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AUTOSPORT

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POLE POSITION

Up to our NECs in exhibition excitement

IT WAS BRILLIANT TO SEE SO MANY FACES AT

AUTOSPORT International, as Birmingham's mighty NEC was filled to the rafters with fans, star names and motorsport hardware from all the major disciplines.

From the start, as Malcolm Wilson unwrapped Robert Kubica's M-Sport Fiesta last Thursday – now pounding the stages on the Monte Carlo Rally – our indoor extravaganza served up entertaining fare and a few surprises, not least the appearance of rally legend Walter Rohrl on our star-studded guest list.

With attention now split between the Monte and Dakar rallies, and the Daytona 24 Hours just around the corner following last weekend's Dubai GT long-distance event, it feels like 2014 is truly kicking into gear. We look forward to sharing it with you, both in the pages of the magazine and on our website, autosport.com.

● Our heartfelt condolences to the family of Jenson Button after his father John passed away this week. John was a hugely popular figure in the F1 paddock, and his earlier rallycross successes (he graced our front cover in 1978, below) and kart engine-tuning expertise should not be forgotten.



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Cover images: Getty Images; Etherington/LAT; Cahier; LAT

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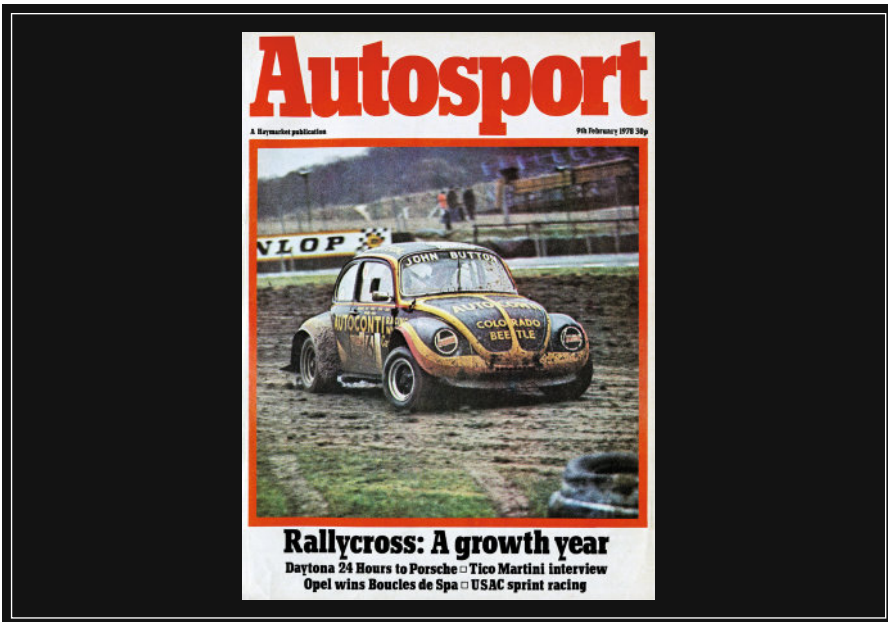
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FROM THE ARCHIVE



FIND US ON



THE BIG PICTURE

The World Rally Championship descended on Monaco for its showpiece opening round, with cars from Ford, Citroen, VW and Hyundai assembling at Casino Square





This week in F1

FORMULA 1 DRIVER NUMBERS REVEALED

The FIA has released its official 2014 Formula 1 entry list, featuring the permanent race numbers chosen by the drivers.

Each driver was asked to select their first three choices of numbers. In the event of a duplication, priority was given to

whoever finished higher in the 2013 world championship.

Sebastian Vettel will carry number 1, although he made a late selection of number 5 as his 'career' number, which he will revert to once he is no longer reigning champion.

Newly-reconfirmed Marussia driver Max Chilton's initial choices were all taken by drivers who beat him in the 2013 standings, but he has finally settled on 4.

This is the first time permanent numbers have been allocated to drivers. In 1973, semi-permanent

numbers were allocated to teams, with 1 and 2 carried by whichever squad employed the reigning world champion driver – initially Lotus. For '96 this was dropped in favour of a numbering system based on the previous year's constructors' positions.

NUMBER SELECTIONS EXPLAINED

The stories behind some of the F1 drivers' permanent number choices for this year



MIRALLES/ALLSPORT

3 DANIEL RICCIARDO

"Reason for #3 is it was my first-ever number in karting and I was also a fan of Dale Earnhardt," said Ricciardo.

6 NICOLAI ROSBERG

This is the number Rosberg's father, Keke, carried to the 1982 world championship and four grand prix wins.



LAT



20 KEVIN MAGNUSSEN

Rookie Magnussen won the Formula Renault 3.5 crown last year as number 20 and has decided to keep the number.

BIG NUMBER

13

Pastor Maldonado's choice, 13, has been carried once in a world championship grand prix, by Moises Solana's BRM in the 1963 Mexican GP. The only other time the number was entered was by Divina Galica, who failed to qualify a privateer Surtees for the '76 British GP.



COATES/LAT

5 SEBASTIAN VETTEL

Vettel carries 1 in 2014 as world champion, but he chose 5, which he took to the 2010 title, as his permanent number.

19 FELIPE MASSA

Massa ran as number 19 when he won the 2001 Euro F3000 crown, an achievement that earned him a Ferrari contract.



COATES/LAT

22 JENSON BUTTON

Unsurprisingly, Button opted for the number with which he won the '09 world championship for Brawn.

44 LEWIS HAMILTON

Hamilton has revived the number he traditionally carried in karting, having not been able to use it during his car racing career.



DIXON/LAT

OFFICIAL 2014 ENTRY LIST

1	Sebastian Vettel*	Red Bull-Renault
3	Daniel Ricciardo	Red Bull-Renault
4	Max Chilton	Marussia-Ferrari
6	Nico Rosberg	Mercedes
7	Kimi Raikkonen	Ferrari
8	Romain Grosjean	Lotus-Renault
11	Sergio Perez	Force India-Mercedes

13	Pastor Maldonado	Lotus-Renault
14	Fernando Alonso	Ferrari
17	Jules Bianchi	Marussia-Ferrari
19	Felipe Massa	Williams-Mercedes
20	Kevin Magnussen	McLaren-Mercedes
21	Esteban Gutierrez	Sauber-Ferrari
22	Jenson Button	McLaren-Mercedes
25	Jean-Eric Vergne	Toro Rosso-Renault

26	Daniil Kvyat	Toro Rosso-Renault
27	Nico Hulkenberg	Force India-Mercedes
44	Lewis Hamilton	Mercedes
77	Valtteri Bottas	Williams-Mercedes
99	Adrian Sutil	Sauber-Ferrari
TBA	TBA	Caterham-Renault
TBA	TBA	Caterham-Renault

*Vettel will race as #5 when he's not champion

For all the breaking news, visit AUTOSPORT.COM

ALONSO PICTURE SET FOR AUCTION

Fernando Alonso's famous photograph taken on the podium after last year's Italian Grand Prix is one of several personal pictures taken by F1 drivers and personnel that will be auctioned for charity next month. "The Monza podium is the only one where you can feel the love of the fans," he said.

The auction, which features pictures taken by Sebastian Vettel, Michael Schumacher and Bernie Ecclestone, takes place in London on February 7 to raise money for Great Ormond Street Hospital.



Whiting backs F1 using DRS

FIA race director Charlie Whiting has defended the DRS against critics, insisting that it does not diminish the skill of overtaking. "I know some people are opposed to it and really think it's not pure enough," said Whiting. "I completely disagree with that view. It still requires extreme skill from the driver [to overtake]."

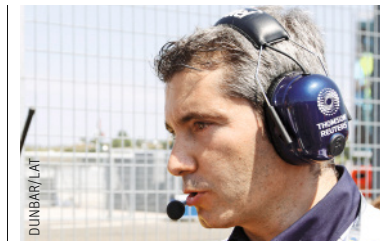
REMEMBER WHEN?

The first driver to pull off a DRS-assisted passing move in F1 was Fernando Alonso, who overtook Nico Rosberg for seventh on the fifth lap of the 2011 Australian Grand Prix.



McLaren launch date confirmed

McLaren has revealed it will launch its car online on Friday January 24. It is one of the few teams to officially confirm its launch, with Mercedes having said that its car will appear on the morning of the first pre-season test at Jerez on January 28.



Pujolar to work with Vergne

Toro Rosso has appointed ex-Williams chief race engineer Xevi Pujolar for Jean-Eric Vergne's car in 2014. The Frenchman's previous race engineer, Phil Charles, has been promoted to chief engineer. Pujolar will be Vergne's third race engineer in his three seasons.



IRVINE SENTENCED

Ex-Ferrari F1 star Eddie Irvine has been sentenced to six months in prison after being found guilty of injuring Gabriele Moratti, the son of the former Milan mayor, in a nightclub brawl. Both were sentenced, but their punishments are expected to be suspended.



Brundle's pay-driver warning

Martin Brundle has warned that Formula 1's growing reliance on pay drivers is bad for the sport. "When a team like Lotus, the only one to really challenge Red Bull consistently last year, is short of money then something is fundamentally wrong," he said.

£150,000

▲ Amount Brundle was supposed to pay for his debut F1 season with Tyrrell in 1984, but was unable to.

JOHN BUTTON 1943-2014

John Button, who became a popular F1 paddock figure as an ever-present supporter of son Jenson over the past 14 seasons, has died at the age of 70. Before Jenson rose to prominence in single-seaters in the late 1990s, Button Sr was successful in rallycross. In 1976, Button finished second in the British Rallycross Championship and continued to compete into the 1980s before focusing on Jenson's karting career.



