.003s; 2 Estre, +6.282s; 3 Bleekemolen; 4 Richie Stanaway; 5 Bamber; 6 Giermaziak; 7 Christensen; 8 Ammermuller; 9 Barker; 10 Sebastiaan Bleekemolen. **Points** 1 Thiim, 140; 2 Sean Edwards, 118; 3 Ammermuller, 115; 4 Estre, 107; 5 Giermaziak, 105; 6 Michael Christensen, 95.

SUPERGT MOTEGI (J), NOVEMBER 3 RD 8/8

Lexus crews win battle and the war

YUJI TACHIKAWA AND KOHEI HIRATE came out on top of an eight-way fight for the Super GT title at Motegi, but had to give best to Kazuya Oshima and Yuji Kunimoto in the race as Lexus machinery dominated.

Oshima had put his Team Le Mans SC430 on pole position by a sizeable margin and showed no signs of letting up the pace as he made a good start and pulled out a 20-second lead before handing over to his junior co-driver.

Kunimoto backed off during the latter stages but still claimed his maiden Super GT victory – and Oshima's fourth – by over 11s.

Kodai Tsukakoshi and Toshihiro Kaneishi ran second for most of the race in their Real Racing Honda, but never had enough cars between themselves and the Tachikawa/Hirate Cerumo Lexus to make the title theirs. Third place for the pre-event points leaders won Tachikawa his third title to add to

his 2001 and '05 successes, while Hirate landed his first championship.

Britain's James Rossiter, who arrived at Motegi third in the points, but with his TOM'S Lexus chronically hampered by maximum success ballast as a result of his victory at the previous round, drove a stunning opening stint to climb from 13th on the grid to fifth. But with co-driver Kazuki Nakajima failing to progress any higher, their title prospects faded.

It was the final race for the current-spec GT500 cars, which are being replaced by carbon-monocoqued DTM-style machines, powered by two-litre turbocharged engines next year.

The GT300 class, for smaller Japanese machines and traditional European-style GT3 cars, also had its title-deciding race at Motegi. Despite the best efforts of ex-F3000 champion Bjorn Wirdheim and his Gainer Mercedes co-driver



Le Mans Lexus leads
with title winners third

Katsuyuki Hiranaka – who won the class on the day – they had to play second fiddle in the points to former IndyCar racer Hideki Mutoh/Yuki Nakayama. The latter pair's hybrid Honda CR-Z was equipped with ERS developed by British firm Zytek.

● Jiro Takahashi

RESULTS

1 Yuji Kunimoto/Kazuya Oshima (Lexus)

SC430, 53 laps in 1h35m34.873s; 2 Kodai Tsukakoshi/Toshihiro Kaneishi (Honda HSV-010), +11.640s; 3 Yuji Tachikawa/Kohei Hirate (Lexus); 4 Juichi Wakisaka/Hiroaki Ishiura (Lexus); 5 James Rossiter/Kazuki Nakajima (Lexus); 6 Andrea Caldarelli/Daisuke Ito (Lexus). **Points** 1 Tachikawa/Hirate, 69; 2 Tsukakoshi/Kaneishi, 67; 3 Rossiter/Nakajima, 60; 4 Frederic Makowiecki/Naoki Yamamoto, 56; 5 Kunimoto/Oshima, 52; 6 Ronnie Quintarelli/Masataka Yanagida, 50.



2013 INDYCAR REVIEW

Dixon: IndyCar's

It was one of the most unpredictable seasons in memory, with the



CHAMPIONSHIP POSITIONS

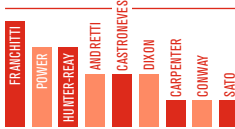
1	SCOTT DIXON (NZ)	Ganassi Dallara-Honda DW12	577
2	HELIO CASTRONEVES (BR)	Penske Dallara-Chevrolet DW12	550
3	SIMON PAGENAUD (F)	Schmidt-Hamilton Dallara-Honda DW12	508
4	WILL POWER (AUS)	Penske Dallara-Chevrolet DW12	498
5	MARCO ANDRETTI (USA)	Andretti Dallara-Chevrolet DW12	484
6	JUSTIN WILSON (GB)	Coyne Dallara-Honda DW12	472
7	RYAN HUNTER-REAY (USA)	Andretti Dallara-Chevrolet DW12	469
8	JAMES HINCHCLIFFE (CDN)	Andretti Dallara-Chevrolet DW12	449
9	CHARLIE KIMBALL (USA)	Ganassi Dallara-Honda DW12	427
10	DARIO FRANCHITTI (GB)	Ganassi Dallara-Honda DW12	418
11	TONY KANAAN (BR)	KV Dallara-Chevrolet DW12	397
12	SEBASTIEN BOURDAIS (F)	Dragon Dallara-Chevrolet DW12	370
13	SIMONA DE SILVESTRO (CH)	KV Dallara-Chevrolet DW12	362
14	JOSEF NEWGARDEN (USA)	Fisher Hartman Dallara-Honda DW12	348
15	EJ VISO (YV)	Andretti/HVM Dallara-Chevrolet DW12	340
16	ED CARPENTER (USA)	Carpenter Dallara-Chevrolet DW12	333
17	TAKUMA SATO (J)	Foyt Dallara-Honda DW12	322
18	GRAHAM RAHAL (USA)	Rahal Letterman Lanigan Dallara-Honda DW12	319
19	JAMES JAKES (GB)	Rahal Letterman Lanigan Dallara-Honda DW12	294
20	TRISTAN VAUTIER (F)	Schmidt Peterson Dallara-Honda DW12	266

WINS



SCOTT DIXON	4
WILL POWER	3
JAMES HINCHCLIFFE	3
RYAN HUNTER-REAY	2
SIMON PAGENAUD	2
TAKUMA SATO	1
TONY KANAAN	1
MIKE CONWAY	1
HELIO CASTRONEVES	1
CHARLIE KIMBALL	1

POLES



DARIO FRANCHITTI	4
WILL POWER	3
RYAN HUNTER-REAY	3
MARCO ANDRETTI	2
HELIO CASTRONEVES	2
SCOTT DIXON	2
ED CARPENTER	1
MIKE CONWAY	1
TAKUMA SATO	1

POINTS SYSTEM EXPLAINED

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.

RACES: St Petersburg, March 24; Barber Park, April 7; Long Beach, April 21; Sao Paulo, May 5; Indianapolis, May 26; Detroit, June 1/2; Texas, June 8; Milwaukee, June 15; Iowa, June 23; Pocono, July 7; Toronto, July 13/14; Mid-Ohio, August 4; Sonoma, August 25; Baltimore, September 1; Houston, October 5/6; Fontana, October 19.

SUPERGRID 2013

Qualifying positions not included when a driver was unable to set a time due to any problem where the driver is not at fault. Positions taken before any grid penalties applied
* - Didn't contest all races

1	4.42	2	5.84
POWER		HUNTER-REAY	
3	8.15	4	8.31
DIXON		CASTRONEVES	
5	9.42	6	9.44
ANDRETTI		FRANCHITTI*	
7	9.50	8	9.52
ALLMENDINGER*		HINCHCLIFFE	
9	11.50	10	11.57
VISO*		CONWAY*	
11	11.83	12	11.83
SATO		PAGENAUD	
13	12.00	14	12.33
KANAAN		WILSON	
15	12.72	16	13.15
JAKES		KIMBALL	
17	13.33	18	13.84
MUNDZ*		BOURDAIS	
19	15.22	20	15.50
VAUTIER		TAGLIANI*	
21	15.73	22	16.08
DE SILVESTRO		SERVIA*	
23	16.85	24	17.05
HILDEBRAND*		NEWGARDEN	

Nobody needs to tell Scott Dixon how fast things can change. "Helio [Castroneves] and I had some conflicts on track at Iowa," he recalled in the lead-up to the season finale at Fontana. "We spoke before Pocono and I said, 'Hey, you're going to have to watch out for me because I'm not in the championship, so don't piss me off.'"

At the time, Dixon was seventh in the standings, 72 points behind Castroneves. The Brazilian had been following his plan for the season to perfection up to that point, and there's a degree of injustice in the fact that his year will inevitably be defined by what came next. But those watching from the sidelines were about to be treated to one of racing's great comebacks. Dixon led an unexpected Chip Ganassi Racing 1-2-3 at Pocono, and kick-started a resurgence that culminated in his being crowned champion for a third time, and left the Penske team once again trying to work out how a seemingly watertight claim to the title had escaped it.

The tea leaves sure as heck hadn't given any indication that was coming, but with hindsight, maybe the signs were there: 2013 was such a weird season. Ten different winners. Takuma Sato leading the points after Brazil, yet ending up 17th. Castroneves battering everyone to pieces with a potent blend of pace and freakish consistency, only to have his gearbox case crack open in Houston. Gearbox internals break all the time, but when was the last time the housing failed?

IndyCar. You couldn't make it up.



Kanaan won Indy 500

ABBOTT/LAT

HOW IT WAS WON

If you go by bare numbers, the championship was decided partly through a phenomenal late-season charge by Dixon, and partly through a catastrophic visit to Houston for Castroneves.

Castroneves's plan was to secure the crown by stealth rather than by force. He took his only victory of the season at Texas Motor Speedway, in the process becoming the second winner at that track to fail a post-race technical inspection in as many years. But the key statistic to his campaign lay not in the wins column, but in laps completed: until Houston, he had a 100 per cent record. No retirements, no falling off the lead lap.

True, it's less spectacular than leading from the front, but it's unbelievably hard to do across 17 races, as Castroneves did between St Petersburg and Baltimore. By the end of that Maryland weekend he had a 49-point lead (just short of a win's worth of points) over Dixon, who was already well into his resurgence.

Castroneves did not do a lot of winning during that streak; in fact, he rarely even ventured onto the

comeback king

title decided after an epic fight. **MARK GLENDENNING** reflects



Dixon leads Castroneves at Pocono, as he did in the final standings

podium. Aside from Texas, he finished in the top three just five times in 2013. That he was able to make his points-amassing strategy work so effectively owed at least something to everyone else having such a bizarre year.

The other keystone to his approach was that in order to make it work, he also had to hope that if something did go wrong during a weekend, nobody else could put together a consistent enough run to cause much harm. And that's where things fell apart. Even with Dixon's four wins from the last nine races, Castroneves might have been OK had Houston's double-header not been such a disaster. On Saturday, a car-preparation oversight led to his developing a terminal oil leak. On Sunday, his gearbox split itself in half. A 49-point buffer turned into a 25-point deficit in just over 24 hours.

As a result, when everyone arrived at Fontana for the finale, Castroneves found himself in a situation he'd rarely faced during 2013. Driving around in eighth wasn't going to be enough: he had to go out

and win the thing, and hope that if he did, Dixon finished no higher than fifth.

When an unscheduled stop to repair a broken front wing put Castroneves a lap down late in the race, the destiny of the title was taken out of his hands, and all his hopes rested upon some sort of misfortune striking Dixon. The Kiwi's car was overheating, but with a little help from the Ganassi pitwall he was able to coax it home. Castroneves has been around long enough to know that he may never have such a strong chance at a championship again, and it was to his immense credit that he was as gracious in defeat as his conqueror was in victory.

STANDOUT PERFORMERS

If you never thought it was possible to earn two wins and finish third in the championship while still giving the impression of flying under the radar, then Simon Pagenaud might convince you otherwise. He didn't have Castroneves's consistency



Pagenaud and Conway both starred in very different ways

TALKING POINT

Most of the time, conversations about IndyCar's problems eventually wind their way back to some reference to TV ratings and sponsor (in)visibility. But at least one of the most pressing issues of the year fell entirely within the series' control.

Once again, IndyCar exposed itself to barbs directed toward race control and the enforcement of the rules. Some were justified; some were not. Scott Dixon serves as an illustration of both: his penalty for skittling three Penske crew members in pitlane at Sonoma might have seemed 'morally' wrong, but was entirely correct according to the wording of the rules. But the decision not to return his stranded car to the pitlane at Baltimore remains inexplicable.

Then there was the confusion over who was on pole for race two at Houston – which was not necessarily race control's fault – and also over who was on the podium in race one in Toronto, which most definitely was. A hasty decision based on limited evidence is no use to anybody if it's wrong.

Officialdom is a tough job, and as easy as it is to point the finger, that doesn't solve anything. Beau Barfield and Derrick Walker are smart guys. The solutions are out there. Hopefully, some of the long off-season will be dedicated to finding them.



Barfield (r) must find solutions

– an exhaust problem at St Pete; an engine penalty at Texas; a broken front wing at Milwaukee – but otherwise, his results look a lot closer to the Brazilian's than might have been expected from such a comparison between a title-challenging veteran driving for Penske, and a sophomore campaigning with the Schmidt-Hamilton team.

Will Power started poorly, but rallied strongly over the second half of the season. Out of the championship with four races to go, he was already talking about the benefit of having a year to focus on his weaknesses without the distractions of a title fight, and his redemptive win at Fontana could mark a new chapter in his career.

James Hinchcliffe went the other way, blasting out of the gates with two wins from the first four races. He later added a third at Iowa, but by that point his year was already entering a tailspin from which he never fully recovered.

Justin Wilson did what Justin Wilson does; the Brit delivering five podiums for a Dale Coyne team that on paper should have no right running that far up, so often, in a field as competitive as it is now.

And finally, it was a breakthrough year for Charlie Kimball. Down one team-mate following the departure of Graham Rahal to RLL, the Anglo-American actually flourished. His maiden win at Mid-Ohio was the obvious highlight, but elsewhere he looked just as poised during his frequent incursions into the top 10.

SOMETHING TO REMEMBER

At risk of sounding like a deranged macaw: the racing, the racing, the racing. Its status as motorsport's best-kept secret doesn't do IndyCar itself many favours, but the fact remains that the ▶

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 **SUBARU**
Confidence in Motion



Hinchcliffe just beat Sato in Brazil



LEVITT/LAT

► on-track product is probably better than any other championship on the planet, including Formula 1. From Hinchcliffe's finish-line pass on Sato in Sao Paulo to the spectacle of cars running five-wide at 220mph at Fontana, IndyCar has what every other series aspires to... except an audience.

SOMETHING TO FORGET

For all of the attempts to paper over them, it's still hard to see how the track problems at Houston were anything other than avoidable and unnecessary. To this day we remain mystified as to how anybody thought it would be a good idea to go ahead with a plan that allowed just four days to build a track and no time to fully inspect it, particularly when those who had previously been there with Champ Car had flagged up the Turn 1 bump as a potential trouble spot.

And it would also be good to iron out some of the procedural mistakes made during the year too. Putting Dario Franchitti onto the podium in Toronto, then declaring a penalty, and then revoking it later, was just messy. So was wheeling out his team-mate Dixon as the Sunday pole man at Houston, only to decide later that it should have been Castroneves instead.



Franchitti suffered year's biggest crash

BILLSMA/LAT

“We remain mystified about the plan to build a track in four days with no time to fully inspect it”

WHAT NEXT?

The compact 2014 calendar has been met with a muted response, but otherwise there's a lot to look forward to. Ganassi's switch to Chevrolet means that it will go head-to-head with Penske with the same engines, while it will be interesting to see whether Andretti Autosport can carve an advantage from its shift in the other direction to Honda.