FIA summons teams to meet

The FIA has called a meeting with all F1 teams to be held in Geneva on January 22. This is to discuss F1's long-term strategy and is a response to Ferrari president Luca di Montezemolo's attempt to stage an F1 team summit, announced last month.



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Jonathan Noble

F1's newshound

Formula 1 risks alienating fans by answering questions that were never asked. The sport's powerbrokers and rulemakers must act now

Formula 1 fans have been back in the cinema this week, as the new *1: Life on the Limit* documentary hits the silver screen.

Charting the evolution of F1 from a safety perspective may not have the glamorous Hollywood appeal of *Rush*, nor the charismatic central character of *Senna*, but it still tugs the heartstrings and reminds you of why we all love grand prix racing so much.

For however sad it is to again see the scenes from David Purley's desperate, but ultimately futile, attempts to save Roger Williamson after his accident at the 1973 Dutch Grand Prix, it's equally breathtaking being treated to onboard footage from Ayrton Senna's McLaren around Monaco in 1990.

The common theme throughout the film is one of passion and commitment – whether it be drivers, mechanics or team bosses.

Some have paid the ultimate price for that, but their sacrifice has helped further distil the spirit of F1 as the ultimate sporting battlefield.

It got me thinking about the ludicrous situation F1 has found itself in ahead of what could be a thrilling 2014 campaign – thanks to the introduction of the 'double points' rule that fans neither called for, nor indeed want. Following approval by the team principals and the FIA of Bernie Ecclestone's call for the tweak, there has been nothing but intense criticism about the gimmick of



It simply makes the thrillers even better.

Creating a fake situation in which a driver wins a championship not because of the 25 points he got for winning at Spa or Suzuka, but because of the 30 points for finishing third at Abu Dhabi is ridiculous.

If F1's rulers are genuinely worried about one team or driver running away with things, then don't have a situation where the top teams earn so much more money

“The fans have spoken – it's time for F1's rulers to take note. Double points must go”

offering more for the final race of the campaign.

Previous significant rule changes – like the introduction of DRS, or a move towards more aggressive tyres – have left opinion divided pretty evenly. But it's hard to find anyone in favour of double points beyond those who actually voted for it in the first place.

With poll after poll showing that more than 90 per cent of fans are against the concept, double points is by far the most hated rule change that F1 has introduced.

As *1* showed, fans and those involved in grand prix racing have stood by the sport because of a purity to the competition. It's the ultimate test of man and machine and it hasn't been blighted by the need to falsify things to make it more exciting.

It's a season-long competition in which each and every race is as important. Sometimes that has produced thrilling season finales, and sometimes the title has been wrapped up early. If we get the latter, then that's just life.

than their rivals that they can eke out a huge advantage; or technical regulations that prevent much closer racing.

F1 has fallen foul of trying to fix a broken arm with nothing more than a plaster.

The real danger now is that there is a risk of disenfranchising fans over the double-points issue. In this era of booming social media, where those who follow the sport are closer than they have ever been, it's important they are listened to.

After the current outcry, what damage will be done if the title is swung by 'double points'? How can teams justify ignoring the very fans that the rule was supposed to be for?

The film *1* finishes with a spectacular montage of modern-day action accompanied by the Snow Patrol song *Open your Eyes*. It's a fitting title for the sport right now.

The fans have spoken. F1 rulers and shakers: it's time to open your eyes and take note. Double points must go. ❧

This week in motorsport

WRC SEALS LIVE 2014 TV DEAL WITH BT SPORT

Two stages of this weekend's Monte Carlo Rally will be shown live on British television after the World Rally Championship signed a new deal with BT Sport.

The WRC promoter's all-new agreement for coverage of the 2014 series also includes UK airtime on ITV, Motors TV and

Welsh language station S4C.

BT Sport said in a statement that there would be 26 live stages shown during the season, with previews and reviews of all 13 rounds. Coverage will run across its three channels – BT Sport 1 and 2 and ESPN.

The pay-to-view sports channel's

WRC coverage will begin with the Monte Carlo opener this weekend, with live broadcasts on Friday afternoon and for both runs over the Sospel-Breil sur Roya Powerstage on Saturday.

Last year the WRC's season opener was not broadcast on British television at all.



Nissan firms up LMP1 plans

Nissan is fully committed to entering the LMP1 class of the World Endurance Championship at the start of 2015, the Japanese manufacturer has revealed. It confirmed that key decisions are being made, saying a first outright challenger for Le Mans honours since 1999 (below) is on course to be on the grid.



BTCC AND HAYMARKET JOIN FORCES
Andrew Jordan helpfully highlights a new three-year partnership between the BTCC, Autocar, WhatCar? and PistonHeads.com

HPD working on new coupe

Honda Performance Development is working on a new LMP2 coupe to replace its existing HPD ARX-03c for 2015. HPD technical director Roger Griffiths explained that the move was partly motivated by rival P2 constructors ORECA and OAK/Onroak announcing new coupes and partly by customers demanding closed-top cars.

"Many of the gentlemen drivers funding programmes have restrictions on driving open cars, so we didn't want to limit the market," he said. "We also believe that we should see a step forward in performance with a new car."

For all the breaking news, visit AUTOSPORT.COM

Dennis heads to Euro F3

Former McLaren AUTOSPORT BRDC Award winner Jake Dennis will step up from the Formula Renault Eurocup to race in the Formula 3 European Championship this season.

Dennis, who is backed by the Racing Steps Foundation, will compete with Carlin as part of what is expected to be a six-car line-up.

Among other drivers confirmed for Euro F3 in the past week, ex-Italian F3 champion Riccardo Agostini has agreed terms to join EuroInternational, while American Gustavo Menezes stays with Van Amersfoort Racing for his step up from German F3.



In brief



OAK CONFIRMS TRIO

Olivier Pla, Roman Rusinov and Gustavo Yacamán will line-up for OAK Racing in this month's Daytona 24 Hours. The trio all tested for the team at the Florida circuit in early January. Yacamán, 22, is the team's first driver to be confirmed for the full United SportsCar Championship.

JAAFAR JOINS ISR

Jazeman Jaafar will remain in Formula Renault 3.5 in 2014 after securing a deal with ISR. The Malaysian contested last year's championship with Carlin, claiming a podium at Monaco but finishing down in 17th in the championship.

TORDOFF STAYS AT MG

British Touring Car race winner Sam Tordoff will continue with the works MG squad alongside Jason Plato this year. The 24-year-old scored a breakthrough first win at Snetterton and finished sixth in the standings in his rookie 2013 campaign.

LIUZZI BEATS STARS

Former Formula 1 driver Vitantonio Liuzzi claimed victory in Felipe Massa's annual International Challenge of the Stars karting event. The Italian topped every session en route to victory ahead of Sebastian Buemi and Massa. Audi LMP1 driver Lucas di Grassi and former F1 driver Rubens Barrichello also competed.

JACKSON TO WELCH

Ollie Jackson will drive a second Welch Proton in the BTCC next year. The 29-year-old drove for the Speedworks squad last year, but struggled to repeat his 10th place in the Brands Hatch opener and ended the year 20th overall.

T-SPORT SIGNS TORIL

European F3 Open frontrunner Alexander Toril will join British team T-Sport to race in the FIA European F3 ranks this season. The Spaniard joins Australian Spike Goddard, who will lengthen his relationship with the squad to a third season.



Loeb fuels Dakar bid talk

Sebastien Loeb fuelled speculation that he could enter the Dakar rally in the future during a visit to this year's event. The nine-time World Rally champion spent time discussing the South American marathon event with former Citroen team-mate Carlos Sainz [above]. "I'm here to get up close to the race and find out what it's really all about," Loeb said.

I had a little bit of butterflies... then I got in the car, started sweating and running fast and I thought, 'oh yeah, I got my mojo back'



Rusty Wallace, 1989 NASCAR Cup champion and 55-time race winner, got the old juices flowing again by driving Brad Keselowski's #2 Penske Ford at Daytona



BMW shuffles 2014 line-up

Martin Tomczyk will partner Bruno Spengler in BMW's leading Schnitzer DTM team as part of a 2014 reshuffle. Tomczyk and Spengler won the 2011 and '12 DTM titles respectively. The RMG squad will run former sportscar star Maxime Martin and Marco Wittmann, while BMW's second new arrival, Antonio Felix da Costa, will be placed at MTEK alongside Timo Glock.



Corvette's new C7.R unveiled

Corvette has revealed its new United SportsCar Championship and Le Mans 24 Hours contender, the C7.R. Long-time driver Oliver Gavin said the car, which features a stiffer chassis and a switch to a direct-injection engine, is the biggest step yet in the history of the Chevrolet GT programme.

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Camp Format

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Mika Hakkinen

The inside line

Two-time Formula 1 champion looks to the season ahead from a Finnish perspective



To see Kimi Raikkonen back in a Ferrari this year will be fantastic for the Finnish fans, but it will not be easy for him going up against Fernando Alonso. When I was at McLaren many years ago and a new driver came in, I had an advantage because I knew all the mechanics and the car was tailor-made for me, so I wouldn't give an easy time to a newcomer. Alonso knows Ferrari very well and has been there for four years; Kimi knows the team from before, but that was many years ago so let's wait and see.

When you have two top drivers in the same team, the pressure on each one to perform is three times higher. That pressure can sometimes be distracting for the driver, although it influences people differently. When I was team-mate to Nigel Mansell at McLaren in 1995, and also Ayrton Senna in '93, there was a lot of tension, which disturbed the whole team. It is not necessarily a positive boost.

Even if the drivers don't cause problems with their actions, it can still make things difficult. I'm not saying they will not do a good job next year because they are both great drivers, but it could unsettle the team unless things are very well managed between them. It's not so much about what happens on the track, but off it.

But remember, Kimi is not the only Finnish driver on the grid. It's no secret that I'm working with Valtteri

foot down all the time and focus on developing the car in a difficult situation.

When a driver is not winning or getting good results, there are a lot of doubts. People might ask why Valtteri is not winning, but it's important to collect the facts and understand the reality. When you look at the timesheet, it doesn't always tell the truth to the fans and I have great confidence in what Valtteri has done so far.

It took me seven years to score my first grand prix win. That shows you must have a long-term view, have trust in people and believe in yourself. There are days when you cannot win and you must analyse every little detail of why that's happening. Just changing things all the time is not the path to success. It's about building up and developing together with the team.

There were question marks over me at times, but all the time my teams had trust in me. McLaren told me, 'Yes, you are the fastest driver, just wait and we will give you the car'. I trusted them and then I won the world championship with them. Even though there were hard times along the way, I took the right decision and Valtteri is doing the same thing. He believes in himself, understands the reasons why the results don't come.

“The amazing thing is how much better Valtteri was in his first year than I was, because of data”

Bottas. While the results don't look so impressive, he has been doing a fantastic job and has succeeded very well in his first season in Formula 1. He's consistent and his pace is good. That consistency is so important in gathering data and the understanding of the development that's needed to make the car go faster. He has done fantastic work establishing himself in F1, working very well with the team and getting respect from everyone at Williams.

When I was at Team Lotus in 1991 and '92, my first two years in F1, I have to admit I had so much to learn about how F1 functioned and understanding the technical side of it. Like Valtteri, I was learning when the car was not really up to speed and in my first season I scored just two points. But this is a time when you have to fight, really go for it even if you are fighting for 18th or 19th place. You have to keep your

The most amazing thing is how much better he was in his first year than I was, because there is so much data available. When I started racing with Lotus, I was looking at Ayrton Senna's data from when he was racing for Lotus! But today you get so much data from the track, from simulators that helps you to understand. Valtteri has done very well to learn from all that.

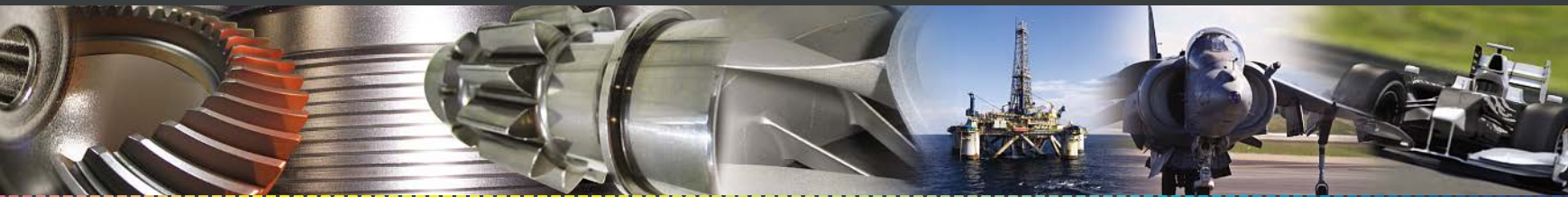
When he was test driver, he studied how the team works, how the mechanics operate, how they build gearboxes, exhausts, suspension, aerodynamics to prepare for F1. That was a great training ground. And he has always remained positive, motivating people, not showing too much emotion and complaining all the time.

That's how Valtteri has approached the whole season and it means he will be prepared when he is driving a more competitive car. ❄

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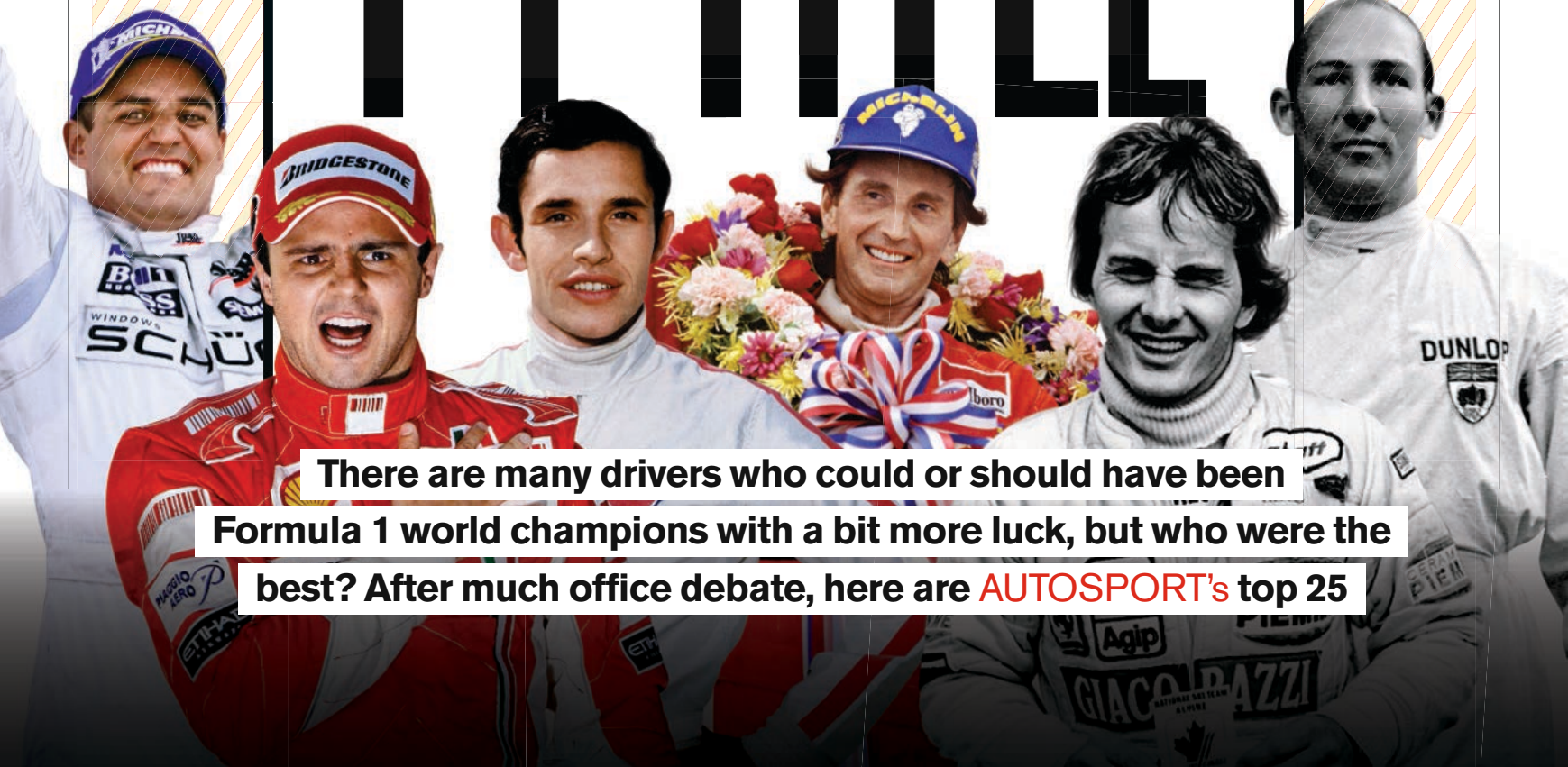
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- Improve reliability
- Reduce component weight
- Reduce surface friction
- Apply corrosion resistant coatings

TOP 25 DRIVERS WHO NEVER WON THE F1 TITLE



There are many drivers who could or should have been Formula 1 world champions with a bit more luck, but who were the best? After much office debate, here are **AUTOSPORT's** top 25

25 Jacques Laffite

LIGIER LEGEND

Years: 1974-1986
Teams: Frank Williams Racing Cars, Ligier
Starts: 176
Wins: 6
Podiums: 32
Poles: 7
Fastest laps: 7
Best championship position: 4th (1979, '80, '81)



ALLSPORT

What went wrong that year?

Unfortunately we had a problem with the underwings and it took us five months to realise what was happening. They were deforming. The underfloor was being sucked down towards the track, but when we examined them in the pits the fibreglass would be back to its normal shape. If we had gone to the windtunnel when we started to have problems, we would have found it immediately, but unfortunately Guy Ligier had had a fight with SERA [in whose tunnel the JS11 aerodynamics were developed]. They had also worked with Alfa Romeo, and Ligier supposed they took our information. He was furious and didn't want to pay them. Laffite was talking to Gary Watkins

Q&A

In 1979, did you think you could be champion after winning the first two races in Argentina and Brazil?
 I was certainly thinking we had a chance. The Ligier JS11 was a good car, but I knew we had to work hard to keep our advantage.



Laffite at Osterreichring in 1980's Ligier JS11/15

LAT

24 Carlos Pace

ON THE BRINK OF A BREAKTHROUGH

Years: 1972-1977
Teams: Frank Williams Racing Cars, Surtees, Brabham
Starts: 71
Wins: 1
Podiums: 6
Poles: 1
Fastest laps: 5
Best championship position: 6th (1975)



LAT

Pace lived, he wouldn't have needed to sign Niki Lauda.

Some question whether his fitness was good enough, as exemplified by losing the 1977 Argentinian GP late on through exhaustion. But Francisco 'Chico' Rosa, effectively Pace's manager, believes things were improving. "Maybe Bernie was being kind with Moco," says Rosa. "But maybe he feels that he could put Moco on the right way to become a champion. He was much fitter when I saw him in Brazil, days before that tragic flight.

"No doubt, he could have become world champion and maybe he got the right drive to fulfil his potential after that Argentinian GP."