Several driver moves could still play out, but

Tony Kanaan at Ganassi already promises to be one of the great subplots of next season. Meanwhile, Honda and Chevrolet will both have new engines, the former switching over to a twin-turbo layout in the process. At the time of writing, IndyCar is yet to find a replacement for outgoing title sponsor IZOD, and the struggle for visibility continues in an ongoing battle for TV ratings. But those who do tune in can again expect to be well-rewarded. ✪

TOP 10 DRIVERS



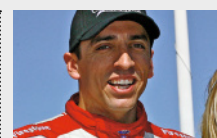
1 SCOTT DIXON
The Chip Ganassi Racing driver's slow start owed more to engineering problems than anything he was doing in the cockpit. Out of contention by his own reckoning after the Iowa race, and then again after disasters on the Baltimore and Sonoma road courses, his fightback was one for the history books. A very deserving champion for the third time in his IndyCar career.



2 HELIO CASTRONEVES
Had the Ganassi/Honda package been sorted earlier, the Brazilian's cruise-and-collect strategy wouldn't have been an option. He played it perfectly, although it left him exposed when trouble struck at Houston.



3 SIMON PAGENAUD
Two wins rewarded pre-season predictions that the Frenchman and the Schmidt team would take a stride forward this year. Both victories were on street courses, but his speed at ovals such as Fontana suggests that he has more in his toolkit.



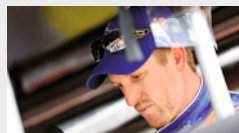
4 JUSTIN WILSON
It's an unproven fact that at any given time, somebody from the IndyCar paddock is talking about what a good job Wilson would do in a top-line team. Seven top-five finishes reinforced how potent he and Dale Coyne are.



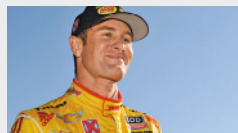
5 WILL POWER
That the Australian was a non-factor in the series wasn't all his fault, but the odd mistake conspired to deepen the hole he found himself in. Fired a late-season warning shot for 2014 with a strong comeback and a Fontana victory.



6 MARCO ANDRETTI
Entered 2013 smarting from an awful '12, and laid down a marker with two early podiums on street courses – his traditional weak point. Remained in the top five all year and often shone in qualifying, but his race pace sometimes needed polish.



7 CHARLIE KIMBALL
The third-year driver flourished as part of a scaled-down three-car Ganassi squad this year, routinely demonstrating top-10 pace and looking unflappable under pressure. Thoroughly deserved his maiden win at Mid-Ohio.



8 RYAN HUNTER-REAY
Pretty much everything that could have gone wrong for the 2012 champion did, ranging from mechanical problems to being torpedoed by Takuma Sato in the Pocono pitlane. His pace was usually fine when everything was going right... which wasn't often.

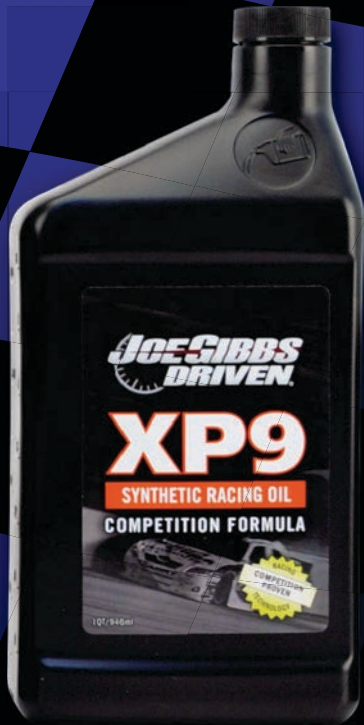


9 JAMES HINCHCLIFFE
The Canadian shot out of the blocks with two wins from the first four races, which looked like the baseline for a serious title challenge. But by the time he added a third win at Iowa Speedway, his title challenge was already effectively over.



10 TONY KANAAN
The Brazilian veteran faced stiff competition for 10th spot on this list, and was arguably just as inconsistent as the others who staked a claim: Bourdais, Sato, Franchitti. But winning the Indy 500 has to mean something, right?

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Scott Dixon

The inside line

The no-nonsense Kiwi, a proper racer's racer, tells of his path to a third IndyCar Series title with Chip Ganassi Racing

When you've won a number of championships, they all feel very different. My first IndyCar title in 2003... I was young, and just didn't really understand what I'd won. My perspective when I was 22 or 23 of what I actually did to how I understand it now is totally different. And I think the competitiveness of the IndyCar Series has gone through the roof since the merger in '08. That was a dream year: I got married, won the Indy 500 and the championship. It's pretty hard to beat that.

This year has been different, just from the fact that, mid-season, we didn't think we had a shot at the championship. I remember having a conversation with Helio Castroneves after Iowa — he'd pissed me off a bit, and I was like, 'Man, you need to watch out. I'm not in the championship, don't do that again, because otherwise I can maybe hinder your championship.' So it's funny how it turned out to be us fighting it out in the last few races. But I feel for Helio. He ran a strong year. He's a hell of a competitor. I've been in that situation before, and it sucks.

As for our slow start... unfortunately, we started the year with quite a few street courses, and we identified pretty quickly that this was our weak spot. Barber Motorsports Park was not too much of an issue; we still finished second there and raced really well.

I really felt at Indy that we had a good car. We just had no speed and the gears were way too short. I could never pass anybody. After the Iowa race we tested at Sebring,



Dixon with runner-up Castroneves: respect for each other's talents is high

down to the last race and you know you have a real shot at winning it... do you have the mechanical problem, a silly spin you could have avoided, do you run something over on the pitstop, do something stupid?

The biggest thing for me, and Chip Ganassi says it in every race meeting, is that the last race pays the same amount of points as the first race of the season. You can't single places out. You can't say, 'That's where I lost a championship.' You've got to get it together for all of them. We didn't do a good job of consistency through

“Is being a public figure my strong point?

Maybe not. Is Helio better at that? Maybe”

and not long after that we went to Pocono and that's where the turnaround started. Maybe some of the new direction we took there came from the Sebring test, but I think it was more that strategy-wise, I think we understood the Pocono race quicker than some of the Chevy teams did, for some unknown reason. It was a great way to start the turnaround, but who would have thought where it would lead?

Even though we had the points advantage coming out of the penultimate round at Houston, I'll admit there were a few moments of doubt. Those scenarios run through your head, and you try and forget about them; you try and think, 'This should be my year.' You try and think positive.

But having the big gain we saw in Houston, you also understand you could be in the opposite situation come the final round at Fontana. That's why these championships are so tough, because you have such highs and lows through the season. When it comes

this year, but we made a strong effort to come back and fight strong towards the end. But like any human being, you still have some doubt and figure some crazy way in your head where you will still lose it.

I think I have evolved as a person in a lot of ways from when I won the 2003 championship. I do understand it's very important for the champion to be an ambassador for the sport — especially for IndyCar, which is pushing to be back in the spotlight. Is being a public figure my strong point? Maybe not. Is that something that Helio or some other driver may be a little bit better at? Maybe.

First and foremost for me, it's about being a competitor, being the best I can as a driver, going out there and wanting to win. Then it's very important to make sure that IndyCar gets the recognition that it deserves, that people recognise that it's one of the toughest series in motor racing, it's at the elite level, and the competition is extremely tough. I'm excited for the chance to tell people that. ❦



2013 DTM REVIEW

Audi's Rocky road to glory

Mike Rockenfeller proved to be Herr Konsistente for Ingolstadt on the way to the title.

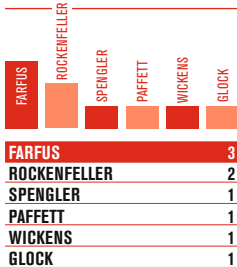
JAMIE O'LEARY reflects



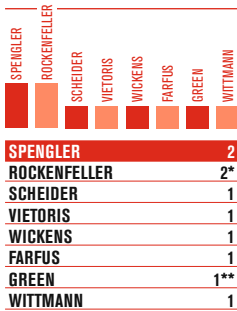
CHAMPIONSHIP POSITIONS

1	MIKE ROCKENFELLER (D)	Phoenix Audi RS5	142
2	AUGUSTO FARFUS (BR)	RBM BMW M3	116
3	BRUNO SPENGLER (CDN)	Schnitzer BMW M3	82
4	CHRISTIAN VIETORIS (D)	HWA Mercedes C-coupe	77
5	ROBERT WICKENS (CDN)	HWA Mercedes C-coupe	70
6	GARY PAFFETT (GB)	HWA Mercedes C-coupe	69
7	MATTIAS EKSTROM (S)	Abt Audi RS5	68
8	MARCO WITTMANN (D)	MTEK BMW M3	49
9	TIMO GLOCK (D)	MTEK BMW M3	40
10	TIMO SCHEIDER (D)	Abt Audi RS5	37
11	JAMIE GREEN (GB)	Abt Audi RS5	35
12	JOEY HAND (USA)	RBM BMW M3	32
13	DIRK WERNER (D)	Schnitzer BMW M3	30
14	ADRIEN TAMBAY (F)	Abt Audi RS5	30
15	ROBERTO MERHI (E)	HWA Mercedes C-coupe	26
16	DANIEL JUNCADELLA (E)	RSC Mücke Mercedes C-coupe	21
17	MIGUEL MOLINA (E)	Phoenix Audi RS5	19
18	FILIPE ALBUQUERQUE (P)	Rosberg Audi RS5	16
19	MARTIN TOMCZYK (D)	RMG BMW M3	10
20	ANDY PRIAULX (GB)	RMG BMW M3	10

WINS



POLES



FASTEST LAPS

WITTMANN	2
VIETORIS	2
FARFUS	1
PAFFETT	1
ROCKENFELLER	1
TAMBAY	1
WEHRLIN	1
HAND	1

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. RACES: Hockenheim, May 5; Brands Hatch, May 19; Spielberg, June 2; Lausitz, June 16; Norisring, July 14; Moscow Raceway, August 4; Nurburgring, August 18; Oschersleben, September 15; Zandvoort, September 29; Hockenheim, October 20.

SUPERGRID 2013

Qualifying positions not included when a driver was unable to set a time due to mechanical problem, or any other problem where the driver is not at fault. Positions taken before any grid penalties applied

1	5.2	SPENGLER	2	5.3	FARFUS
3	7.7	ROCKENFELLER	4	8.0	PAFFETT
5	10.0	WICKENS	6	10.1	SCHEIDER
7	10.2	EKSTROM	8	10.5	WITTMANN
9	10.5	MORTARA	10	11.8	ALBUQUERQUE
11	11.9	TAMBAY	12	12.0	GREEN
13	12.3	VIETORIS	14	12.3	MOLINA
15	12.3	WEHRLIN	16	12.5	WERNER
17	12.7	GLOCK	18	13.8	TOMCZYK
19	14.0	JUNCADELLA	20	14.6	HAND
21	15.4	PRIAULX	22	19.9	MERHI

When your series stretches over just 10 races, packed into a more compact six-month period than ever before, consistency quickly becomes even more of a key factor than pace. Fortunately for Mike Rockenfeller and Audi, they blended both ideals perfectly to claim the DTM drivers' and teams' championships despite the best efforts of BMW pair Bruno Spengler and, later in the season, Augusto Farfus.

HOW IT WAS WON

With the removal of over 100 minutes of weekend track time putting a premium on instant set-up solutions, an ability to find quick answers to seemingly indeterminable problems became key. Rockenfeller and Ernst Moser's Phoenix Racing squad were masters of the art. Arriving at the Norisring in July level on points with Spengler at the top of the championship, Rockenfeller put his Audi RS5 19th on the grid, despite a trouble-free session. Disaster? It didn't look like it after he'd finished fourth the following day. Time after time Rockenfeller repeated this trick of pulling the proverbial rabbit out of the hat when situations looked like beating him. And when

the 2010 Le Mans 24 Hours winner did show frontrunning pace on Saturdays, he usually won. There is a clear explanation as to why from the man who was also Audi's top points scorer in 2012. "The option tyre, which was new for this year," he says. "Our car was easier to bring into the maximum performance area on that tyre than the BMW or the Mercedes. "We were quite lucky in that way because we didn't have many chances to test on the tyre during the winter, and most of the tests were wet and cold. There was no way to make a copy of the track conditions you have during June, July, August... "Bringing DRS in helped us too because we'd always go with a race strategy into qualifying and, even if that meant you started further back, it was much easier to make up places than before." Rockenfeller racked up the points during the first half of 2013, which was no surprise to Moser. "I don't see any difference in him as a driver to in 2010, when we first had him, but had an old car that we couldn't fight for the championship with," Moser says. "We've got sharper - winning the championship with Martin [Tomczyk] in 2011 did that, made us more clever with our strategies. Mike's driving has made it all work." Victory at Brands Hatch and three other top-five finishes in the first five races made Rockenfeller Audi's 'championship' man. Manufacturer support ensured he, and not Mattias Ekstrom, won at Moscow Raceway and that Jamie Green had to effectively hand BMW man Farfus the



Wickens (orange) heads for win at Nurburgring

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BARON/GETTY

Rockenfeller leads
Farfus at Brands

spoils at Oschersleben in order to finish third – behind Rockenfeller.

Farfus became BMW's point man in the second half of the year and claimed the runner-up spot in the championship after a tremendous run of form that included four straight podiums (including two wins) in August and September.

But despite victory at the Hockenheim season opener, the RBM driver was never really in the hunt. "We had four non-scores, and 'Rocky' had one. That's why we didn't win the championship," says Farfus, who made the Q4 pole position shoot-out seven times. "Brands Hatch was the worst – an easy second place that went away because of a gearbox problem."

The more likely BMW frontrunner was Spengler, but the 2012 champion's aspirations were blown apart by back-to-back races at Moscow Raceway and the Nurburgring in which he was spun down the field by Audis (dirty tactics implied, but never directly stated by the Canadian) and a chronic set-up misjudgement from his Schnitzer team at Oschersleben in the race after he'd put his M3 on pole only to have it taken away for the use of incorrect tyres during qualifying.

Could he have made it back-to-back titles? Given the end-of-season pace of the BMWs, possibly, but it would have been tough.

STANDOUT PERFORMANCES

Ekstrom, on his way to (on-the-road) victory at the Nurburgring and next time out at Moscow Raceway, when he played the team game and handed the spoils to Rockenfeller.

F1 refugee Timo Glock exploded onto form at the end of the year, taking his maiden win in the Hockenheim drizzle on a day when Roberto Merhi superbly finished second from the back of the grid after a jumped-start penalty.

SOMETHING TO REMEMBER

Robert Wickens making a wet 'wall-of-death' move on Farfus and Adrien Tambay at a critical stage of the Nurburgring race to grab a second place that would later become first and secure his maiden series win.

TALKING POINT

The heavy-handed tactic of manufacturers using their immense numbers of drivers to strategically influence race results in the past by heavy defensive driving was resolved this year. And how virtually every driver wishes it hadn't been.

There were worthy reasons behind the new rule, which led to blue flags being waved at any driver in front of (not even holding up) one that had made more pitstops than him. But early-season events proved it to be extremely unpopular.

It was blatantly unfair that a driver planning a long first stint on standard tyres, for example, should have his strategy ruined by being forced to let a faster,



option-shod rival through at one point of the race, and then not be around to have the favour returned later on once he was on the superior Hankooks and both had made the same number of stops. A serious revision is needed next year.

TOP 10 DRIVERS



1 MIKE ROCKENFELLER

Pips Farfus by dint of turning nothing into something on four occasions and only once failing to score a point. Made the most of his machinery more often than anyone else and also benefited from that often-overlooked factor, luck. How he didn't hit anything at the Nurburgring start is anyone's guess.



2 AUGUSTO FARFUS

Seven Q4 appearances exceeded anybody else's qualifying achievement. Mega during autumn as he chased down Rockenfeller without much BMW assistance.



3 GARY PAFFETT

Always Merc's strongest driver when the C-coupe was less than perfect. Around 35 points lost for reasons beyond his control. Would have been a title contender otherwise.



4 ROBERT WICKENS

Outperformed all stablemates bar Paffett and took his first pole. High point was brilliant two-in-one 'wall of death' on way to maiden win at Nurburgring. Slipped back with his car late-season.



5 MATTIAS EKSTROM

Never at the races on Saturdays; never far from brilliance on Sundays. Norising showed the speed never deserted him; Moscow and Zandvoort provided yet more evidence of that.



6 MARCO WITTMANN

Young German put his year of testing to good effect and hardly looked like a rookie at new BMW team MTEK. Impressive most weekends, taking a maiden pole and podium.



7 BRUNO SPENGLER

The year's best qualifier, and 'Rocky's' main rival until mid-season. Numerous assaults by Audis killed his prospects, but late-season poles proved his speed.



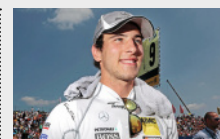
8 DANIEL JUNCADELLA

Rarely had the pace of team-mate Wehrlein in qualifying, but was always a smarter tyre strategist, despite the Mucke team often being used as guinea pigs by HWA. Lausitz drive impeccable.



9 EDOARDO MORTARA

Audi's star performer of 2012 had a dismal year, three easy summer podium finishes thrown away (only one was his fault). Points total not a fair reflection on a driver whose team lost its way on set-up.



10 CHRISTIAN VIETORIS

Excellent fourth in the points, but did so by stealth, rather than searing speed. Nowhere near Paffett when the Merc was in its least competitive state.

SOMETHING TO FORGET

The Norising, or rather the courtroom saga that followed Ekstrom's dominant drive to victory and subsequent disqualification of the Audi star for having the contents of a bottle of water squirted into a pocket in his overalls by his father during the parc-ferme procedures. An appeal, based on the sub-clause of the rule deemed to have been breached covering car contact – and not the

driver – failed on an unwritten technicality and, thanks to another regulation kerfuffle, led to the race being declared winnerless.

WHAT'S NEXT?

A relatively stable winter in terms of line-up changes, the likely re-expansion to eight cars from Mercedes and a new BMW M4, which replaces the M3 that first appeared in the series in 1987. ❧



ALL PICS: DREW GIBSON

Going back to Loeb's roots

This stretch of Alsace asphalt was where a nine-time world rally champion learned how to drive.

DAVID EVANS goes back to Sebastien Loeb's roots and checks out his old stamping ground

Found it. This is the road. The one that made a nine-time world rally champion. This is Seb's road. We've all got one of these roads – that favourite stretch of asphalt where parents' cars were regularly taken out, usually under the cover of darkness, and driven harder and faster than they had been during the day. Sebastien Loeb's road is, as you would expect, a good one.

After watching the Frenchman win everything the World Rally Championship had to offer for a decade, we decided to drive down to his part of the world to try to find out a little bit more about where he came from and what made him great. And the road is a good place to start.

Especially in a Porsche Cayenne GTS. We thought about a Citroen, but the first car Loeb bought himself as a world champion was a Porsche (albeit a 911... but the trip was too far and we had too much kit for one of those) – hence the fearsomely quick, growling V8.

The start is south-east out of the back of Oberhoffen-sur-Moder running towards the main road to Strasbourg – you'll understand if we don't give out specifics... There are very few undulations in the road, but it's a great mixture of fast sweepers and tighter, square corners and junctions. As a stage, it wouldn't look out of place on the route for an event like Ypres. Two or three times up and down it and we're hooked as well,



and courtesy of the Porsche's performance we're probably travelling along here quicker than Loeb would have managed in his hot hatch of choice. The mind boggles at what he could do if he came back and took the wheel of the Cayenne. That would definitely need to be done in the dark.

That said, there's a reasonable margin for error in the road as well. While it's not dissimilar in surface and nature of corners to Belgium, it doesn't have the same number of drainage ditches, which Loeb would likely have been grateful for from time to time...

Loeb's friend and co-collaborator on his autobiography *My line of Conduct*, Sebastien Keller, has given us the inside track on where to find this place. As soon as I mentioned the

road close to Oberhoffen he grinned. He knew.

Driving that road and those that surround the town where Loeb grew up, it would come as no surprise that his first World Rally Championship win came just a stone's throw across the German border in Trier back in 2002.

There was a common misconception that Loeb was Hagenau born and raised. Certainly, the first bit's right. But his parents Guy and Ingrid felt their apartment was too small, so they built a house just up the road in Oberhoffen, where he lived until he was a world champion. His links to Hagenau remained, however. He still went to school there. His mother taught maths at the Institution Sainte Philomene and, out of convenience, that was where Loeb went.



Loeb spent his youth in the Brooklyn Bar...

Arriving at the school at the weekend, it's missing the bustle of the school run, which gives more time to reflect on a young Seb wandering through the gates, gym bag over his shoulder. It's your average school in France, nothing special. But you definitely feel there's a blue plaque missing from the walls outside.

In the town itself, there are plenty of reminders that the man who has won 78 rounds of the World Rally Championship is from these parts. And never more so than at the Brooklyn Bar, on the corner of Rue de Marechal Foch. The place is as French as the Gauloises smoke that, until not so long ago, would have lingered in every corner.

This place has been a big part of Loeb's life, as Citroen PR Marie-Pierre Rossi testifies.

"When Seb was young, the Brooklyn Bar was like a second house for him," she says. "When he was young and starting to rally, he and Dani [Elena] didn't have any money and the guy would pay them coffees and Cokes."

Today, owner Jean-Luc's not feeling quite so benevolent (probably because we rocked up in a noisy Porsche). I pay for my espresso and look at the Loeb pictures scattered around the place. He likes the fact that I'm a fan. And I like the fact that people like him still have the fever to focus their business around a local hero.

That Loeb remains a regular in the Brooklyn – him and his friends met there prior to his mother's funeral 12 months ago – highlights how he really hasn't changed.

Keller is the same age as Loeb and comes from the same town. He knew him before he started out on what would ultimately become the WRC's most successful-ever car journey in 1995.

Keller writes for the region's biggest newspaper *Dernieres Nouvelles d'Alsace* and has followed Loeb around the globe since 2002. Curiously, he's not a fan of rallying. But, like Jean-Luc, he's a fan of a fellow Alsatian.

"Sebastien's just a normal guy," says Keller. "He has the same friends as before. He has maybe eight or 10 of them, but they are the same ones he has always had."

But Loeb wasn't always on the world championship trail. He was 21 when he entered the FFSA's Rallye Jeunes competition. Despite being the quickest, he didn't tick all the boxes for the jury. Had it not been for Dominique Heintz bankrolling him for a second shot in 1996 – which he also failed to win – there would be no nine world titles. Having competed himself, Heintz had always sought to help a young driver. He picked the right one and today runs Sebastien Loeb Racing with the 39-year-old.

When they first met, Loeb was working as an



...which remains proud of its most famous punter

"The mind boggles at what Loeb could do if he came back and took the wheel of the Cayenne"



Brooklyn owner Jean-Luc would pay Loeb with coffee



Outside the Oberhoffen WRC passage control

electrician at Socalec, a small electrical engineering firm on the outskirts of Hagenau. While capturing a picture of the place, one of Loeb's former colleagues arrives.

"For Seb?" he smiles. I nod. "Good man. Our man. Alsace man."

In a moment, my new friend captured Loeb. The real Seb. Not a mention of the 168 WRC starts, 116 podiums, 1619 points or multi-multi-millions of pounds earned.

We'd come in search of the man from Alsace. And we'd found him.

For these people it matters little that Loeb has left the WRC bound for the WTCC. What's important is that *Alsace man* will never change.

I think we can be sure of that. ☘



Spark of genius: Loeb worked as an electrician

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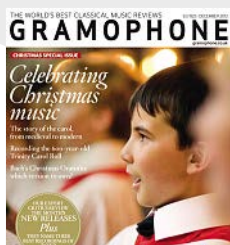
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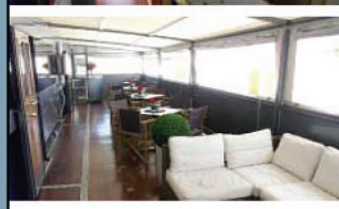


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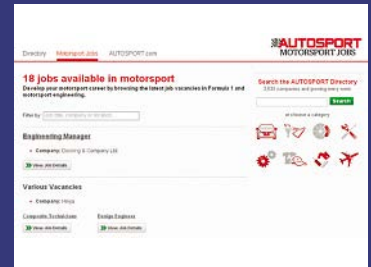
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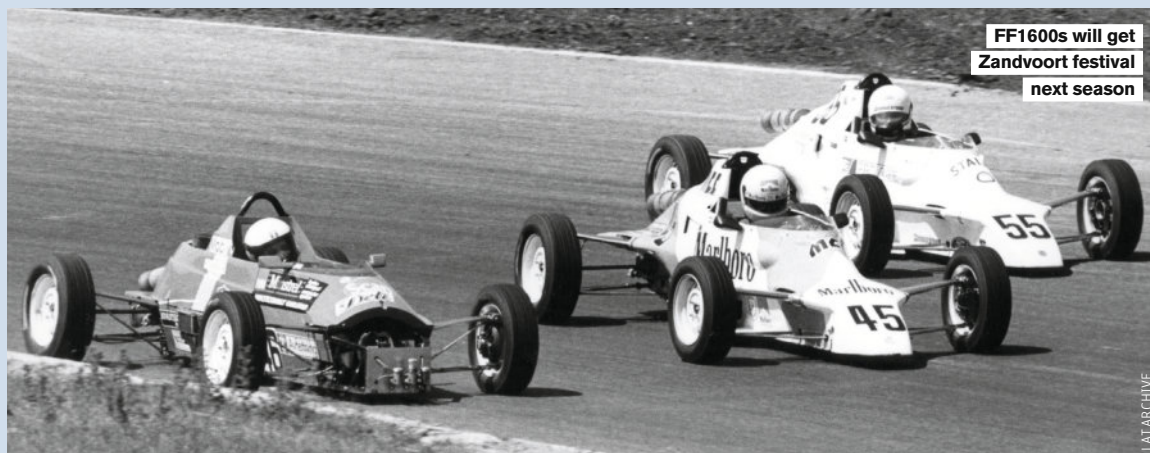
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Zandvoort festival is go for 2014

New extravaganza confirmed as Kent Formula Ford strength grows

ZANDVOORT FORMULA FORD
Festival organisers believe a full grid is possible for the inaugural event next year as several teams look to move into the Kent-engined category.

The Marcel Albers Memorial Trophy was mooted earlier this year (AUTOSPORT, September 26) and has now been confirmed for May 3-4.

It will be run by the HRAC, the Dutch equivalent of the HSCC, and will be open to cars running on ACB9 and ACB10 tyres. There will also be three age classes, though the splits have not yet been determined.

FULL ENTRY

Nelson Valkenburg Jr, the man behind the initiative, believes achieving a full 67-car entry is possible. Zandvoort can

start 37 cars and the event will include heats, semi-finals, a last-chance race and a final. Each driver should therefore get at least three races over the weekend.

"We have 20 Kents in the Benelux region and there are about 40 cars in France, of which quite a number are hoping to come," said Valkenburg.

"We've spoken to the German series so we are two thirds of the way there.

"We're also working on a ferry deal, which is important to get 20 or so British guys to come over.

"I believe a full grid is possible."

MYGALE CONVERTS

FF1600 is still strong and several teams are looking to move into the category, while Mygale, the leading Formula Ford constructor during the Duratec and

EcoBoost eras, is starting a conversion programme for its Duratec design.

Valkenburg, who for the first time took his Geva Racing squad to the FF1600 Walter Hayes Trophy at Silverstone last weekend, said: "We are going to convert one of our Duratecs to Kent with the assistance of Mygale, who want to get back into that market.

"The plan is to develop a package so all Zetecs and Duratecs can convert."

JAMUN JOINS IN

British Formula Ford squad Jamun Racing returned to the Kent category at Silverstone, running 2009 champion James Cole to 19th in a Jamun M92.

Team boss James Mundy, who also hopes to run cars in British Formula Ford and Formula Renault BARC next season, now wants to expand into Kents.

"We've got half an idea we might convert one or two Duratec Mygales," he said. "We enjoyed the Walter Hayes Trophy – it's great fun and the racing was fantastic – and we thought we'd give the category a more serious go."

Mundy also said the Zandvoort event was a possibility: "It is one of the things that makes us want to do Kents, as are the Brands Festival and WHT."



KEVIN TURNER
FEATURES
EDITOR

kevin.turner
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THERE ARE MANY WHO

denigrate the Duratec era of Formula Ford (see Humble Pye, page 73!), even though the cars were very Kent-like.

The engine was 1600cc, the cars had no wings, produced good racing and could overtake. And, because the Duratec is a more modern engine, the disparity between 'good' and 'bad' units was minuscule.

You could make a strong case that the Duratec engine should have become the basis for club Formula Ford, but there's a 'problem': the overwhelming popularity of the Kent.

The fact is that over the 25-year period in which Kent provided the propulsion, Formula Ford became *the* junior single-seater category. Thousands of Kent-engined chassis were built and hundreds are still active. It's had a cult following for years.

No modern category, even Formula Ford with a newer engine, is ever going to reach the critical mass to usurp the Kent, particularly now that parts are being made for the 1950s design.

That is why – along with the tireless efforts of category guru James Beckett – the Walter Hayes Trophy remains one of the country's finest events, why teams are looking to expand into what in theory is a historic category, and why it's easy to believe the new Zandvoort event will be a big success.

It's all a far cry from the current state of junior single-seaters, which has now claimed another victim in the stillborn Formula Renault 1.6 (see p75).

Elsewhere, another multi-make category with fine drivers and top teams provided more great racing in 2013. British GT is experiencing its own golden age and AUTOSPORT's Ben Anderson picks out the key moments of its best season yet on p82.

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Loggie/Jones took the BEC title at Donington but could still lose out

Britcar

BEC finale marred by title-points row

THE BRITISH ENDURANCE Championship may be decided by an appeal after a row over a rule interpretation in last weekend's finale.

Paul Bailey and Andy Schulz, driving a Class 1 Scuderia Vittoria-run, Horsepower Racing-entered Aston Martin V12 Vantage, claimed their third win of the season in the finale but missed out on the title.

That went to Ian Loggie and Chris Jones, with Britcar's points system – which allows both Class 1 and Class

2 entries to score equal points within their respective categories – meaning the Team Parker Racing duo clinched the overall crown at Donington Park.

However, there is disagreement over whether enough cars were entered at Donington in Class 2 for Loggie and Jones to be eligible for full championship points. Five cars were on the entry list, but only three took part in qualifying and the race.

SV director Tom Ferrier says they understood the number of entries to

be the number of cars that contested qualifying, as was implemented during a similar dispute earlier in the season.