Lito Cavalcanti

Since his death in a plane crash in 1977, Jose Carlos Pace has been deeply missed in Brazilian motorsport. 'Moco' won only one grand prix, at the Interlagos circuit that now bears his name, in 1975, but was a very fast driver. Bernie Ecclestone has said that had



Pace leads away in South Africa in '75

LAT

23 Michele Alboreto

ITALY'S GREAT 1980s HOPE

Years: 1981-1994
Teams: Tyrrell, Ferrari, Larrousse, Footwork Arrows, Scuderia Italia, Minardi
Starts: 194
Wins: 5
Podiums: 23
Poles: 2
Fastest laps: 5
Best championship position: 2nd (1985)



LAT

Lap 2 Pulls a stunning pass on Nigel Mansell's Williams, up the inside at Ste Devote, to take second place.
Lap 14 Alboreto is chasing leader Senna and is clearly faster when the Lotus slows.
Lap 17 After Nelson Piquet and Riccardo Patrese collide, the Italian's Alfa Romeo hits the wall and dumps oil on the track. Alboreto goes off and loses the lead to Prost, rejoining over eight seconds adrift.
Lap 24 Alboreto goes around the outside of Prost at Ste Devote to take the lead.
Lap 32 Left-rear puncture costs Alboreto the lead. He rejoins fourth.
Lap 64 After passing Andrea de Cesaris, Alboreto takes second from Elio de Angelis at Ste Devote. At the end of the lap, he is 26.292s behind Prost.
Lap 78 Finishes second, 7.541s behind Prost. His fastest lap is 1.261s faster than anyone else.
 Edd Straw

1985 MONACO GP: ALBORETO'S BEST DRIVE

That season, Alboreto was Alain Prost's only credible title challenger, finishing 20 points behind after car problems prevented him scoring in the final five races. The Italian was the class of the field at Monaco in 1985. Even though his Ferrari was beaten by Prost, he outpaced both him and Ayrton Senna...



Alboreto was inspired in streets of Monaco

LAT

22 Rubens Barrichello

STAR NUMBER TWO

Years: 1993-2011
Teams: Jordan, Stewart, Ferrari, Honda, Brawn, Williams
Starts: 322
Wins: 11
Podiums: 68
Poles: 14
Fastest laps: 17
Best championship position: 2nd (2002, '04)

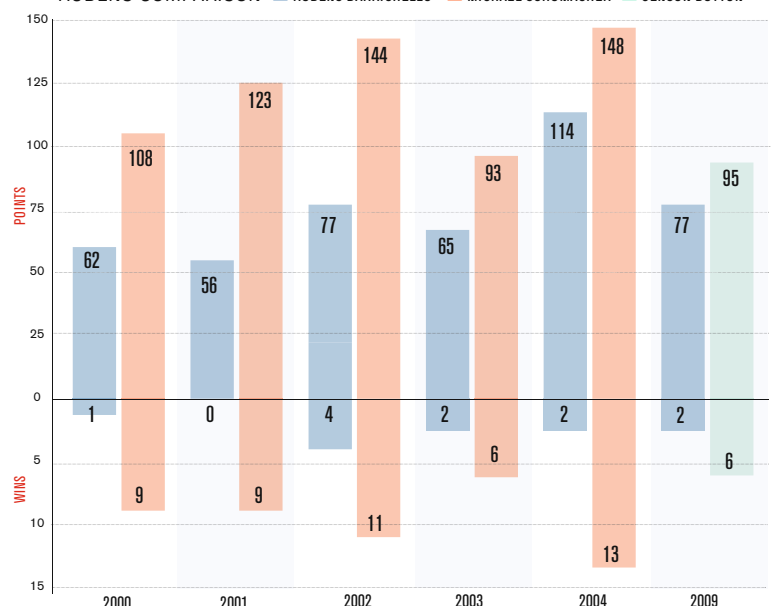


BELLANCA/LAT

Barrichello knows what it takes to be part of a title-winning operation – he's been in a team no less than six seasons when the man in the other car won the championship.

It proves he definitely had the machinery capable of gunning for a title, but how did he stack up compared to the eventual winners? Find out below...
 Jonathan Noble

RUBENS COMPARISON





Berger impressed in 1987 and took two wins

21 Gerhard Berger

PEAKING EARLY

Years: 1984-1997
Teams: ATS, Benetton, Ferrari, McLaren
Starts: 210
Wins: 10
Podiums: 48
Poles: 12
Fastest laps: 21
Best championship position: 3rd (1988, '94)



LAT

Berger's longevity alone earns him a place on this list. He took his first grand prix win in Mexico in 1986 driving for Benetton, and claimed an emotional 10th and final victory in his second stint with the team 11 years later.

While remembered as a decent number two to Ayrton Senna at McLaren, Berger's best days were arguably those before his fiery accident at Imola in 1989, after which he was more cautious.

"To be honest, after this accident I think I never reached the level I had before," he admitted during his *Legends* interview with Sky Sports. The evidence backs him up. Arguably, his '87 and '88 campaigns with underachieving Ferrari were his finest. He was good enough to finish Michele Alboreto's top-line career.

Post-accident, he had his moments and won six GPs, but never looked the title threat he was once set to become. *Edd Straw*

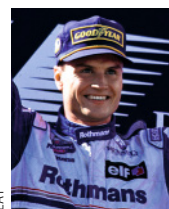


Beating the best: British GP in 2000

20 David Coulthard

LACKING THE RUTHLESS EDGE

Years: 1994-2008
Teams: Williams, McLaren, Red Bull
Starts: 246
Wins: 13
Podiums: 62
Poles: 12
Fastest laps: 18
Best championship position: 2nd (2001)



LAT

MARTIN BRUNDLE ON DAVID COULTHARD:

David was world champion material, I have no doubt about that. He didn't deliver his full potential in F1. Maybe it was because there were too many

distractions around him at times. And perhaps there wasn't enough 'bastard' in him. There were days when David was absolutely in a class of his own and he really could take it to Michael Schumacher and Mika Hakkinen. I'm not sure he had their ability to find that quarter of a second on a qualifying lap apparently from nowhere, but he had everything else.

The feeling he was the second driver at McLaren did affect him psychologically. I used to say he was oversensitive and told him to write to me explaining the situation. He wrote me the most astonishing letter, which was absolutely right, and I agreed with him after that. *Brundle was talking to Edd Straw*

19 Rene Arnoux

FRENCH ENIGMA

Years: 1978-1989
Teams: Martini, Surtees, Renault, Ferrari, Ligier
Starts: 149
Wins: 7
Podiums: 22
Poles: 18
Fastest laps: 12
Best championship position: 3rd (1983)



LAT



Arnoux dominated 1983 Dutch GP

LAT

Q&A

How optimistic were you when you joined Ferrari in 1983, as the team had arguably the best car in '82? We were very competitive; '83 was my best year with Ferrari because I won three GPs. The problem was I lost the championship with some very, very small problems. I was leading in Detroit when I had a problem with the electric box. I thought, 'The title is lost.' I also remember losing a win in Austria [to Alain Prost] when I lost fourth gear.

After the disappointment of Detroit, you were dominant next time out in Montreal... In Montreal I had pole on Friday, pole on Saturday and I won the race. Everything was perfect, and I remember the car was also fantastic in Holland [where Arnoux also won]. What I can remember is, when I went to South Africa [for the championship showdown]

I knew we were not competitive anymore against Nelson Piquet's Brabham. I was really disappointed. If I had experienced big problems, you'd say, 'Well, life's like that.' But to lose races and the championship due to small problems was more difficult to accept.

Did you have trouble at the start of the season on the Goodyear crossply tyres, when your main rivals Prost (Renault) and Piquet (Brabham) were on Michelin radials? On Michelin, if you had A, B, C and D compounds, all set A were exactly the same, B the same. With Goodyear, sometimes there was a big difference on the same compound. The construction of the tyre was completely different. It was very difficult to find a set that was completely uniform. It took me a month to adjust my style to the Goodyears.

Arnoux was talking to Peter Mills

18 Wolfgang von Trips

GERMANY'S TRAGIC STAR

Years: 1956-1961
Teams: Ferrari, Porsche, Scuderia Centro Sud
Starts: 27
Wins: 2
Podiums: 6
Poles: 1
Fastest laps: 0
Best championship position: 2nd (1961)



LAT



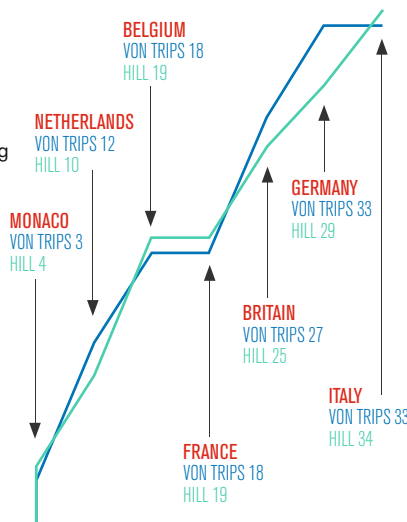
Von Trips leads Phil Hill in 1961 Dutch GP

LAT

FERRARI BATTLE: VON TRIPS V PHIL HILL 1961

Von Trips was leading the championship when killed at Monza in 1961, but it was no foregone conclusion he would have clinched the title. Here's the story of that year...

Monaco Hill finishes third with von Trips classified fourth despite a late crash.
Netherlands Von Trips narrowly beats Hill to victory after taking the lead from his team-mate at the start.
Belgium Ferrari dominates, with Hill leading home von Trips at the head of a 1-2-3-4.
France Von Trips leads before retiring with an engine problem. Hill leads but spins and finishes ninth.
Britain Hill takes pole, but von Trips takes control in the damp early stages to lead a Ferrari one-two.
Germany Hill takes pole with von Trips starting fifth, but von Trips finishes ahead, taking second just ahead of his title rival.
Italy Hill wins to take a decisive championship lead after von Trips is killed on the second lap.