However, Britcar believes the rule is defined by the number of cars entered by the pre-race deadline, and AUTOSPORT understands Horsepower team owner Bailey intends to lodge an official appeal.

"It's been interpreted differently already this year," argued Ferrier, whose drivers would have won the title if Loggie and Jones only scored

75 per cent points. "It's a bit of a grey area. The rules [allowing each class equal points] are a bit silly but the frustrating thing is the inconsistency."

Stuart Parker, Loggie's and Jones' team principal, believes the result will not change even if an appeal is made.

"The simple fact is there were five cars entered," he said. "Ian and Chris won six out of six races and are worthy champions."

Britcar boss James Tucker declined to comment.

Porsche GT3 Cup

Porsche axes GT3 Challenge ahead of Carrera Cup car upgrade

PORSCHE HAS AXED ITS GT3 Cup Challenge for 2014 ahead of the introduction of its new Carrera Cup car.

The Challenge, a club contest that joined the main Carrera Cup at the Silverstone round, was introduced in 2010 and designed to be a feeder series for aspiring Carrera Cup GB drivers.

It was open to older-spec GT3 Cup cars, but both Porsche's UK series suffered from poor grids in 2013 and the GT3 Cup will not run next year.

Stuart Parker, whose Team Parker Racing outfit ran Justin Sherwood to the Challenge title this season, said: "It's sad but commercially you can't make it pay with so few cars. It's always disappointing but when one door closes another opens. There's still a huge market for the car."



Porsche indicated that focus needs to be on the adoption of the new 991 model, which will feature in the Carrera Cup for the first time next year, and the planned Le Mans 24 Hours support race.

Cars and drivers previously registered for the GT3 Cup Challenge will still be eligible to compete at La Sarthe.

BRDC F4

Cook and Graham head latest BRDC F4 winter series entry list

FORMULA RENAULT BARC

frontrunner Jake Cook will make his BRDC F4 race debut this weekend.

The 2012 British Formula Ford runner-up will remain with the Hillspeed team that ran him to six podium finishes and fifth overall in this year's Formula Renault championship.

Cook drove the car for the first time at the Snetterton sampler day last month, and will contest the winter series opener at the same circuit this weekend, as well as the second quartet of races at Brands Hatch on November 23-24.

"I hope we'll be challenging for the championship," he said. "It's never taken

me too long to get on the pace in anything before – I wouldn't be doing it if I didn't think I could win it."

Main-series frontrunner Matthew Graham will also contest the Winter Championship after moving from Sean Walkinshaw Racing to Douglas Motorsport. Formula Renault BARC racer Matteo Ferrer will drive for MGR.



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Clio Eurocup

Champion Files adds European crown to domestic Clio success

RENAULT CLIO CUP UK CHAMPION

Josh Files wrapped up the European crown with a win and a third place at Motorland Aragon last weekend.

Files, competing in Europe for the first time this year, won four races on his way to claiming the Clio Eurocup title and finished nine of the 12 races on the podium.

Neither he nor Team Pyro, with which he also won the UK title, had prior knowledge of the tracks, but made it a clean sweep of domestic and European

drivers' and teams' titles.

"Words can't describe how over the moon I am," he said. "It's such an amazing triumph. We never went out there to win the championship. It was our first year in Europe, but we've cleaned up."

Files tested one of Motorbase's NGTC Ford Focuses recently, but could still return to the UK Clio Cup in 2014 to defend his title when the turbocharged Clio he drove to Eurocup success will be introduced in Britain.



Files and Team Pyro added the European crown to UK success

Clio Cup Series

Six-round calendar for club-level Clio championship's first year

THE CLIO CUP SERIES WILL SWELL to six rounds for its first season as a fully fledged championship in 2014.

Double-headers at Rockingham, Oulton Park, Donington Park, Brands Hatch Indy, Snetterton and Croft are on the calendar, up from four rounds this year.

The meetings will largely consist of 20-minute qualifying sessions and two 25-minute races, with the exception of the second Snetterton race, which will run as a 45-minute endurance.

Renault UK's Simon North said it was crucial the calendar, organised by the British Automobile Racing Club, was made up of Clio Cup UK circuits.

"That was a goal, we're trying to build

a ladder," he said. "Being on those circuits, that's going to help.

"The road class is really growing tremendously, I can see that giving us a nice problem. It might need its own race, which is what we want. And I'm almost getting an enquiry a day for the race class."



Clio series will be bigger in 2014

British GT

United Autosports retain British GT runners-up for 2014 season

BRITISH GT RUNNERS-UP UNITED

Autosports will return to the championship with Matt Bell and Mark Patterson in 2014.

The duo will reunite in the team's Audi R8 LMS ultra they drove to victory in the season finale at Donington Park, where

they came within 1.5 points of the title.

Both drivers have been with the team since 2010, though this season was their first together as team-mates.

Bell, who will be contesting his fourth season in British GT, is confident the continuity will be rewarded next season.

"Joining United again for 2014 is great, as is being partnered with Mark," he said. "Mark was easily one of the best gentlemen drivers in the 2013 field so we are very hopeful for what 2014 could bring."



Bell/Patterson will reunite in 2014



HUMBLE PYE

The voice of club racing

Kent Formula Ford attracts great support at WHT



EBREY

The Walter Hayes Trophy is booming – with good reason

The past two weekends have demonstrated yet again – as if anybody with a glimmer of interest in motor racing history needed proof – that Formula Ford 1600 remains the world's greatest active junior single-seater racing category. At the end of a season in which Ford's current turbocharged EcoBoost platform scraped 13 cars, having dropped as low as nine in year two, competitors' appetites for the fabled Kent-engined class born in 1967 remain insatiable.

Serial under-achievement with its Zetec (1993-'05) and Duratec (2006-'11) evocations finally resulted in the BRSCC realigning its Formula Ford Festival, run annually since '72, to reflect market forces. This year's Brands Hatch staple was headlined by the class that trained F1 world champions Emerson Fittipaldi, James Hunt, Jody Scheckter, Ayrton Senna, Nigel Mansell, Michael Schumacher, Damon Hill and Mika Hakkinen.

Forty-seven cars – it drew 200 in the late '70s and '80s – made for two heats, rather than the period eight.

Mathematics demonstrate that the Walter Hayes Trophy at Silverstone – established in memory of Ford's motorsport visionary by uber-fan James Beckett in 2001 – has overtaken the Festival as the end-of-year event of choice. One hundred and nine combatants set the bar high in six first-round races at the 13th running, the quality of racing and paddock ambience ramping up to a crescendo in

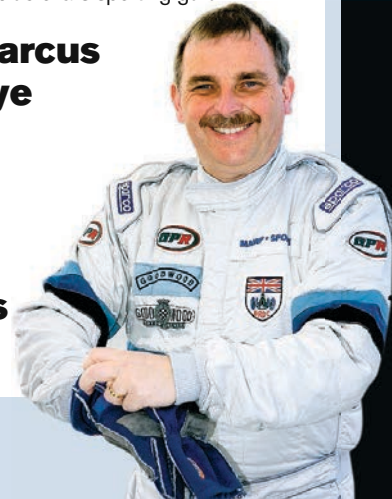
Sunday afternoon's grand final.

Would half a dozen similar showpieces per season – culminating in the WHT for which Beckett is targeting 150 entries for 2014 – a: attract a proper commercial partner; b: strengthen the FF1600 community and c: potentially re-establish a pukka national championship to which overseas competitors could aspire without hurting Irish and regional series? I suspect it would.

Importantly, such a venture wouldn't need to break the bank, with late-1990s cars evidently as competitive as newer ones. Just as it always did, the class remains inclusive, enabling owner/drivers and family equipes to take on wannabe professionals running with top teams.

What makes the WHT is that real enthusiasts flock back to enjoy it. The likes of '88 Festival winner Vincenzo Sospiri and Michael Vergers (both competing), period champions John Village, Don Hardman and Andy Ackerley, team chiefs Alan Cornock (Royale/FCS), Tony Mundy (Jamun) and Robert Syngé (Madgwick Motorsport) and Team USA Scholarship founder Jeremy Shaw were all present. Sadly Ford UK's motorsport hierarchy was not there to see how wonderful FF1600 still is. Or pay homage to the blue oval's sporting guru.

Marcus Pye



“Owner/drivers can take on top teams but what makes the WHT is that real enthusiasts flock back to enjoy it”

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FR1.6 will not be hitting the UK any time soon

FR 1.6 Formula Renault 1.6 canned for next season

THE FORMULA RENAULT 1.6

category will not come to the UK in 2014. The British Automobile Racing Club was tasked with organising the series, with the category originally expected to be a candidate to become the British version of FIA Formula 4 (see AUTOSPORT, June 20). However, question marks were raised over the viability of the FIA's cost caps and the BARC felt unable to continue with its plans due to uncertainty over the timing of the MSA's FIA F4 tender process.

AUTOSPORT understands the BARC

was willing to wait until the MSA invited prospective organisers to tender for the right to run British F4 before making a decision, but with the process now being delayed, it has decided to can the initiative. "There is no immediate future in the UK," the BARC's Ian Watson confirmed to AUTOSPORT. "We will not be bringing the car here. "The teams wouldn't commit to buying the car for a championship with an uncertain future; we wouldn't expect anybody to do that. Without their support

we couldn't move anything forward." While Formula Renault 1.6 was in theory targeted at a different audience to current single-seater categories, it would have joined a saturated market that, as of 2015, could include BRDC F4, Formula Renault BARC and British F4. Despite ruling out any short-term plans for the championship, Watson admitted he was hopeful something could be sorted in the long-term. "We're waiting to see what happens," he added. "It's not dead and buried. You always have hope."

Defender Challenge

Land Rover to back new series

LAND ROVER HAS BACKED THE Defender Challenge one-make series aimed at getting more British crews to the Dakar. The series, operated by Bowler Motorsport, will pitch identical, challenge-specification Defender 90s against each other in a seven-round series incorporating rally stages and off-road tracks. Land Rover's Mark Cameron said: "The Defender Challenge is the ideal accessible platform to provide customers with an entry-level rally series and for those considering entering world-stage rally-raids such as Dakar."

Xavier Gavory, Dakar's head of competitions, added: "One of the major obstacles for people from the UK wishing to enter the Dakar has always been obtaining the necessary competition experience. The Defender Challenge is a turn-key solution."

The Defenders will be prepared by Bowler and sold for £50,000. Entry to the series costs £10,000.



New series aims to help crews prepare for Dakar



Famous Kiwi takes Lady Wigram win once more
New Zealand racing legend Ken Smith won his fifth Lady Wigram Trophy last weekend at Ruapuna Raceway. Smith's Swift DB4 Formula Atlantic machine beat the Ralt RT4 of John Crawford after starting from pole.

Ginetta Scholarship

Sedgwick wins Ginetta race drive

ALEX SEDGWICK HAS EARNED A fully funded 2014 Ginetta Junior campaign after winning the latest installment of the British manufacturer's annual Scholarship. The 14-year-old beat 29 drivers to land the prize drive on the British Touring Car Championship support package. "I am over the moon to have won," said the former karter. "I didn't expect it at all and I am really looking forward to racing the car next year. The competition was really tough and the other drivers were great."

The Scholarship, held over three days at Bedford Autodrome, consisted of fitness and media tests as well as driving evaluations. The judging panel included BTCC driver Adam Morgan and Ginetta GT Supercup champion Tom Ingram. "The standard this year was probably the highest it has been for a number of years," said Ingram. "It was difficult to cut the numbers down as all the drivers were so close, but in the end we have a worthy winner in Alex."



Keen tries Porsche 935

British GT ace Phil Keen had his first run in team-mate Jon Minshaw's ex-Bob Wollek Porsche 935 (above) at Donington Park last week. They are hoping to race the car at the Classic Endurance final at Catalunya this weekend.

Smith in Brands crash

Intermarque racer Richard Smith escaped with a suspected broken ankle after a heavy crash in the second Brands Hatch race last weekend. His Peugeot 205 snapped sideways at Surtees, stopped right across the track and was hit by Jeff Simpson and John Steward. Simpson also bruised his sternum in the accident.

Fittipaldi for Leinders

Belgian Bas Leinders is scheduled to race Jean-Michel Martin's Fittipaldi F8 in Azerbaijan at the end of the month. The ex-Keke Rosberg car has recently been rebuilt by Colin Bennett and the Baku race will be its first race outing this year, after a shakedown at Donington Park with James Hanson last week.

Mansell evaluates BAR

Former EuroBOSS ace Scott Mansell gave an airing to the 1999 BAR 01 chassis raced by Jacques Villeneuve in the Donington test last week. "We are evaluating the car to see if it's a viable Boss car," said Mansell.

Clio ace in BTCC Astra

Renault Clio UK Cup runner-up Alex Morgan gave his ex-Colin Turkington/Tom Chilton Vauxhall Astra a shakedown at Donington. "We have got an ex-Yvan Muller car too and hope to race in the BTCC next year," he said.

Alfa wins Rally of Tests

Paul Wignall and Mark Appleton repeated their 2012 victory on last weekend's Rally of the Tests, which recreates the RAC Rallies of the 1950s. Wignall had to overcome alternator failure in his 1959 Alfa Romeo Giulietta (below) and only hit the front when the Porsche 356 of Jan Ebus/Iain Tullie dropped time on a regularity section.



LAWRENCE



Malvern's Spectrum leads a top field at the start...

EBREY

WALTER HAYES TROPHY SILVERSTONE, NOVEMBER 3 HSCC

Malvern wins on Hayes debut

SCOTT MALVERN BECAME THE NINTH different winner of the Walter Hayes Trophy – the country's second most anticipated single-seater race, after the grand prix – with a dominant display on Silverstone's National circuit. The ex-British Formula Ford and Formula Renault BARC champion produced the second success in three years for a Kevin Mills Racing Spectrum, after Adrian Campfield took the spoils in 2011.

Multiple incidents resulted in a red flag and the elimination of Graham Carroll, Noel Robinson, Doug Crosbie, Morgan Dempsey and Ben Norton. Formula Ford Festival winner Niall Murray pulled up too, and was excluded for driving in a manner incompatible with general safety for his part in the early skirmishes.

Malvern made a solid restart but, whereas Kevin O'Hara (Van Diemen RF10) had gone with him at the first attempt, the lead was 1.3s at the end of the opening lap. O'Hara struggled with gear selection in the first couple of corners (and, indeed, for the rest of the race) and plunged to 13th. Oliver White (Van Diemen RF01) thus took over second from O'Hara, but soon became too embroiled in battling with Jake Eidson (Ray GR08/09) to worry about Malvern, who drove serenely to win by nearly nine seconds and complete a hat-trick of heat, semi-final and final victories.

"It was a tough event with a lot of good drivers in it, and I didn't expect to turn up and win everything," said

the WHT debutant. "Once we got to the front in the heat, the focus was on putting in a mega first lap and controlling it from there."

White backed up his third place at the Festival with second in the WHT after diving through on the inside of Eidson at Becketts on lap 10 of 13. The Team USA Scholarship driver tried to fight back, but two laps later found himself on the grass approaching Brooklands before slewing across the circuit in front of the pack. He rejoined ninth, before picking up two more places on the remaining lap.

O'Hara did a remarkable job to get back to third position, finding his way past the incredibly defensive Chris Middlehurst (Ray GR08/09) on the run to Copse on lap 11, for what was then fourth. Further round the lap, the Formula Renault BARC champion – whose tactics drew sharp words from rivals – lost out to a flying Joey Foster, who claimed an eventual fourth. The three-time winner was delayed at the first corner of the initial start after tangling with Norton. "His nosecone was alongside my rear wheel, and when I turned, he didn't lift," he said after climbing from row 14 of the new grid.