Edd Straw

17 John Watson

AS GOOD AS KEKE?

Years: 1973-1985

Teams: Brabham, Hexagon (Brabham), Surtees, Lotus, Penske, McLaren

Starts: 152

Wins: 5

Podiums: 20

Poles: 2

Fastest laps: 5

Best championship position: 3rd (1982)



time. If you look at the drivers who won a single world title – take Keke [Rosberg] for example – I don't think he was any better than me. I would have thought I was better than him in some certain areas, maybe in more areas. But it's not simply about your ability to drive.

Did you drive your best in '82?

I felt I drove well in 1977 and fundamentally throughout my career. The most difficult period was 1980 when I had this young team-mate [Alain Prost] who was clearly outstanding. In hindsight I wouldn't be so self-effacing now; I didn't understand the nuance of how to work the system inside a team.

Watson talking to Andrew van de Burgt

Q&A

Do you think you were good enough to be world champion?

I think I was as good as anybody who won a world championship outside of Fangio, who I feel was the greatest of all



Watson was a title threat for McLaren

15 Carlos Reutemann

LOSING IT ALL IN VEGAS

Years: 1972-1982

Teams: Brabham, Ferrari, Lotus, Williams

Starts: 146

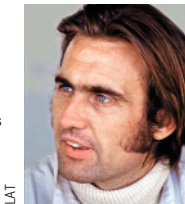
Wins: 12

Podiums: 45

Poles: 6

Fastest laps: 6

Best championship position: 2nd (1981)



By mid-season, people were looking his way when referring to who would claim the title. But in the remaining six rounds following the British GP, he was able to add only six points to his tally.

Having set pole at the Las Vegas finale, he tangled with another car, which led, eventually, to a change of chassis for the race. Insufficient time for a proper set-up meant the car he had on race day was seemingly different to the one he had qualified with: understeer, oversteer, there were new brakes to set in, and, to cap it all, the gearbox. For his part, Reutemann had done all that could be asked from a true world title contender.

Tony Watson



About to lose 1981 crown to Nelson Piquet in troubled finale

16 Clay Regazzoni

ROOKIE STAR

Years: 1970-1980

Teams: Ferrari, BRM, Ensign, Shadow, Williams

Starts: 132

Wins: 5

Podiums: 28

Poles: 5

Fastest laps: 15

Best championship position: 2nd (1974)



There's a decent chance that, had 'Regga' driven an entire rookie F1 season for Ferrari in 1970, he'd be replaced by Jochen Rindt in this list. The Swiss ended just 12 points adrift of the Austrian's title, despite missing five of the 13 races.

Ferrari started the year with just Jacky Ickx in its F1 team, and planned

to alternate new boys Regazzoni and Ignazio Giunti once a third car (Ickx had exclusive use of a spare) was on stream.

Giunti got first dibs at Spa, while Regazzoni was fourth at Zandvoort. Giunti drove again at Clermont-Ferrand, but Clay earned himself the ride full-time with fourth at Brands Hatch.

A victory on only his fifth grand prix start – in the tragic Italian GP – made him a hero with the tifosi. In the previous race in Austria, he'd dutifully sat behind winner Ickx – possibly another three points went begging there.

And he even outperformed Tecno team-mate Francois Cevert to win that year's European F2 title.

Marcus Simmons



On his way to first F1 win at Monza in 1970

14 Francois Cevert

JACKIE STEWART'S SUCCESSOR

Years: 1970-1973

Teams: Tyrrell

Starts: 46

Wins: 1

Podiums: 13

Poles: 0

Fastest laps: 2

Best championship position: 3rd (1971)



"I think he would have won the title for Ken [Tyrrell] in 1974," is Jackie Stewart's verdict. Francois Cevert's death in practice for the '73 United States GP came as the Frenchman was on the brink of taking leadership of Tyrrell after four seasons as Stewart's apprentice. Cevert

was certainly very good, but was he good enough to be champion?

During '73, Cevert was the support act. He outqualified Stewart three times in early-season races, then once again with a great lap at Mosport after the Scot had clinched the crown. But Stewart had generally set the pace. Cevert would have needed to move up a gear to win in '74 (he had yet to claim a pole). Then again, he knew he needed to.

Given that inexperienced Tyrrell recruit Jody Scheckter finished just 10 points behind champion Emerson Fittipaldi, it is reasonable to extrapolate that Cevert probably had a good chance of the title.

Edd Straw



Would Cevert have won 1974 world championship in Scheckter's Tyrrell?

13 Jean Behra

FRANCE'S HEROIC UNDERDOG

Years: 1952-1959

Teams: Gordini, Maserati, BRM, Ferrari

Starts: 52

Wins: 0

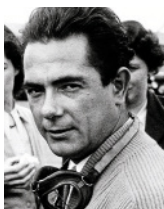
Podiums: 9

Poles: 0

Fastest laps: 1

Best championship position: 4th (1956)

Dubbed "too brave" by Juan Manuel Fangio, the ex-motorcycle racer became a national hero in post-war France by dragging unimpressive Gordini machinery to respectability in the 1950s. Crash-prone (he lost his right ear in a fiery accident in the 1955 Tourist Trophy at Dundrod), he was nonetheless rapid.



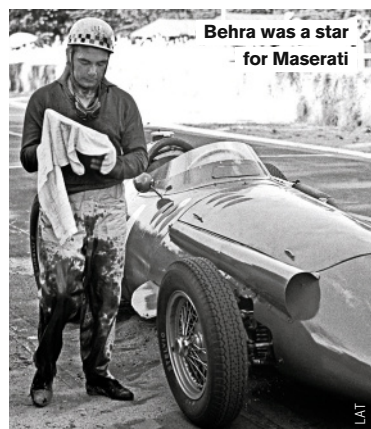
LAT

Behra never won a world championship race, coming closest to doing so when he led the 1957 British GP for 47 laps before the clutch of his Maserati 250F failed. But nobody has won more F1 races than him without taking a points-paying victory. He was killed at the age of 38 after crashing during a German GP-supporting sportscar race at Avus in 1959, but realistically his hopes of top-line success had been scuppered a couple of weeks earlier when he was sacked by Enzo Ferrari for punching team manager Romolo Tavoni.

"Behra didn't have a reputation for breaking cars, he was just unlucky in championship races," says commentator Ian Titchmarsh, who watched Behra at Aintree in 1957. "In terms of speed, he was one of the top three or four in the period. That British GP was the first I saw and it's fair to say he was unlucky." *Edd Straw*

BEHRA'S 10 F1 WINS

- 1954 Pau Grand Prix (Gordini T16)
- 1954 Circuit de Cadours (Gordini T16)
- 1955 Pau Grand Prix (Maserati 250F)
- 1955 Bordeaux Grand Prix (Maserati 250F)
- 1957 Pau Grand Prix (Maserati 250F)
- 1957 Caen Grand Prix (BRM P25)
- 1957 International Trophy (BRM P25)
- 1957 Modena Grand Prix (Maserati 250F)
- 1957 Moroccan Grand Prix (Maserati 250F)
- 1959 BARC Aintree 200 (Ferrari 246)



Behra was a star for Maserati

LAT



Amon led several races for Ferrari

12 Chris Amon

THE UNLUCKIEST F1 DRIVER?

Years: 1963-1976

Teams: Reg Parnell Racing (Lola and Lotus), Cooper, Ferrari, March, Matra, Tecno, Tyrrell, Amon, BRM, Ensign

Starts: 96

Wins: 0

Podiums: 11

Poles: 5

Fastest laps: 3

Best championship position: 5th (1967)

Champion of the 1969 Tasman Cup, almost a mini-world title, Amon has the record for the most laps led by a driver not to win a world championship GP.



LAT

The races that got away...

- Spain 1968** Comfortably out front when his Ferrari's fuel pump failed.
- Belgium 1968** Battling John Surtees for the lead before a stone pierced radiator.
- Canada 1968** Leads for 72 of the 90 laps, then the transmission fails.
- Spain 1969** Builds a 40-second lead over Jackie Stewart; Ferrari engine breaks.
- Belgium 1970** Loses out after a fine duel against Pedro Rodriguez's BRM.
- Italy 1971** Gets to front of slipstreamer, then accidentally pulls off both visor strips.
- France 1972** Dominates from pole in new Matra, gets puncture, then charges back to third, setting fastest lap by 0.5s.

Kevin Turner



Montoya put up a fine battle against Schuey and Ferrari

ROSE/GETTY

11 Juan Pablo Montoya

MISSED OPPORTUNITY

Years: 2001-2006

Teams: Williams, McLaren

Starts: 94

Wins: 7

Podiums: 30

Poles: 13

Fastest laps: 12

Best championship position: 3rd (2002, '03)



LAT

It's all too easy when analysing where world championships are lost to focus exclusively on the actual races where the title dream expired.

For Montoya in 2003, that moment came at the US GP where, after being handed a penalty for a collision with Rubens Barrichello, his sixth place meant he had no chance of taking the battle down to the wire in Japan.

Yet the story of how Montoya lost the fight that year is more one of early missed opportunities than hot-headedness at Indianapolis. How many points were lost in Austria through hydraulics failure? There were Montoya's forced spins in Australia and Canada, plus the Williams team failed to get on top of its package as quickly as it should have at the start of the season, when McLaren and Ferrari were running old machinery.

Tensions between engine supplier BMW and Williams didn't help matters; and Ferrari and Bridgestone played it brilliantly after Hungary to not only introduce all-new tyres to boost Michael Schumacher's campaign, but also successfully force Michelin to tweak its design after questioning the legality of its tread width.