Josh Fisher's class told with a fine fifth in the venerable Reynard 89FF, the Bridgwater man emerging ahead of Middlehurst and Eidson.

Irish driver Robert Barrable (Ray GR10) finished eighth from 23rd on the grid, while Ben Mitchell (Van Diemen RF99) was in the thick of it

throughout and placed ninth. Combe Carnival victor Ashley Crossey completed the top 10 in his Spectrum.

James Raven – who took the restart of his semi-final from 33rd on the grid – beat the other triple WHT winner, Peter Dempsey (Swift SC92F) to 11th position. Belgian John Svensson (Van Diemen RF91) was

13th, ahead of rapid regional racers Roger Orgee (Van Diemen RF00) and the Van Diemen LA10 of David McArthur. Two of Saturday's heat winners, Stephen Daly (Ray GR11) and Michael Moyers (Spectrum 011C), had disappointing finals, respectively taking 25th and failing to finish after contact.



Incidents delayed many: this is Joey Foster (56), Ivor McCullough (27) and Ben Norton



Tarling (73) topped great fight in historic/classic final

JONES



...and he celebrates after winning on his event debut

EBREY

In contrast to Malvern's relentless showing in the 'contemporary' final, the Historic and Classic version provided a thrilling four-way fight for honours. Richard Tarling, the runner-up to Jacky van der Ende in the 1997 Festival, eventually took the honours in his Van Diemen RF80.

Front-row starter Stuart Kestenbaum (Van Diemen RF79) was an early retiree, but former Locost racer Mark Draghicescu (Merlyn Mk20A) ensured Tarling had no respite by taking the lead at Becketts on lap two. Simon Toyne's Lola T200 and historic champion Sam Mitchell (Merlyn Mk20A) joined in, and made it four abreast into Brooklands at half-distance.

Four laps later, Tarling sliced through the middle of the pack into the left-hander, and somehow remained ahead to the flag, albeit by less than a tenth from Mitchell, with Toyne third ahead of Draghicescu, all four being covered by 0.8s.

A remarkable effort from the Sheshon Racing team to fix a Van Diemen RF78 that had no right-rear wheel bearing five minutes before the start was rewarded by former category star Michael Vergers, who stormed to fifth and set fastest lap.

● Ian Sowman

WALTER HAYES TROPHY FINAL (13 LAPS)

1 Scott Malvern (Spectrum 011C); 2 Oliver White (Van Diemen RF01) +8.662s; 3 Kevin O'Hara (Van Diemen RF10); 4 Joey Foster (Ray GR10); 5 Josh Fisher (Reynard 89FF); 6 Chris Middlehurst (Ray GR08/09); 7 Jake Eidson (Ray GR08/09); 8 Robert Barrable (Ray GR10); 9 Ben Mitchell (Van Diemen RF99); 10 Ashley Crossey (Spectrum 011C).

Fastest lap Malvern 1m02.223s (94.82mph).

HISTORIC AND CLASSIC FINAL (12 LAPS)

1 Richard Tarling (Van Diemen RF80); 2 Sam Mitchell (Merlyn Mk20A) +0.077s; 3 Simon Toyne (Lola T200); 4 Mark Draghicescu (Merlyn Mk20A); 5 Michael Vergers (Van Diemen RF78); 6 Lloyd Hopes (PRS RH01). FL Vergers 1m04.645s (91.27mph).



O'Hara beat White in their semi before tables were turned in final

WALTER HAYES TROPHY SEMI-FINALS SILVERSTONE, NOVEMBER 3

Malvern and O'Hara take wins but charging Boyd crashes out early

THE FIRST OF THE WHT SEMI-FINALS provided Scott Malvern with the perfect platform to go on to take glory in the final, progressing to a comfortable win in his Spectrum. Behind, American Jake Eidson dived inside Joey Foster at Brooklands to take second position on the fourth lap.

After Stuart Gough (Van Diemen RF92) succumbed to mechanical issues, Luke Cooper was the next big name to go out. He tried to go around the outside to take fifth at Brooklands, but Nick Tandy locked up and the left rear corner was wiped off the Swift. Tandy – whose car lacked the pace to make an outright challenge in the dry – retired soon after with a broken gear linkage.

Meanwhile, Ivor McCullough (Van Diemen RF00) took fourth, and Ben Mitchell pipped Josh Fisher to fifth after a long scrap.

The second semi-final was the race of the weekend, and also featured the elimination of several fancied runners. Ian Gough (Van Diemen RF92) was ruled out by a collision at the start of the second lap, while Abdul Ahmed (Van Diemen RF89) tangled with James Raven at Luffield on lap two and retired. More cars came together at Becketts, with Scott Moakes and Felix Fisher (Swift SC93K) among those involved in an incident that brought about a stoppage.

There were three different leaders on the first three laps of the restart, with Kevin O'Hara, Oliver White and Michael Moyers taking their turn. But White was masterful at Brooklands, and on several occasions drove around the

outside to pass his rivals to lead. O'Hara passed him into Copsie at the start of the final lap, then changed his line at Brooklands to keep White at bay.

Former Combe champion Ben Norton (Spectrum 010B) climbed from 12th on the grid to claim the final podium spot from Moyers on the last lap, while Ashley Crossey made it a Spectrum 3-4-5 and Chris Middlehurst completed the top six.

Neville Smyth (Ray GRS09) – lucky to be on the restart grid having been hauled out of the Luffield gravel after the stoppage – was in the top six when he and Noel Dunne (Van Diemen RF00) collided, preventing the progression of both.

Earlier, Wayne Boyd had taken just a lap-and-a-half of the Progression race to take the lead from the back of the grid, following his exclusion from his heat win on the previous day. Emmett Glynn (Ray GRS07) and Adam Quartermaine (Van Diemen RF99) took second and third after their Saturday woes, while Team USA representative Joey Bickers trod a cautious path to fourth.

Boyd's pace did not carry him much further, however. Starting the Last Chance race from the 16th row he was in the midfield when he and Phil Waldron (Spectrum 011C) tangled wheels on the approach to Woodcote, Boyd having narrowly missed the spinning Dan Headlam's Van Diemen JL12K at Brooklands seconds before. Either side of a red flag, Adam Higgins (Van Diemen JL12K) pulled out an advantage over Neil Tofts (Mygale SJO8) and Northern ace Chris Hodgen (Van Diemen RF89) to win.

SEMI-FINAL 1 (12 LAPS) 1 Scott Malvern (Spectrum 011C); 2 Jake Eidson (Ray GR08/09) +2.619s; 3 Joey Foster (Ray GR10); 4 Ivor McCullough (Van Diemen RF00); 5 Ben Mitchell (Van Diemen RF99); 6 Josh Fisher (Reynard 89FF). FL Malvern 1m02.587s (94.27mph).

SEMI-FINAL 2 (8 LAPS) 1 Kevin O'Hara (Van Diemen RF10); 2 Oliver White (Van Diemen RF01) +0.275s; 3 Ben Norton (Spectrum 010B); 4 Michael Moyers (Spectrum 011C); 5 Ashley Crossey (Spectrum 011C); 6 Chris Middlehurst (Ray GR08/09). FL Norton 1m02.605s (94.24mph).

PROGRESSION RACE (10 LAPS)

1 Wayne Boyd (Van Diemen RF02); 2 Emmett Glynn (Ray GRS07) +12.262s; 3 Adam Quartermaine (Van Diemen RF99); 4 Joey Bickers (Ray GR08/09); 5 Tom McArthur (Van Diemen LA10); 6 Klaus Dieter-Hackel (Van Diemen RF88). FL Boyd 1m02.796s (93.96mph).

LAST CHANCE RACE (4 LAPS) 1 Adam Higgins (Van Diemen JL12K); 2 Neil Tofts (Mygale SJO8) +4.887s; 3 Chris Hodgen (Van Diemen RF89); 4 Ben Anderson (Ray GRS07); 5 Quartermaine; 6 Vincent Jay (Ray GR10). FL Higgins 1m03.297s (93.21mph).



Boyd (left) went out after clash with Waldron in Last Chance race

EBREY

77



Daly was one of two Ray drivers to take a heat victory

WALTER HAYES TROPHY HEATS SILVERSTONE, NOVEMBER 2

Calm before the heat storm

SATURDAY'S WALTER HAYES TROPHY heats, held in at times gale-force winds, were in other ways the calm before Sunday's storm. A handful of the competitors fancied for honours stumbled, but there were few surprises and the racing lacked the intensity saved up for finals day.

Team USA Scholarship entrant Joey Bickers was the first of the drivers relegated to the depths of Sunday's Progression race, after his Ray GR08/09 became stranded in the middle of Wellington Straight at half-distance in heat one. "I was passing Chris Middlehurst, but as I pulled out of his draught I got onto the grass and clipped a wheel on the barrier," explained the American.

Having charged from fifth to first by the first corner, Oliver White didn't want the restart, but he survived it in front. FF1600 returnee Middlehurst progressed well after the resumption, taking second place from Ian Gough at Brooklands on the final lap. Poleman Ashley Crossey

was fourth in his Spectrum.

Heat two – the much-hyped 'heat of death' – proved to be a tepid affair. In his first WHT race, Scott Malvern made the best start from row two and he was ahead of Jake Eidson on arrival at Brooklands for the first time. After showing well, the challenge of Scot Graham Carroll (Van Diemen RF91) faded to sixth, leaving former Brands Hatch Festival winner Ivor McCullough (Van Diemen RF00) to chase Eidson and winner Malvern. In an unfamiliar Swift SC92F, Peter Dempsey was fourth.

Wayne Boyd appeared to be making serene progress as he won the third heat by more than four seconds – but he was subsequently excluded because the nosecone of his Van Diemen RF02 was found to contain foam. That promoted Michael Moyers to victory.

"I had a really bad start, but I made my way through the traffic. I knew I was on a similar pace to Wayne, but there was no point trying anything

ridiculous," said Moyers.

Abdul Ahmed was second for Geva Racing on the team's WHT debut, with Jonathan Hoad third in his Van Diemen RF90. There was disappointment for Scott Moakes, who ran wide out of second position at Becketts on the opening lap, but the Van Diemen RF99 man charged back to fourth. Castle Combe champion Adam Higgins just missed the semi-final cut after a third lap brush with Ahmed.

There was an all-Irish podium in heat four, with Stephen Daly (Ray GR11) edging away from Kevin O'Hara and Noel Dunne. Dunne had been second, but he ran wide at Becketts on lap five of eight and O'Hara pounced.

Porsche ace Nick Tandy could not shake off Ben Mitchell in the fifth heat. Driving the National College for Motorsport Van Diemen RF92, Tandy aced the start but Mitchell (Van Diemen RF99) stayed with him after contact with Niall Murray

(RF99) at Becketts on the second lap left the Festival winner reeling in seventh. Murray's fight back was completed when he drove past Jonny McMullan's Mondiale M89S on the Wellington Straight on the last lap to demote him from the podium.

The most convincing winner of the day was Joey Foster, who beat David McArthur by almost six seconds in his Ray GR10. The pressure on McArthur eased in the second half of the race as Luke Cooper fended off Scott Hargrove (Ray GR08/09), surviving contact on the back straight on the final lap.

● Ian Sowman

Tandy (93) beat Mitchell to win on his Kent FF1600 debut



EBREY

- HEAT 1 (4 LAPS) 1 Oliver White (Van Diemen RF01);** 2 Chris Middlehurst (Ray GR08/09) +0.632s; 3 Ian Gough (Van Diemen RF92); 4 Ashley Crossey (Spectrum 011C); 5 James Raven (Swift SC10); 6 Doug Crosbie (Van Diemen RF00).
Fastest lap Middlehurst 1m07.693s (87.16mph).
HEAT 2 (8 LAPS) 1 Scott Malvern (Spectrum 011C); 2 Jake Eidson (Ray GR08/09) +1.481s; 3 Ivor McCullough (Van Diemen RF00); 4 Peter Dempsey (Swift SC92F); 5 Robert Barrable (Ray GR10); 6 Graham Carroll (Van Diemen RF91).
FL Malvern 1m04.972s (90.81mph).
HEAT 3 (8 LAPS) 1 Michael Moyers (Spectrum 011C); 2 Abdul Ahmed (Van Diemen RF89) +3.751s; 3 Jonathan Hoad (Van Diemen RF90); 4 Scott Moakes (Van Diemen RF99); 5 Neville Smyth (Ray GRS09); 6 Jamie Jardine (Reynard 84FF).
FL Smyth 1m10.646s (83.52mph).
HEAT 4 (8 LAPS) 1 Stephen Daly (Ray GR11); 2 Kevin O'Hara (Van Diemen LA10) +2.283s; 3 Noel Dunne (Van Diemen RF00); 4 Ben Norton (Spectrum 010B); 5 Roger Orgee (Van Diemen RF00); 6 James Cole (Jamun).
FL O'Hara 1m11.632s (82.37mph).
HEAT 5 (8 LAPS) 1 Nick Tandy (Van Diemen RF92); 2 Ben Mitchell (Van Diemen RF99) +0.519s; 3 Niall Murray (Van Diemen RF99); 4 Jonny McMullan (Mondiale M89S); 5 Jake Byrne (Ray GR13); 6 Chris Mealin (Ray GRS07).
FL Tandy 1m11.033s (83.06mph).
HEAT 6 (8 LAPS) 1 Joey Foster (Ray GR10); 2 David McArthur (Van Diemen LA10) +5.874s; 3 Luke Cooper (Swift SC92F); 4 Scott Hargrove (Ray GR08/09); 5 Sean Doyle (Van Diemen RF02); 6 Josh Fisher (Reynard 89FF).
FL Foster 1m09.067s (85.43mph).

WHT SUPPORTS SILVERSTONE, NOVEMBER 2-3 HSCC

Roberts leaves it late to win in Lola sportscar

THE FORMER LE MANS LOLA OF Mike Roberts was a patient but comfortable winner in the Allcomers Closed Wheel race, though he was only one of four different leaders.

Stephen Bracegirdle's Nemesis led from the start, before Andy Cummings' Radical SR3 scythed ahead into Brooklands on the opening lap. Once Mike Smith's SR8 had demoted Marcus Bicknell's Mallock and Bracegirdle, he began to close on Cummings and had the lead onto the Wellington Straight on lap 13 of 20.

His lead was shortlived, however, as Roberts, having started at the back of the grid, was on a charge. He took Cummings on lap 15 and was in the lead a lap later. "He powered ahead on the straight, where else?" said Smith.

"I didn't know I was leading," admitted Roberts.

All three held station over the remaining laps, with Chris Child's Nemesis moving up to fourth after Bicknell crashed out at Luffield. Steve Chaplin's Phantom and Doug Ellwood's Marcos Mantis completed the top six, once Bracegirdle had retired with his car jumping out of gear.

With the rain pouring down, Perry Tubb's Royale RP9 crashing heavily and other cars spinning off, the HSCC Open Wheel race had to be red flagged. Nick Padmore's March 783 led from the restart and eventually won by over a lap. He had been under severe pressure from Richard Evans' March 742, with barely a car length separating them at times until Evans pitted two laps from home with a worsening misfire.

Matthew Dunne's Royale RP27 inherited a lonely second, with Andy Huxtable's Chevron B34 securing third after a number of exchanges with Mike O'Brien's Merlyn Mk20. Irish racing legend Brian Cullen's Crossle 19F claimed a late fifth from Iain Rowley's Van Diemen RF82.

It was all too easy for Mark Williams in the HSCC Closed Wheel race. Despite having taken pole by a massive 5.7s, he didn't lead from the start, but once his Vogue SP2 had demoted Michael Williams' Chevron B8, the lead just grew and grew. By lap 14 he had lapped the whole field at least once.

Michael Schryver's Chevron B6 had been third early on, but Myles Castaldini's Davrian got by at half



Williams thrashed HSCC Closed Wheel field in his Vogue



Dwyer beat much newer machinery in his March 742



Roberts raced his Lola from the back to win Allcomers Closed Wheel encounter

distance and consolidated third. He and Michael Williams were the only finishers to be lapped only once by the victor.

Bob Yarwood's Crossle 9S was fourth and Schryver recovered fifth from Nic Strong's Ford Capri on the penultimate lap.

For the entire Allcomers Open Wheel race Mark Harrison's Dallara F306 chased in vain to catch Mark Dwyer's much older March 742.

"I lost it all at the start," said Harrison. Historic racer Dwyer replied: "it wasn't easy though as I was holding it in third gear"

It was close for third too for a couple of laps, as Ray Rowan's Dallara F306 had the legs of Neil Hunt's F302, until Hunt spun at Luffield. "I messed up the start and then got caught out when Ray braked early," he explained. Hunt climbed back to fifth behind Will Tomkins' March 732, only to spin again at Luffield. He eventually finished fifth behind Cian Carey's Tatuus Formula Renault.

But the battle of the race was further back where Andy Huxtable's Chevron B34 finally got the better of Paul Wighton's Ralt RT3 for seventh. Wighton still had Graham Kiddy's Argo JM3 inches behind at the flag.

● Peter Scherer

ALLCOMERS CLOSED WHEEL (20 LAPS)

1 Mike Roberts (Lola EX257); 2 Mike Smith (Radical SR8) +10.095s; 3 Andy Cummings (Radical SR3); 4 Chris Child (Nemesis RME); 5 Steve Chaplin (Phantom P79); 6 Doug Ellwood (Marcos Mantis). FL Roberts 53.865s (109.54mph).

HSCC OPEN WHEEL (14 LAPS) 1 Nick Padmore (March 783); 2 Matthew Dunne (Royale RP27) -1 lap; 3 Andy Huxtable (Chevron B34); 4 Mike O'Brien (Merlyn Mk20); 5 Brian Cullen (Crossle 19F); 6 Iain Rowley (Van Diemen RF82). FL Padmore 1m08.936s (85.59mph).

HSCC CLOSED WHEEL (20 LAPS) 1 Mark Williams (Vogue SP2); 2 Michael Williams (Chevron B8) -1 lap; 3 Myles Castaldini (Davrian Mk8); 4 Bob Yarwood (Crossle 9S); 5 Michael Schryver 9Chevron B6; 6 Nic Strong (Ford Capri). FL Mark Williams 1m08.996s (85.51mph).

ALLCOMERS OPEN WHEEL (20 LAPS) 1 Mark Dwyer (March 742); 2 Mark Harrison (Dallara F306) +0.324s; 3 Ray Rowan (Dallara F306); 4 Will Tomkins (March 732); 5 Cian Carey (Tatuus Formula Renault); 6 Neil Hunt (Dallara F302). FL Dwyer 55.52s (106.21mph).

Aston wins after epic recovery



Bailey and Schulz won the race but lost the title

ONLY THREE POINTS SEPARATED British Endurance Championship contenders Ian Loggie and Chris Jones from Paul Bailey and Andy Schulz before the series finale.

The teams started with totally opposite mindsets. "We went out there to win outright, it's the only way," said Bailey after qualifying his Aston Martin Vantage second.

"We needed to just bring it home in the class lead and do it slowly and safely," Loggie countered, having secured class pole and sixth overall.

At the start Bailey battled with Javier Morcillo's Mosler before settling back in a solid second. He had started on slicks and when the safety car was called upon he stayed out, but was caught out after the green flag. "The tyres had gone cold behind the safety car and I went off at Coppice," he explained.

He was still in third when he handed to Schulz, who then had to serve a drivethrough penalty for an

earlier infringement. He rejoined fifth, one place behind Jones, who had taken over the Loggie car and was easing to another class win.

Morcillo had been up to four laps clear, but Schulz got his head down and, with Manuel Cintrano taking over the Mosler, the lead came down.

With five minutes to go he was back on the lead lap but 52 seconds adrift, until Cintrano was caught out by a backmarker at the Old Hairpin and spun. It meant Schulz/Bailey took a comfortable victory, but it wasn't enough for the title. Jones successfully took the flag after an untroubled run to sixth and made it six out of six class wins for the crown.

Cintrano held on to second, with Nathan Freke/Tom Oliphant's Ginetta G55 retaining third despite not taking the flag after losing a wheel. Mike Millard's Rapier had qualified on pole, but he started at the back after a green-flag-lap spin.

He had recovered to second before



spinning out of the race on the Craner Curves. Nathan Morcom/Benny Simonsen's Ginetta G50 was fourth, with Florian Strauss/Lee Cunningham completing the top five in their Nissan 370Z.

Michael Symons's BMW took charge of the Britcar Production Cup from the start after an early battle with Peter Cunningham's SEAT Leon. Cunningham continued strongly in second, until Strauss got by in the Nissan Academy 370Z.

Having run third in the early stages, Adam Hayes pitted early to hand to Kevin Clarke and be the first to change to slicks. It proved to be

the decisive move, as Clarke was into third after the stops, and when Tom Howard's BMW pitted from the lead, Symons position as leader was restored but his advantage reduced.

Clarke reeled in his foe and went by at Redgate on lap 52 of 65, before taking the flag over a lap clear, helped by Symons spinning at the Old Hairpin to avoid a backmarker.

He still held onto second, with Howard/Mike Moss third. Strauss/Cunningham retained fourth with Ian Lawson/Anthony Wilds fifth in their BMW. Miguel Faisca's and Stanislav Aksenov's 370Z was sixth.

● Peter Scherer



...but it was the similar Hayes/Clarke BMW M3 that won

BRITISH ENDURANCE CHAMPIONSHIP (87 LAPS)

1 Paul Bailey/Andy Schulz (Aston Martin Vantage); +54.012s; **3** Tom Oliphant/Nathan Freke (Ginetta G55); **4** Nathan Morcom/Benny Simonsen (Ginetta G50); **5** Lee Cunningham/Florian Strauss (Nissan 370Z); **6** Ian Loggie/Chris Jones (Porsche 997). **Class winners** Oliphant/Freke; Loggie/Jones; Jamie MacGregor/Damian Hudes (Ultima GTR). **Fastest lap** Schulz 1m06.882s (106.52mph).

BRITCAR PRODUCTION CUP (65 LAPS)

1 Adam Hayes/Kevin Clarke (BMW M3); **2** Michael Symons (BMW M3) -1 lap; **3** Tom Howard/Mike Moss (BMW M3); **4** Florian Strauss/Lee Cunningham (Nissan 370Z); **5** Ian Lawson/Anthony Wilds (BMW E36); **6** Miguel Faisca/Staniav Aksenov (Nissan 370Z). **CW** Howard/Moss; Strauss/Cunningham; Lawson/Wilds; Nico Ferrari/Sebastian Ferrari (BMW E46 M3); Andy Yool/Dave Greenbank (Vauxhall Astra); Ryan Cefferty/David Whitmore (Mazda MX5). **FL** Clarke 1m12.710s (97.98mph).



Dean Brace (7) won the Legends crown after a hectic two days

HAWKINS

BARC BRANDS HATCH, NOVEMBER 2-3

Parker stars, Brace crowned

A PACKED PROGRAMME COMPOSED OF a variety of championships with titles yet to be decided, and mixed weather, ensured these BARC finales will be well remembered.

After two impressive Legends heat wins Jack Parker went on to complete his hat-track in Saturday's rain-soaked final, even though he started from 11th on the grid. Parker hit the front soon after half-distance and went on to win by just over a second from Dean Brace, with father Nick right behind him.

On Sunday, on a dry track, John Mickel kept his challenge on course when he narrowly won the first heat from Parker. But Dean Brace maintained his points advantage with a hard-fought fifth place from 19th on the grid.

In heat two Dean came out on top in a frantic, four-car fight for the lead with Parker, James Holman and Nick Whitelegg, while Mickel could only manage sixth, behind Ben Power.

Mickel was a worthy winner of a

tough finale, a length ahead of Power and Parker, but Brace Jr's prudent ninth place was enough to take the 2013 Legends title.

The new champion said: "It's been such a tense weekend and it all went down to the last race." His dad, who had sacrificed his own position to improve his son's result, added: "I've been looking after him for 28 years, so nothing's changed there."

Intermarque championship challenger Chris Brockhurst led Saturday's race until a spin put him out of contention. Lewis Smith took over and raced on to win from series leader Matt Simpson. Steve Dance, the reigning Pickups champion, was an impressive third.

Brockhurst bravely battled through from 15th to take a brilliant win in race two, closely chased by former world Hot Rod champion Malcolm Blackman, Smith and Luke Armiger. But Simpson just needed to finish Sunday's race to claim the title, duly touring round to take seventh

place and the championship.

On the last lap of the Tin Tops race Chris Whiteman's Honda Civic came through to snatch victory from the Rover 220 Turbo of Tom Bridger, who had led from the start. Cliff Pellin fought off a strong challenge from Terry Searles to take third. The championship went to Peter Osborne, a class winner every time.

Rick May was a double winner in the Saloons events, but the star of the show was Dale Gent whose impressive progress ended when his Subaru broke a driveshaft in race one and lost power in the sequel. Paul

Eve was second each time despite a clash with Gavin Thompson that put the Peugeot into the gravel. Eleventh place in the first race was all Andy Woods-Dean needed to win the championship overall.

Both Pickup races were excellent. In the first one Pete Wilkinson really pressured Michael Smith, but Smith responded and held on to win despite some last-lap panel-bashing. David O'Regan hunted down Smith to win race two, but Antony Hawkins won the championship with fifth place.

● Kerry Dunlop

LEGENDS SATURDAY HEAT 1 (10 LAPS)

1 Jack Parker; 2 Matthew Pape +0.865s; 3 John Mickel; 4 Dean Brace; 5 David Ward; 6 Steve Whitelegg. **FL** Parker 56.055s (77.57mph). **HEAT 2 (9 LAPS)** 1 Parker; 2 Guy Fastres +2.610s; 3 D Brace; 4 Simon Newby; 5 Pape; 6 Stephen Treherne. **FL** Parker 1m08.019s (63.93mph). **FINAL (12 LAPS)** 1 Parker; D Brace +1.135s; 3 Nick Brace; 4 Newby; 5 Ben Power; 6 Fastres. **FL** Parker 1m08.744s (63.25mph).

LEGENDS SUNDAY HEAT 1 (10 LAPS) 1 Mickel;

2 Parker +0.053s; 3 Pape; 4 Power; 5 D Brace; 6 Fastres. **FL** Pascal Delporte 55.369s (78.53mph). **HEAT 2 (10 LAPS)** 1 D Brace; 2 Parker +0.095s; 3 James Holman; 4 Fastres; 5 Power; 6 Mickel. **FL** Power 55.996s (77.65mph). **FINAL (12 LAPS)** 1 Mickel; 2 Power +0.366s; 3 Parker; 4 Pape; 5 Fastres; 6 Lawrence Davey. **FL** Power 55.692s (78.08mph).

QUAIFE INTERMARQUE (13 LAPS) 1 Lewis Smith

(Vauxhall Tigra); 2 Matt Simpson (Vauxhall Tigra) +3.992s; 3 Steve Dance (Ford Escort); 4 Jeff Simpson (Vauxhall Tigra); 5 Malcolm Blackman (Vauxhall Tigra); 6 Mark Fuller (Mercedes SLK). **CW** Dance; Colin Watson (Caterham C400). **FL** Smith 59.235s (73.41mph). **RACE 2 (12 LAPS)** 1 Chris Brockhurst (Vauxhall Tigra); 2 Blackman +0.510s; 3 L Smith; 4 Luke Armiger (Vauxhall Tigra); 5 Simon Smith (BMW Z4); 6 Watson. **CW** Watson. **FL** L Smith 50.222s (86.58mph).

TIN TOPS (16 LAPS) 1 Chris Whiteman (Honda Civic);

2 Tom Bridger (Rover 220 Turbo) +0.570s; 3 Cliff Pellin (Ford ST150); 4 Terry Searles (MG ZR190); 5 Vic Hope (Honda Civic Type R); 6 Russell Turner (Ford Escort).



O'Regan took a Pickups win

HAWKINS

CW Bridger; Turner; Peter Osborne (Renault Clio); Dominic Ryan (Ford Fiesta). **FL** Whiteman 55.175s (78.81mph).

SALOONS & TIN TOPS (BOTH 13 LAPS)

1 Rick May (Ford Escort WRC); 2 Paul Eve (Ford Sapphire Cosworth) +14.279s; 3 Ian Butler (Ford Focus RS); 4 Steve Rothery (Renault Clio); 5 Stewart Hutchinson (Honda Integra Type R); 6 Thomas Knight (BMW E36 M3). **CW** Butler; Rothery; Hutchinson; Knight; Bridger; Osborne; Ryan. **FL** Dale Gent (Subaru Impreza) 51.100s (85.09mph). **RACE 2** 1 May; 2 Eve +1.623s; 3 Butler; 4 Knight; 5 Gavin Thomson (Peugeot 205); 6 Jamie Liptrott (BMW E36 M3). **CW** Butler; Rothery; Hutchinson; Knight; Whiteman; Turner. **FL** May 51.324s (84.72mph).

PICKUPS (BOTH 18 LAPS) 1 Michael Smith; 2 Pete

Wilkinson +1.134s; 3 Pete Stevens; 4 Dave Longhurst; 5 David O'Regan; 6 Nick White. **FL** Wilkinson 52.335s (83.09mph). **RACE 2** 1 O'Regan; 2 Smith +3.341s; 3 Stevens; 4 Paul Tompkins; 5 Antony Hawkins; 6 Paul Poulter. **FL** O'Regan 52.116s (83.44mph).



May won both Saloons and Tin Tops races

HAWKINS



2013 BRITISH GT REVIEW

Ice cream Aston licks them

British GT put on another great title fight in 2013 and Beechdean Aston Martin team boss/racer

Andrew Howard came out on top in the marque's centenary year. By **BEN ANDERSON**

For the second season in a row the fight for the British GT Championship went down to the wire at Donington Park. Six crews went into the season finale with a shot at lifting the crown, and it was series stalwart Andrew Howard who gave Aston Martin its first British GT crown since Barwell Motorsport lifted the teams' title in 2007.

In a season in which some significant new players came to the British GT table, it was perhaps fitting that an old face took the glory. Beechdean ice cream magnate Howard has raced Aston Martins in British GT since 2008, and has seen

the category grow into arguably the best in British motorsport over the past couple of seasons.