Michelin never won again after the tyre change, but to state that as the key to Montoya losing the title is a step too far. At Suzuka, he was leading before retiring with hydraulics issues – speed was not the issue in 2003.

Jonathan Noble



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- Springs Printed with part-number (speaking code = rate and dimensions)
- Individual protective single box packaging



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10 Felipe Massa

THE CLOSEST OF NEAR-MISSES

Years: 2002-now
Teams: Sauber, Ferrari
Starts: 191
Wins: 11
Podiums: 36
Poles: 15
Fastest laps: 14
Best championship position: 2nd (2008)



Forget the Brazilian's struggles at Ferrari in recent years. Back in 2008, Massa came closer to winning the world championship than any other driver in this list, only being denied by Lewis Hamilton's last-gasp pass on Timo Glock's Toyota at the final round in Brazil. A glance at how he stacked up relative to illustrious team-mate Kimi Raikkonen that year is a reminder of just how good Massa was that season. *Edd Straw*

MASSA V RAIKKONEN 2008

	MASSA	RAIKKONEN
Wins	6	2
Poles	6	2
Fastest laps	3	10
Podiums	10	9
Laps led	363	178
Qualifying head to head	12	6
Average qualifying gap	Massa 0.133s faster	



ETHERINGTON/LAT

ETHERINGTON/LAT

Massa experienced many emotions at Interlagos in 2008



LAT

Pironi looked set to be 1982 champion before his Hockenheim crash

9 Didier Pironi

MORE THAN A FERRARI VILLAIN

Years: 1978-1982
Teams: Tyrrell, Ligier, Ferrari
Starts: 70
Wins: 3
Podiums: 13
Poles: 4
Fastest laps: 5
Best championship pos: 2nd (1982)



LAT

There's little doubt that Didier Pironi would have gone on to win the 1982 world title in the mind of Jacques Laffite, his team-mate at Ligier two years before. The Ferrari driver's accident in horrendous conditions in Saturday morning practice for the German Grand Prix is indicative of the determination he had to become the first French world champion.

"I was in the pits, because I didn't want to be out on the track in those conditions," explains Laffite. "Didier wasn't obliged to go out, but he felt he had to test the car [to try a new-compound Goodyear wet tyre]."

Pironi's racing career finished that day with multiple fractures of both legs after he ploughed into the back of Alain Prost's Renault in the spray. His nine-point championship lead arriving at Hockenheim was only whittled away three races later, after Keke Rosberg won the Swiss GP. Even after that, Pironi's tally was enough to leave him as the top turbo runner in the table, tied for second overall with John Watson.

Ferrari promised to keep a seat open for him, but Pironi's unlikely return was still yet to happen when he died in a powerboat crash in 1987.

"I am sure he would have been world champion," says Laffite. "He was always working to be the best, much more than me unfortunately."

Gary Watkins

8 Tony Brooks

QUIET ACE ONLY PLAYED SECOND FIDDLE TO MOSS

Years: 1956-1961

Teams: BRM, Vanwall, Ferrari, Yeoman Credit (Cooper)

Starts: 38

Wins: 6

Podiums: 10

Poles: 3

Fastest laps: 3

Best championship position: 2nd (1959)

Eye witness account from leading track commentator Ian Titchmarsh: He was an absolute master on the



HARDMAN/GETTY

classic circuits, like Spa, the Nurburgring and Monza. He loved driving on the really demanding tracks. His flaw was that he always deferred to Stirling Moss, so until Moss retired from a race he wouldn't necessarily race as hard to win. He was quick enough to beat everyone else.

In 1959 he was undoubtedly the leader of the Ferrari team, when they had Dan Gurney – admittedly in his first season – and Phil Hill there. Tony was spectacularly fast without being spectacular, so stylish. He was never ragged and could drive anything. He was a delight to watch.



Brooks led Ferrari in 1959

KEYSTONE/GETTY

7 Jose Froilan Gonzalez

THE PAMPAS BULL: STAR OF THE '50s

Years: 1950-1960

Teams: Scuderia Achille Varzi, Ecurie Rosier, Ferrari, Maserati, Vanwall

Starts: 26

Wins: 2

Podiums: 15

Poles: 3

Fastest laps: 6

Best championship position: 2nd (1954)



HULTON/GETTY

There were days, like that one in mid-July 1951 at Silverstone, when Gonzalez was simply above his peers. An absolute giant of a driver, in only his second outing as a Ferrari team member (he might have won on his team debut a fortnight earlier had he not had to hand over his car) not even Alberto Ascari, Juan Manuel Fangio and Giuseppe Farina had been able to match him. It was at the 1951 season-closer that he would had a first chance to win the title, until the team betted on smaller-diameter tyres and its cars began throwing treads in the race.

The following year's championship was a washout for him, after following Fangio (not through loyalty, but mainly because they were such great pals) to Maserati's door. With the team entering a car for him in only one world championship grand prix that season, he didn't have a shot at the title. Remaining



Maserati move hindered Gonzalez in 1952-53

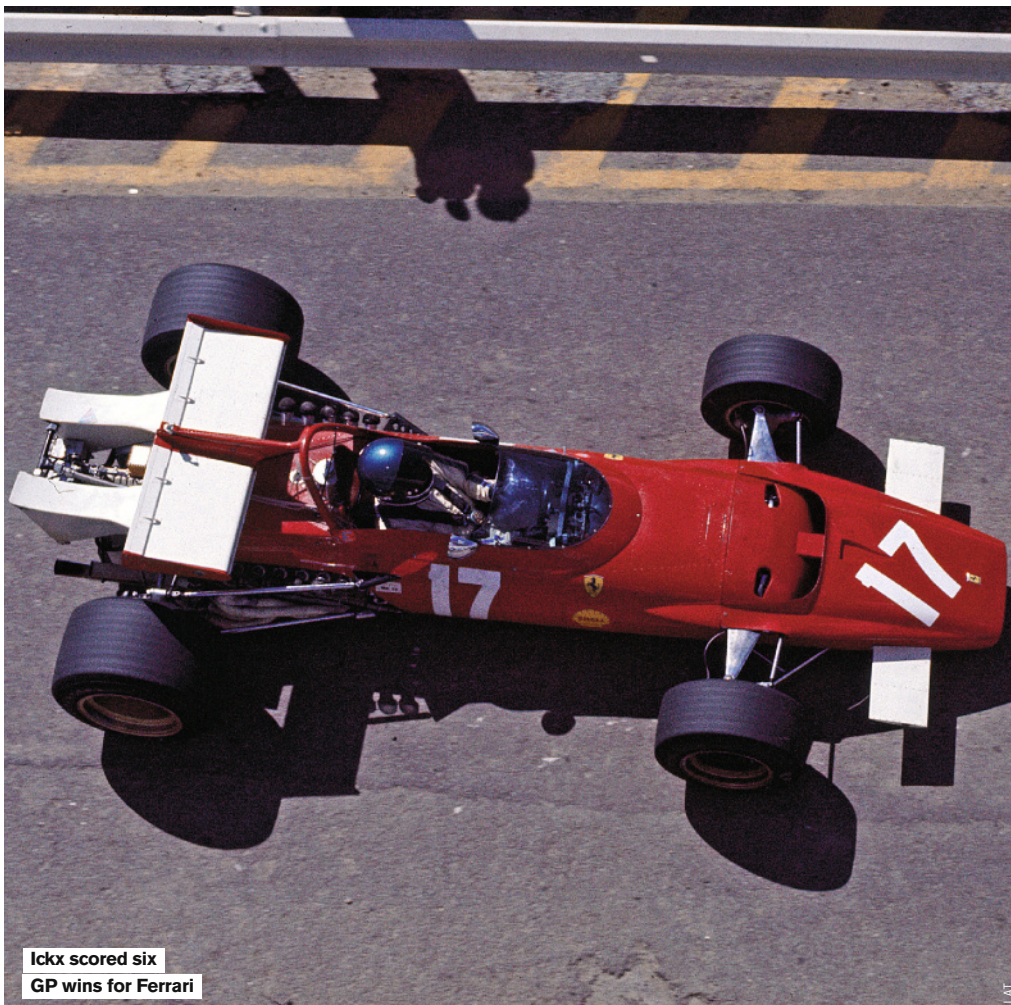
LAT

at Maserati in 1953, that year again there was nobody to challenge the Ascari/Ferrari combination, especially in Gonzalez's case as he was forced to miss the last three GPs due to injury.

Back at Ferrari in 1954, his days in Europe were already numbered, as in August that year his countryman Onofre Marimon was killed while practising at the Nurburgring, which led to his family convincing him to pack his bags at the end of the season and head back home.

A nasty prang some weeks later while practising at Dundrod did not help matters either. Despite this, he ended up as runner-up in the standings behind Fangio, his friend of 50 years. In 1955, Fangio and Mercedes-Benz sailed onto another title, but let's try and imagine what Gonzalez would have been capable of aboard one of the Lancia-Ferraris in 1956...

Tony Watson



Ickx scored six GP wins for Ferrari

LAT

6 Jacky Ickx

NOT JUST A LE MANS ACE

Years: 1967-1979

Teams: Cooper, Ferrari, Brabham, McLaren, Frank Williams Racing Cars, Lotus, Wolf-Williams, Ensign, Ligier

Starts: 114

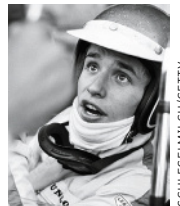
Wins: 8

Podiums: 25

Poles: 13

Fastest laps: 13

Best championship position: 2nd (1969 and 1970)



SCHLEGMILCH/GETTY

Ickx knew that Jochen Rindt would be moral world champion in 1970 no matter how the end-of-season points table read. Thankfully for the Belgian, clutch failure at the Italian Grand Prix and then a ruptured fuel line at Watkins Glen ensured the Belgian wasn't in a position to overhaul the points tally of the late Austrian going into the season finale in Mexico City.