Pre-season, as international racing giants Triple Eight, AF Corse and Fortec Motorsports all announced they would be running cars in the championship, Howard was quoted as saying whoever came out on top would "thoroughly deserve it". Seven months later, he can now reflect on his greatest achievement as a racing driver, having been part of Aston's first major success with its latest V12 Vantage GT3 car.

"This is the first season we've had a real shot at the title," says

the former Mini Miglia racer, who was inspired to join British GT when the Minis supported the series at Spa around 10 years ago.

"Last year we put down as a development year with the first car out of the box for Aston.

"To win the most competitive series we've seen in 10 years is a badge of honour"
ANDREW HOWARD

"The first three races of this year were also difficult [Beechdean scored just nine points thanks to contact and technical issues at Oulton, and a time penalty for overtaking under yellow flags at Rockingham that cost a podium finish], so we almost gave up on the championship and just tried to get the best results we could and prove the pace of the car.

"I remember British GT when the TVR Cerberas and Listers were barrelling over the top at Knockhill, with drivers who went off to Le Mans. I think this year is the most competitive we've seen in the last 10 years, so to win it is a real

TOP SIX WHO STOOD OUT

1 Nick Tandy

Usually the fastest driver in the field. Won more races than anyone else in the third-string Trackspeed Porsches, and would probably have been champion but for Ashburn's costly blunders.



2 Rob Barff

FF Corse, under Malcolm Swetnam, was the surprise package of 2013. The combo got stronger as the season wore on and Barff was easily the most impressive Ferrari driver (the late Allan Simonsen apart) as FF bested illustrious Italian team AF Corse.



3 Matt Bell

The Audi was definitely not the fastest car, but Bell always raced well and came within an ace of nicking the title at the finale, despite Mark Patterson's spin at Rockingham and the pitlane-light fiasco at Zandvoort.



4 Jonny Adam

Helped Howard to the title and was in the hunt at most rounds. Unfortunate to miss out on sharing the glory thanks to his Snetterton penalty. A costly moment, but seems happy enough to have played a major role in his co-driver's coronation.



5 Phil Keen

Richard Westbrook describes Keen as one of the most underrated drivers on the grid, and any lack of results was almost always down to circumstances not of his making. Keen showed class by often keeping 'Westie' and Tandy on their toes in qualifying.



6 Oliver Bryant

Tough call to separate Bryant from Triple Eight duo Joe Osborne and Dan Brown. All showed prodigious pace at various points in the BMWs, but Bryant gets the nod on account of stringing together a title shot in the Barwell-run Ecurie Ecosse car.



Beechdean Aston leads United Audi – as it did in final points table



Howard claimed the biggest title of his racing career

badge of honour for me.”

After their troubled start, the Beechdean pairing of Howard and Jonny Adam scored more points than any other crew over the remaining seven races, including a crucial victory in the two-hour race at Brands Hatch in August (a famously good circuit for Austons). A sensible drive to fourth in the Donington finale proved just enough for Howard to take the title by 1.5 points from United Autosports Audi duo Matt Bell/Mark Patterson.

Howard was unable to share his title with Adam, who was docked six points from his personal total for nerfing Michael Caine's Porsche

at Snetterton (part of a general crackdown on driving standards, which were extremely poor in the first part of the year). That meant the AMR junior driver ended up fourth in the final standings.

“It's a shame, but at the end of the day it was a joint effort and I did my part of the job,” reflects Adam. “I'm an AMR driver and Andrew is

one of AMR's biggest customers. It's a huge result for him and them. “Andrew's improved massively under pressure this year and so have his lap times and consistency. AMR has worked to improve the car, which has given him more confidence. It's 90 per cent there now – we can still improve on qualifying – but it's been a mega year.” ▶

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UA Audi won Donington finale, but it wasn't enough



Ecurie Ecosse BMW claimed victory in the Silverstone round...



...which was disaster for Trackspeed Porsche squad

► United Autosports come within an ace of the title again this season. The Bell/Patterson duo was rarely the fastest combination on the grid, in a car that certainly wasn't the quickest, but they raced superbly. UA had plenty of well-documented issues with its McLarens, but the Audi stayed in contention throughout the season and the team did everything it could to take the title by winning the Donington showdown.

But for a spin by Patterson while well placed at Rockingham, the pitlane red-light fiasco at Zandvoort (where several crews were held unnecessarily after their pitstops in race one), or Triple Eight's pitlane speeding debacle at the season finale (where frontrunner Joe Osborne had to serve several drive-through penalties), the UA drivers would probably have been champions.

The Barwell-run Ecurie Ecosse BMW Z4 of Oliver Bryant and Marco Attard (one of the best amateur drivers in the series) also put in a super-consistent run, including victory from pole at the showpiece Silverstone round in May. They can look back at non-scores at Rockingham and Snetterton (where brake-caliper issues forced them out) as the reason they missed out on the title by just 3.5 points.

Every team has its own hard-luck story to tell, but Trackspeed's is undoubtedly the most compelling. Former champion David Ashburn's Surrey-based team was the fastest on the grid, and will surely look back on this as a season in which it threw away the title.

"We went through five shells in one season, which is crazy"
KEITH CHEETHAM,
TRACKSPEED

Ashburn employed Porsche factory ace Nick Tandy to do the first round of the season on a one-off basis (the duo moved aside to allow Demon Tweeks boss Jon Minshaw and his co-driver Phil Keen to win the Oulton season opener), but the pair ended up contesting a full campaign. Even with a succession of calamities (Ashburn crashing in the pitlane at Silverstone and stopping in the wrong pit box at Brands, crashing out of the first race at Zandvoort, and damaging the car beyond repair at Rockingham), Tandy almost nabbed the crown. They won every other race they finished, but Ashburn's collision with a GT4 car at the Donington finale finally extinguished Trackspeed's lingering hopes.

Various incidents and bad luck also did for Jon Minshaw/Keen and team-mate Gregor Fisker (who alternated sharing his 'Tartan Terror' with Richard Westbrook and Stephen Jelley). The Silverstone round, where the unsighted Keen collected Fisker's car as it toured back to the pits with a puncture, was almost a microcosm of Trackspeed's season. The team won half of the season's 10 races (it would have been six but for Minshaw's 30s

penalty for overtaking under yellows at Snetterton), yet its highest-placed driver was only sixth in the final standings...

"We shot ourselves in the foot by having too many accidents," concedes team manager Keith Cheetham. "We hardly ever went testing because we were just continually building and fixing cars. We went through five shells in one season, which is crazy."

Fellow Porsche squad Motorbase attempted to defend Michael Caine's title by pairing him with Carrera Cup GB Pro-Am champion Ahmad Al Harthy, but this 'exotic'-rated driving combo meant the car had to carry 75kg of extra ballast at every round. Unsurprisingly, this 'heavily' compromised their chances in qualifying. But they still scored two wins (two more than Caine managed last year!) and stayed in the title hunt until the final round.

Of the aforementioned big-hitters, touring car giant Triple Eight was the most impressive, and can count itself genuinely unlucky not to have won a race with either Dan Brown/Steve Tandy (who scored the most points) or Osborne/Lee Mowle in its pair of BMW Z4 GT3s.

World champion GT team AF Corse was generally overshadowed by a phenomenal first season in the series for British Ferrari 458 squad FF Corse, while Fortec couldn't quite get its regular Mercedes AMG SLS GT3 on the podium with Jason Minshaw/Benji Hetherington, though did score some strong results when the duo put together a clean run. ❧

GT4

The category has still yet to fully take off in Britain, even five years on from its inception. Apart from a foreign invasion at Silverstone, the class was usually a small Ginetta G50 battle.

It did get quite intense though, boiling over at Zandvoort as Optimum Motorsport and Century Motorsport clashed on the track and then in parc ferme.

Ultimately, this controversy only delayed the inevitable. Rick Parfitt and Ryan Ratcliffe were the best-balanced pairing in the class, and they did just enough in the final round to prevent Century's Declan Jones from nicking the title.

A late-season spurt, after 2006 Formula Ford champion and Century team boss Nathan Freke replaced Zoe Wenham as Jones's driving partner, was not quite enough to overturn the Optimum duo's advantage.

Jones/Freke won the season finale at Donington, but Parfitt/Ratcliffe were champions by two points.



Marguerita time for Parfitt (r) and Ratcliffe

CHAMPIONSHIP STANDINGS

1	ANDREW HOWARD	Beechdean Aston Martin V12 Vantage	125.5
2	MARK PATTERSON/MATT BELL	United Autosports Audi R8 LMS ultra	124
3	MARCO ATTARD/OLIVER BRYANT	Barwell BMW Z4 GT3	122
4	JONNY ADAM	Beechdean Aston Martin V12 Vantage	119.5
5	AHMAD AL HARTHY/MICHAEL CAINE	Motorbase Porsche 997 GT3-R	97
6	NICK TANDY	Trackspeed Porsche 997 GT3-R	93
7	STEVE TANDY/DAN BROWN	Triple Eight BMW Z4 GT3	86.5
8	GARY EASTWOOD/ROB BARFF	FF Corse Ferrari 458 Italia	83
9	DAVID ASHBURN	Trackspeed Porsche 997 GT3-R	81
10	BENJI HETHERINGTON	Fortec Mercedes AMG SLS GT3	64

WINS

TANDY/ASHBURN	Porsche	3
CAINE/AL HARTHY	Porsche	2
BELL/PATTERSON	Audi	1
ADAM/HOWARD	Aston	1
BRYANT/ATTARD	BMW	1
WESTBROOK/FISKEN	Porsche	1
KEEN/MINSHAW	Porsche	1

POLES

NICK TANDY	Porsche	2
ALLAN SIMONSEN	Ferrari	1
BENJI HETHERINGTON	Mercedes	1
OLIVER BRYANT	BMW	1
REMBERT BERG	Audi	1
STEPHEN JELLEY	Porsche	1
DAN BROWN	BMW	1
AHMAD AL HARTHY	Porsche	1
JOE OSBORNE	BMW	1

FASTEST LAPS

NICK TANDY	Porsche	2
JOE OSBORNE	BMW	2
ALLAN SIMONSEN	Ferrari	2
AARON SCOTT	Ferrari	1
MATT BELL	Audi	1
DAN BROWN	BMW	1
BENJI HETHERINGTON	Mercedes	1

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class. For races of two hours or more, the points are multiplied by 1.5 to give: 37.5-27-22.5-18-15-12-9-6-3-1.5. The GT3 class decides the overall title irrespective of the points scores of those in the other classes.

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: mail@autosport.com Website: www.autosport.com

EDITOR-IN-CHIEF
Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

EDITOR
Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR
Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR
Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR
Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR
Lynsey Row ext.5914
lynsey.row@haymarket.com

PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

SENIOR DESIGNER
Michael Cavalli

PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER
Joanne Grove
joanne.grove@haymarket.com ext.5804

PHOTOGRAPHS
LAT Photographic

SPECIAL CONTRIBUTORS

Mark Hughes	Dieter Rencken	Jim Bamber
Gary Watkins	Gary Anderson	Pablo Elzalde
Marcus Pye	Giorgio Piola	Matt Beer
Mark Glendenning	Alan Eldridge	

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	Martin, David Phillips, Diego Mejia, Robin Miller, Jeremy Shaw
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ADVERTISING
Tel: +44 (0) 20 8267 5820
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E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER
Rachel Brock,
ext: 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING
Gary Lee Hoebbeck,
ext: 5576
gary.lee.hoebbeck@haymarket.com

LUKE RICKETTS
Luke Ricketts,
ext: 5961
luke.ricketts@haymarket.com

DON RUPAL
Don Rupal,
ext: 5244
don.rupal@haymarket.com

CLASSIFIED ADVERTISING
Peter Musumeci,
ext: 5992
peter.musumeci@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974
EMAIL
autosport@servicehelpline.co.uk
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BACK ISSUES
Tel: 0844 8488817

MARKETING MANAGER
Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

LICENSING AND SYNDICATION LICENSING MANAGER
David Ryan, ext: 5024

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext: 5346
simon.grayson@haymarket.com

CIRCULATION/TRADE ENQUIRIES
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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



Scott Malvern dominated on his Walter Hayes debut

Malvern's in a class of his own

On Sunday I witnessed a masterful display of dominance similar to that of Sebastian Vettel in F1.

Yes, I am describing the dominance of Scott Malvern in the Walter Hayes Trophy at Silverstone.

As an ardent follower of British talent for more than 40 years, I sincerely believe that this man deserves a break.

Like Vettel, he broke the lap record on the final lap!
Roger Pedrick, by email

I find the current hot topic of track limits and drivers deliberately using areas 'off track' quite intriguing.

With the huge expanses of run-off areas around current circuits, drivers are bound to use every possible advantage.

I have the answer. I tried to remove a supermarket trolley from my local Tesco the other day, and it stopped dead at the car park boundary. If Tesco has such amazing technology, surely the FIA can mandate some kind of 'electronic disadvantage' into the ECU?

Paul Roberts, Caerphilly

I am delighted that AUTOSPORT's editor chose to make Vettel's fatuous fine for celebrating his fourth world championship the subject of his editorial (December 31).

Until this sadly predictable travesty, my number-one low of the 2013 season had been Webber's penalty for hitching a ride in Singapore, which struck me as an insult to the sport and its fans.

I would therefore like to thank Seb for allowing us to share in his triumph with this stirring display of harmless

exuberance. Furthermore, I propose this becomes the new tradition in F1: every year, the winner of the championship honours his audience by taking a bow in this manner, and to hell with the fun-suppressing fuddy-duddies.

Although he would inevitably end up paying for the most expensive donuts on the planet, he would, in effect, be buying a relatively inexpensive thank-you gift for his fans, without whom, etc...

Tim Hain
Reigate, Surrey

He did it again in Abu Dhabi, without penalty this time. I think the FIA needs to act quickly to prevent this practice from proliferating.

It belongs to NASCAR or some other lesser formulas, but not to the elite of motorsport that F1 is. Can you imagine Ascari, Fangio, Moss or Clark engaging in such childish practices? Unthinkable.

J-P Montupet
St Louis, Missouri

between trimming every individual blade of grass in my garden with nail clippers or sitting for an hour and a half being bored watching the sport that has been my passion for the last 22 years.

The straw that finally broke the camel's back for me was when a true racer like Lewis was told, 'Now you've caught the guy in front you can't pass because you need to protect your tyres and cool the engine, so drop back a bit'. What the hell is that all about?

I want to see flat-out racing, lights-to-flag. Give them six sets of tyres (three of each compound) at the start of the race, reintroduce refuelling and let them go hell for leather. It's up to them how fast they drive, how many stops they make, but at least they'll be allowed to race.

John T Rushbrooke
Cannock, Staffs

Ferrari hired the wrong man from Lotus. Instead of taking a Lotus driver, it should have taken a Lotus designer.
Bruce Merchant
Carmel, California

In pictures

Images around the globe, from Abu Dhabi to Japan, via Silverstone

LEIMER CROWNED IN ABU DHABI
We're not sure if being upside down hints that new GP2 champ Fabio Leimer is looking to Australian V8 Supercars, or whether Swiss people just have an odd sense of humour



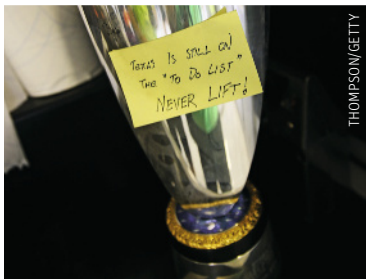
STALEY/LAT

"HE'S GOING THE WRONG WAY!"
Ralph Firman gets into a spin in the Japanese GT finale at Motegi, in the Aguri Suzuki-run Honda he shares with Kosuke Matsuura



ISHIHARA/LAT

VETTEL'S AUSTIN MESSAGE...
They'd probably have to put the four-time champ in a 1964 Mustang for anyone to have a chance of beating him next time out at Circuit of the Americas



THOMPSON/GETTY



JAKOB EBREY

SOSPIRI BACK IN FORMULA FORD
Last time he raced a Van Diemen RF88, the Italian won the 1988 Festival. This time the Euronova Racing boss was 24th in the Walter Hayes Trophy!

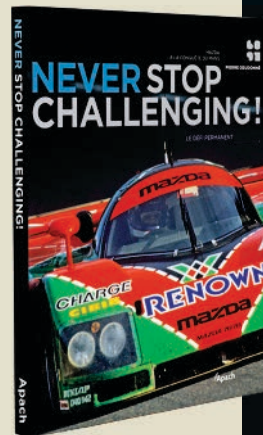
In the shops

Desirable new releases

MAZDA LE MANS BOOK

£29.99 – autosport.com/shop

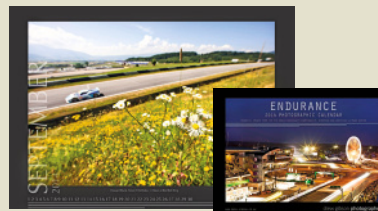
Pierre Dieudonne himself tells the story – in 348 pages of nitty-gritty detail – behind Mazda's victory in the Le Mans 24 Hours race in 1991. The 787B crewed by Johnny Herbert, Bertrand Gachot and Volker Weidler vanquished the challenge from Group C powerhouses Jaguar and Mercedes to record what is still the only win by a Japanese car. The book's packed with facts, figures and pics and offers a great complement to an historic win.



'ENDURANCE' CALENDAR

£29.99 – drew-gibson.co.uk

Sportscar photographer and AUTOSPORT contributor Drew Gibson has put together a collection of his favourite images from the World Endurance Championship and American and European Le Mans series in this stunning A3-sized 2014 calendar. The chosen images feature prototype and GT shots from iconic tracks such as Sebring, Le Mans and Interlagos.



BMW M3 DTM SLOT CARS

£34.99 – hobbyco.net

German slot-car manufacturer Carrera has released a new range of DTM replicas, among which are these fine BMW M3s from the marque's return season of 2012. You can choose between champion Bruno Spengler's Schnitzer machine and Martin Tomczyk's RMG racer. Both are super-detailed. Timo Scheider's Abt Audi A5 and David Coulthard's AMG Mercedes C-coupe are also available.



WHAT'S ON

ON TRACK IN THE UK

SNETTERTON

MSVR

November 9-10

snetterton.co.uk

You know it's nearly the end of the season when winter series get going. This weekend the inaugural BRDC Formula 4 Winter Championship kicks off, with Matthew Graham – fourth in the main standings – currently the highest finisher of the full series runners on the entry list. There are four F4 encounters, as well as the Ginetta Junior Winter Series on the 16-race bill.

Support comes from sportscar/GT races and MSVR Mono 300.

BRANDS HATCH

MSVR

November 9-10

brandshatch.co.uk

Not content with running a meeting at Snetterton this weekend, MSVR is also running two very different days at Brands. On Saturday, the Track Day Trophy acts as a warm-up for the Lotus 6 Hour enduro, which is scheduled to kick off at 1225. On Sunday it's the turn of the Team Trophy, Victor Meldrew handicap for tin-tops and the Vee Festival, a knockout contest for Formula Vees, with the final going off at 1535.



Six-hour Lotus enduro takes place at Brands Hatch on Saturday

GARY HAWKINS



Formula 4 youngsters will kick off their winter series at Snett

EBREY

ON TRACK AROUND THE WORLD

WORLD ENDURANCE CHAMPIONSHIP

Rd 7/8

Shanghai, China

November 9

fiawec.com

INTERNATIONAL GT OPEN

Rd 8/8

Barcelona, Spain

November 9-10

gtopen.net

VALAIS RALLY

European Rally Championship

Rd 12/12

Martigny, Switzerland

November 7-9

fiaerc.com

NASCAR SPRINT CUP

Rd 35/36

Phoenix, Arizona, USA

November 10

nascar.com

EUROPEAN F3 OPEN

Rd 8/8

Barcelona, Spain

November 9-10

f3open.net

V8 STOCK CARS

Rd 11/12

Goiania, Brazil

November 10

stockcar.globo.com

SUPER FORMULA

Rd 6/6

Suzuka, Japan

November 10

superformula.net

SUPER TC2000

Rd 11/12

Mendoza, Argentina

November 10

super-tc2000.com.ar



Audi and Toyota will fight out WEC Shanghai

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

ON TELEVISION

THURSDAY NOVEMBER 7

0730-0800 Eurosport
 Inside the WTCC
0900-0930, 1630-1700 ESPN
 NASCAR Now
1700-1800 Sky Sports 2
 Racemax
1700-1800 ESPN
 DTM 2013 Review
2300-2315 Eurosport
 ERC: Rally Switzerland Day 1

FRIDAY NOVEMBER 8

2100-2200 Sky Sports F1
 Architects of F1: Jo Ramirez
2300-2330 Eurosport
 ERC: Rally Switzerland Day 2

SATURDAY NOVEMBER 9

0355-0420 Channel 5
 Motorsport Mundial
0700-0730 Eurosport 2
 ERC: Rally Switzerland Day 2
0735-0900 Eurosport LIVE
 WEC: Shanghai 6 Hours
1050-1145 ITV4
 Motorsport UK
1350-1450 Motors TV LIVE
 Euro F3 Open: Barcelona Race 1
1450-1620 Motors TV LIVE
 International GT Open:
 Barcelona Race 1
2000-2200 Sky Sports F1
 F1 Classics: 1983 United States GP
2030 Motors TV LIVE
 NASCAR Nationwide: Phoenix
2200-2300 Eurosport 2
 WEC: Shanghai Highlights

2300-2330 Eurosport
 ERC: Rally Switzerland Review

SUNDAY NOVEMBER 10

0600-0915, 2000-2305 Motors TV
 WEC: Shanghai 6 Hours Highlights
1050-1205 Motors TV LIVE
 International GT Open:
 Barcelona Race 2
1205-1305 Motors TV LIVE
 Euro F3 Open: Barcelona Race 2
1800-2000 ITV 4
 BTCC: Season Review
2000-2200 Sky Sports F1
 F1 Classics: 1984 United States GP
2000-0000 Premier Sports LIVE
 NASCAR Sprint Cup: Phoenix
2330-0000 Eurosport 2
 ERC: Rally Switzerland Review

MONDAY NOVEMBER 11

0230-0320 ITV
 Motorsport UK
0330-0430 Sky Sports 4
 Racemax
1700-1800, 2100-2200 ESPN
 NASCAR Sprint Cup:
 Phoenix Highlights
1650-1750 Motors TV
 Euro F3 Open:
 Barcelona Highlights
1750-2000 Motors TV
 International GT Open: Barcelona
2000-2200 Sky Sports F1
 F1 Classics: 1987 United States GP
2205-0010 Motors TV
 NASCAR Nationwide:
 Phoenix Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **McLAREN TOONED - THE AYRTON SENNA STORY**



SEARCH FOR: Tooned 50: Episode 6 - The Ayrton Senna Story (3:01)
 McLaren's inspiring cartoon series continues with the story of its most revered and successful driver, Ayrton Senna, who took his 35th and final win for the team in Adelaide 20 years ago today (Thursday). Poignantly, Ayrton's voice comes from his nephew Bruno.

AUTOSPORT+

Exclusive content coming up in our premium website this week

All the latest analysis and opinion from AUTOSPORT's Formula 1 team, plus Toby Moody looks ahead to the MotoGP decider in Valencia. Can Honda's Marc Marquez hold off the charging Yamaha of Jorge Lorenzo?

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
 - WATCH HIGHLIGHTS FROM NASCAR AND SUPER GT
 - ON SALE ALL OVER THE WORLD FOR ONLY £2.99
- Download it now from autosport.com



Revved up over what's on the web



'Finger boy' taunts his internet haters

THE ABU DHABI GP ACCORDING to the wisdom of the internet...

Pre-race build-up

- Finnish TV are reporting Kimi will start from the pitlane. Grrr!
- Lotus are idiots. We don't need them in F1. Kimi should sue them and force the team into bankruptcy
- My bedroomF1 site are reporting that Kimi will driver fro saobor for the last two races with huelkenborg going to lotus.

The race

- Vettel leads.zzzzzzz. I've watched F1 for 8 years and this is the worst season EVER. So boooooooringggggg. Zzzzzz
- Kimi out. Perman is an idiot, y didn't tey start car from pitlane. Grrrr.
- Lotus is a joke. Kimi should go to Marussia and help that team rather than

drive for that bunch of jokers. I'd like to punch Erik Bollier in the face. Grrrrr.

- KERS problems for Webber, Again. This is a joke!
- Vettel 3 secods a lap quicker than everyone – are you still telling me that its not just all the car. Vettle is a B grade driver. Give that car to Kimi or Kobayashi or Heidfeld and they'd win every race.
- I've been watching F1 for 30 years and this is the worst season EVER. Zzzzz F1 is broken. How can one car be so dominant (thumbs down).
- GUT is an idiot blocking HAM. Should be a DT. Ruining the race. It happens every race for HAM this year. (angry face)
- There is NO WAY that Vettel and Webber are driving the same car. Grrrrrr.
- Ab Dab is the worst track of the year.

There are at least 8 turns too much.

- HAM mugged by SUT and MAS. The 'pass master eh?' (rolling eyes face).
- FELIPE BABY!!!! (clappy hands icon)
- DRS is just ****ing stupid.
- Why did Hulk get a pen for something that wasn't his fault and Sutil gets nothing.
- Shameful by Ferrari screwing Massa in the pits.
- Jeeezus! Alonso overtakes off track. JEV gave him no room.
- Terrible race. I've been watching F1 for 80 years and this is the worst season EVER. Zzzzz
- Get Finger Boy off the ****ing screen! Not more yes boys yes, please!
- I missed what happened to Kimi (unhappy face).

Revved Up

Frits van Amersfoort

“We thought, ‘Verstappen is good, it will be hard to replace him’”

■ Opel Lotus Euroseries ■ Barcelona ■ May 9, 1993 ■ Vincent Radermecker proves his worth



Radermecker (l) got clipped by Hauser, but had fresh chance at restart

AFTER MANY YEARS IN DUTCH single-seater racing, our team had an international breakthrough with Jos Verstappen in the Opel Lotus Euroseries in 1992. We did the Zolder round, Jos won both races, and that was ‘bang!’

When Jos moved to Formula 3 we thought, ‘Yeah, OK, Jos is good, it will be hard to replace him and keep going.’ Also, other people weren’t sure if our success was down to Jos or down to us. At that time the Dutch series had already declined, so we decided to stay international. And because of our good relationship with Marlboro we came in contact with Marlboro Belgium. It was quite a negotiation but in the end the deal came through with Vincent Radermecker.

At the time nobody really knew about him, except that he had done Formula Ford in England, but now we can say he was very special. I would say he’s quite underestimated by lots of people. In 1994, when he did F3, he was one of the only ones who could beat Jan Magnussen.

The problem for Vincent was he

didn’t have any real management so he had to do it all himself. He was completely dependent on Marlboro Belgium, so when that was over his career was in trouble. But that’s what I say to young guys these days: if everybody sees that you’re an established driver, you’ll find your way, and he did in touring cars.

We started the 1993 season at Donington, and then Imola. It was very hard. He knew Donington, but

we were still learning a bit about the car. Although it wasn’t a difficult chassis, we were also still learning how to do international racing.

And then all of a sudden we went to Barcelona, a track we’d never been to before with those cars. Vincent qualified well, but he had a collision with Johnny Hauser on the first lap and damaged his nose and dropped to the back. But then there was a red flag, because Hauser had another collision

with Gherardo Cazzago on the pit straight. That was a nasty crash, and Cazzago broke both his legs because he went into the barriers head-on.

So with the red flags we got a completely new start and another chance! But I really didn’t expect Vincent to win. After the first few laps I went up to the stand on the pitwall. You couldn’t see anything in those days because there was no television, so I was saying, ‘Who’s leading?’ – ‘Oh, your man!’ – ‘Really? Well, this is going well!’

Then I got this feeling that it was going to be good, and Vincent won the race. We went on to have a terrific season, and just missed the Euroseries by a few points to Patrick Crinelli and Draco Racing. And that was only after a decision was overturned on a fuel situation with Crinelli.

When I look at all those years it was good. We always had Vincent one-to-one, with no interference from wise guys. He was always working for his career and the team. ✂
Frits van Amersfoort was talking to Marcus Simmons

PROFILE

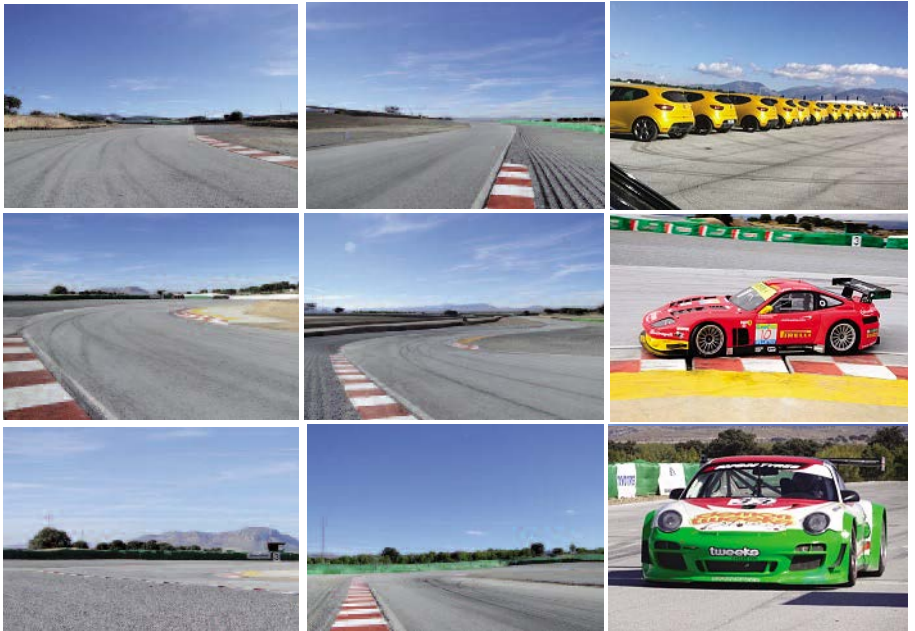


FRITS VAN AMERSFOORT

founded Van Amersfoort Racing in 1975. Through the 1980s it was a mainstay of Dutch Formula Ford, before going international in Opel Lotus in the ‘90s. Nowadays it competes in European F3, German F3 and FRenault 1.6 NEC. Among its alumni are Huub Rothengatter, Marcel Albers, Jos Verstappen, Tom Coronel, Christijan Albers, Bas Leinders and Richie Stanaway.

NEXT WEEK ALAIN PROST ON SEBASTIAN VETTEL
Plus: Rally GB and Macau previews

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*subject to the official publication of the results by the FIA.

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2013