Yet Ickx, in his F1 pomp, would have been a worthy world champion. It is difficult to argue with the logic of the points table that he was the second-best driver in 1970. And there are those who believe he drove even better in his final full season at Ferrari in 1972, the year of his greatest F1 victory on the old Nurburgring, a circuit on which he also stunningly qualified third for the 1967 German GP driving an F2 Matra.

Ickx's final F1 success came in the 1974 Race of Champions at Brands Hatch driving for Lotus, and the promise of his early career was never fulfilled in F1.

He would, of course, end up as a world champion a decade later, once such titles were awarded in the discipline for which he will forever be best known. Alongside his six Le Mans 24 Hours victories, he twice won the World Endurance Championship with Porsche and established himself as a sportscar legend.

Gary Watkins

5 Ronnie Peterson

SUPERFAST DRIVER WHO MISSED OUT

Years: 1970-1978

Teams: March, Lotus, Tyrrell

Starts: 123

Wins: 10

Podiums: 26

Poles: 14

Fastest laps: 9

Best championship position: 2nd (1971, 1978)



LAT

Eye witness account from leading commentator, and self-confessed Peterson fan, Ian Titchmarsh:

SuperSwede was the fastest F1 driver of the '70s. Ronnie knew only one way to drive and that was as fast as possible all the time. But he was not some speed freak who destroyed the car and never finished races.

Loyal and honourable to a fault, Ronnie stuck by March and the unsatisfactory 721 variants before joining reigning world champion Emerson Fittipaldi at Lotus in 1973. In Brazil, second time out, Ronnie outqualified Emmo on his home circuit for the first of nine poles from 15 races, four of which he won and another eight of which he led: this in an era when most F1 cars were equipped with similar Cosworth DFVs.

His pole position laps at Silverstone are still etched in the memory of all who saw them: three successive laps sideways at 150-160 mph through pre-chicane Woodcote. The black and gold '72D seemed to be beyond the point of no return but Ronnie's extraordinary throttle-control and sense of balance prevailed.

Innately able to drive round a car's shortcomings, Ronnie was not the best test driver. His return to Lotus for 1978 as number two to Mario Andretti re-established his reputation as the fastest of them all but culminated in the tragedy at Monza.

Peterson was sensational to watch in Lotus 72



GETTY

Heading to victory at Spa in 1967 with his own Eagle chassis



LAT

4 Dan Gurney

AMERICAN LEGEND

Years: 1959-1970

Teams: Ferrari, BRM, Porsche, Brabham, Eagle, McLaren

Starts: 86

Wins: 4

Podiums: 19

Poles: 3

Fastest laps: 6

Best championship position: fourth (1961 and 1965)



LAT

There are many reasons Gurney deserves to be on this list, beyond the often-quoted fact that he was the driver Jim Clark truly feared.

One of the great all-rounders, Gurney won the Le Mans 24 Hours for Ford, took seven Indycar victories, five NASCAR successes, and was a leading light in Can-Am and Trans-Am.

Of his four world championship GP wins, three of them were the first for the manufacturer – Porsche, Brabham and Eagle. Gurney also defeated team boss and world champion team-mate Jack Brabham when the two joined forces at the Australian's squad in 1964.

Arguably it was Gurney's desire to produce his own car under the Anglo American Racers banner that prevented him from achieving more as a driver.

Friend and former rival John Surtees certainly believes Gurney was one of the best of his era. "Dan I rated very highly," he says. "I loved his enthusiasm. He was a very competent, clean and quick driver, someone I had great respect for.

"Perhaps we both suffered from enthusiasm with our own projects. Maybe if we'd been a little less emotionally involved, we would have been in more competitive cars. He was good enough to be world champion."

Kevin Turner

3 Robert Kubica

RALLY CRASH INJURIES ENDED CAREER AFTER JUST ONE WIN

Years: 2006-2010

Teams: BMW Sauber, Renault

Starts: 76

Wins: 1

Podiums: 12

Poles: 1

Fastest laps: 1

Best championship position: 4th (2008)



FERRARI/LAT



Kubica leading the way at Fuji 2008

ETHERINGTON/LAT

Q&A

Do you regret 2008, because BMW did not put maximum effort into trying to win the title?

It was a bigger regret at that time, because half of the season I was easily in the battle, I was leading the classification after Canada and was still quite close even in August. There was some quite nice stuff in the workshop waiting to be put on the car that would give us another boost, but for some reason it was not installed. From one side I need to thank BMW Sauber for giving me this opportunity. But when you are there it's normal you want to try everything. Maybe their priorities were different at that point.

Had your F1 career continued uninterrupted, are you confident you could have won a world title?

About the driver, I cannot judge it. But the last three years in F1 – 2008, 2009 was a very difficult year with BMW for whatever reasons, 2010 with Renault – I have to say when you look at those years, even though I'm a very demanding person on myself, there were not many grands prix when I could have done a much better job. I've had a lot of time to think about it. I don't know if I could have won a world championship

in F1 but I was trying to do my best. Looking how the seasons developed after my accident, it would have been difficult with the combination of Sebastian [Vettel] and Red Bull, and the whole package being very strong. But you never know.

Ferrari was interested in signing you. How close did you come to a deal for 2012 or '13?

It's a bit of a delicate topic. I think I would not have stayed long with the same colours if I'd been able to continue my F1 career after 2011. The rest of the sentence you can judge as you want...

How frustrating is it not to have been able to fulfil your potential in F1?

F1 is a very special sport. Of course when you say it like this it's hard, it feels bad. But on the other hand I had a great opportunity that other talented drivers didn't have. I had a great opportunity to show my skills and work with very professional teams and establish my F1 status. What happened in 2011 wasn't planned and it was a worst-case scenario. When I look backwards I see it in a positive way, not a negative

"The car wasn't that good so the 2008 Japanese GP was definitely my best race in F1"

way. When you win a race you want to win more. I was somehow always scared. In Canada when I won, Jean Alesi said to me, 'Don't be the same as me.' This sentence stayed in my head, and I said I had to win more but I was not able to win. But that's life.

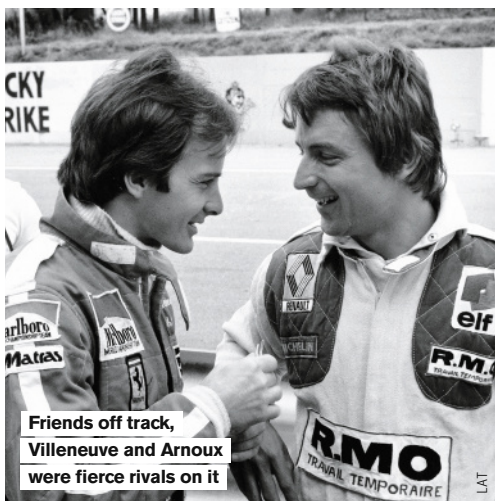
What do you consider to be your finest race in F1?

Besides Canada, my best race ever, and people don't realise, was 2008 Fuji. After starting on the third row, I was first because there was a big mess at the first corner. Then Fernando [Alonso] managed to stay longer with the fuel and I finished second. I knew the real potential of the car at that point, and it wasn't that good, so Fuji definitely was the best.

Robert Kubica was talking to Richard Rodgers



Manhandling difficult
Ferrari 126CK
during 1981



Friends off track,
Villeneuve and Arnoux
were fierce rivals on it

2 Gilles Villeneuve

DRIVING FOR PASSION

Years: 1977-1982

Teams: McLaren, Ferrari

Starts: 67

Wins: 6

Podiums: 13

Poles: 2

Fastest laps: 8

Best championship position: 2nd (1979)



LAT

RENE ARNOUX ON GILLES VILLENEUVE:

Gilles Villeneuve was my best, best friend. For me he was not a racing driver; I'd call Gilles an acrobat. He said to me one time, 'Rene [so long as] you have a steering wheel and a brake you can adjust everything.'

You remember he had a big crash at Imola [in 1980]? I was very afraid, because when I saw his car, the engine and the gearbox and a wheel were in one place, and the chassis was in the middle of the road. After the race I stopped my car outside the Renault pit and I went directly to the box of Ferrari. I saw Gilles and said, 'Are you OK?' and he said, 'Yes, yes. I am in a good condition.' And then he said, 'I am happy.'

When Gilles said that I thought his answer was really incredible. I said, 'Why are you happy?' He said, 'Because I had a very high-speed crash, and the chassis, where you sit inside, is intact.' I didn't rate his answer, but it was Gilles!

Another time, when we were at Watkins Glen together, I asked, 'Do you take the corner before the start-finish line flat?' It was very difficult. He said no. He asked me, and I also said no. I had a lift and then I went flat. He said to me, 'Hmm, but on qualifying tyres... In qualifying, I am going to try!'

Alors, when he said that I thought I was going to see

something very special. We started the official practice at one or two o'clock, and three minutes before the end of practice I arrived at this big bend and I saw the Ferrari crashed in the wall and Villeneuve running across the road to the box. I finished my official practice, Ferrari and Renault were very close in the pits, and I went directly to Gilles. *Alors*, 'What happened, was it possible flat out or not?' And he was, 'No, it's impossible.' This is completely Gilles Villeneuve! When he decided to go flat, he decided, but he didn't know what would happen afterwards.

The problem with Gilles was he was very quick – always very quick. Now Formula 1 is different, and you can change tyres every 10 laps. The problem with Gilles was he asked the maximum of the car each lap. A lot of time he arrived at the finish with the car in a bad condition – brakes, tyres, the gearbox, everything. But... he continued to go fast in this condition. But you lose [performance] for sure.

His win in Monte Carlo with the turbocharged car [in 1981] was not easy. Another fantastic race that year was Jarama. With the turbocharger he went a little faster than everyone else into the big bend onto the straight. Everyone with the normally aspirated engine was stuck behind Gilles; it was very difficult but he won.

I don't think he thought about the world championship, only the present moment. He was near to Scheckter when Jody won the championship in '79. But my impression is, if Gilles went into a last race with a chance of winning the world championship, he wouldn't adjust his performance like a Piquet, Prost or myself. He'd still want to finish in front of everybody. It was his temperament, the character. But Gilles was like that. Everybody, including *Il Commendatore*, loved Gilles because he was like that. He was a nice man and a really fantastic person.

Rene Arnoux was talking to Peter Mills

1 Stirling Moss

GREATER THAN THE TITLE

Years: 1951-1961

Teams: HWM, ERA, Connaught, Equipe Moss (Maserati), Mercedes, Maserati, Vanwall, BRP (BRM), Rob Walker Racing (Cooper, Lotus and Ferguson)

Starts: 66

Wins: 16

Podiums: 24

Poles: 16

Fastest laps: 19

Best championship position: 2nd (1955, '56, '57, '58)

The finest example of why the world championship is not the definitive gauge of a driver's prowess. His love of British cars is often cited as the reason Moss didn't win the title, but that isn't the whole truth. Daft points systems, bad luck and honesty meant the benchmark driver of his generation never took the world title.

1956 Moss was leading in Argentina before engine problems hit, and he was running second at Spa until a wheel fell off. He was battling rival Juan Manuel Fangio for the lead of the British GP when his Maserati failed. Still only lost the title by three points.

1957 Outqualified Fangio, also in a Maserati 250F, at opener, but damaged his car at the start. A mystery Monaco accident in his Vanwall followed and Moss missed the French GP through illness. He bounced back to win three of the last four races, beating Fangio by over three minutes at Pescara.



GETTY

1958 Controversial 8-6-4-3-2 points system allowed Mike Hawthorn to win the crown with one victory despite Moss taking four from 10 races, including the Argentinian opener in a two-litre Cooper against 2.5-litre opposition. Moss also led at Monaco and Monza before his Vanwall hit trouble. His only serious error came at Spa, when a missed gear broke the engine. Even then, Hawthorn had to rely on Moss giving evidence in the Ferrari driver's favour when facing disqualification in Portugal, and team-mate Phil Hill moving aside in the Moroccan finale while trailing a dominant Moss by over a minute, to take the title by a single point.

1959 Gearbox issues in privateer Rob Walker Cooper robbed Moss of wins in the first two GPs, but he still went to the Sebring finale with a title chance. He was again leading rival Jack Brabham's similar works Cooper when the transmission failed.

1960 Was ahead of eventual champion Brabham in the standings when a wheel fell off his Lotus in practice at Spa; injuries from the crash put him out for three rounds. Moss returned in time to win the US GP, albeit aided by some ill fortune for Brabham.

1961 Arguably his finest season, taking two wins and third in the points despite the dominance of Ferrari that got three of its drivers into the top five.
Kevin Turner



Moss was the F1 pacesetter after Fangio retired until his Goodwood crash in 1962

LAT



Thrashing field at Morocco in 1958 finale was not enough to take title

LAT

Lotus will not run at Jerez



Q&A

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Why Lotus is really missing the first test

Lotus is the only F1 team to have confirmed it will miss the first pre-season test at Jerez on January 28. **EDD STRAW** asked team principal Eric Boullier to clarify the team's situation

A team wouldn't miss the first test at Jerez unless it absolutely had to. So what is the situation?

We were not able to build the car on time, nothing else. It's just there were some delays. The car will be completed shortly after Jerez. It's very difficult at this time of the year. We lost some time last year and we couldn't stress our supplier network any more or our production capacity. It would not have been reasonable to be at this test.

Is it fair to say that falling behind schedule was down to not being able to pay for things?

It started a long time ago. You don't start to build a car in January because you need to make the parts available before. It's true, we had to push on with the racing and the development of the car last year. We lost a little bit of time

and had to delay some of the decisions. But I'm not sure in the end that it's going to be such a drama.

Do you expect to be able to catch up and put in significant mileage in the subsequent two Bahrain tests?

At the first test at Jerez, you have a lot of installation laps and obviously everything will be new. I'm pretty sure there will be a lot of red flags. So it's not going to be an easy time. The target for us is just to make sure that the principles of the cooling are working before going to Bahrain.

What's the financial situation of the team. Are things stable?

Yes, they are. We have been through a difficult process over the last few weeks. The target is clear: we can't have another year like 2013. We want to bring

Boullier: "We have a guaranteed budget this year, which is a big difference. It means we will be on our own feet financially"





Target is to
join other teams
for Bahrain tests

stability in the long term for this team. With the shareholders, we went through a lot of discussions and decisions and a restructuring process over the last few weeks, and the team is now definitely in good shape with some guarantees over the operational finances needed. Now, at least for 2014 and a little bit beyond, the team can stabilise and bring some quietness. I know where we are today with the car and we will still be fighting hopefully for some podiums this year.

There is money from new sponsors such as PDVSA, but is there also a proper structure of investor payments so you aren't scrambling for the payroll? We have a guaranteed operational budget this year, which is a big difference. It means we will be on our own feet financially. We have a much stronger shareholder structure and some

new sponsors. We need to make sure that we are sustainable as much as we can be.

Are you happy that budget will not prevent Lotus getting the kinds of results of the past two years?

We have to scratch our heads a little bit more. I'm pretty sure it's still feasible but at the cost of expending a lot of energy and taking some risks.

So will we see an interesting and aggressive car?

Yes. The guys did a good job in Enstone and the car should be pretty good. I'm confident we won't have lost any ground.

So is the outlook brighter than it was last November?

Yes, definitely. Stability and long-term commitment are what we need. Nothing else.

MAKING UP FOR LOST GROUND

Lotus is not the first team to miss the first test in recent years. Since pre-season testing was tightened up dramatically ahead of the 2009 campaign, every year at least one squad has done the same.

In 2012, Lotus recovered from missing the entire second test after a suspension-mounting problem manifested itself, and it went on to take fourth in the championship and win a race. While major rule changes for '14 mean skipping Jerez is a

setback for Lotus, team principal Eric Boullier does not believe it will be as big a handicap as in the past.

"It is true that you always need to test, but in 2012 it didn't affect us so much," says Boullier. "This year, testing is much more important but we will try to minimise that effect."

"We'll be helped in some way by the fact that other Renault-engined teams will go through struggles [and resolve them]. So there is some positive in the negative."

RECENT TESTING ABSENTEES



2009 BRAWN

Thanks to Honda's withdrawal, the Brawn BGP001 didn't hit the track until 20 days before the season opener. It dominated the early stages of the season.



2010 RED BULL

Adrian Newey's car missed the first test but, despite losing three days of running, Red Bull went on to win both the drivers' and constructors' titles.



2011 FORCE INDIA

Force India started the season slowly after missing the first test, but a strong second half of the year netted the team sixth position in the constructors' standings.



2012 MERCEDES

Mercedes made much of the tyre knowledge it gained from running its old car at the opening test. But it finished a distant fifth overall after season-long tyre troubles.



2013 WILLIAMS

Hopes were high when the Williams FW35 made its debut at the second pre-season test. But the team struggled all year, managing only five points.

Drivers often ran out of fuel in the first turbo era



F1 fuel fears dismissed

Concerns over grands prix becoming fuel-economy runs like we saw in the 1980s are over the top according to the FIA's Charlie Whiting. By **EDD STRAW**

LAT ARCHIVE

The image of Alain Prost pushing his McLaren-TAG towards the line after running dry on the start/finish straight in the 1986 German Grand Prix is a classic of the new turbo era. That year, turbo-engined cars were limited to 195 litres of fuel and on the long straights of Hockenheim the drivers were all struggling to make the finish.

Prost ran dry while running third and was classified a lap down in sixth after giving up trying to get to the line [above]. With cars limited to 100kg for a race distance for the first year of the new 1.6-litre V6 turbo era, there are widespread fears that such sights will become commonplace in 2014.

However, according to FIA race director Charlie Whiting, that's unlikely to be the case.

"I somehow think that we won't

see anything like we used to see," said Whiting in an interview on the *F1 Racing* stage at AUTOSPORT International. "Some people are fearing that we will go back to the 1980s where cars were running around the last few laps on the last drops of fuel.

"But these days, fuel management is more sophisticated. They will know right from the start exactly where they are and what they have got to do to make sure they don't run out of fuel."

The fuel limit has been introduced to ensure the new green engines, which feature both kinetic-energy recovery harvested under braking and heat energy taken from rotating turbine shaft of the turbo, achieve the desired combination of efficiency and performance.

While the MGU-K (motor generator unit-kinetic) is restricted in its use, the heat energy from the turbo has no limits on its usage.

This can be either directed to the battery to keep it topped up or used to deliver electrical power immediately. This will be key to allowing cars to run aggressively during races.

Whiting also downplayed fears about drivers not being able to cope with the torque levels and struggling with wheelspin. Drivers who have sampled simulations of 2014 machinery have commented that wheelspin is a problem even when running in higher gears.

"It's up to the teams themselves to manage the torque," says Whiting. "The standard FIA ECU software will ensure that the amount of torque the driver is demanding is what is delivered, but how the team delivers it to the driver, as in which element of the power unit will provide it, is up to the teams to decide. If they are getting too much torque, it's up to them to reduce it."



THOMPSON/GETTY

Whiting: "These days, fuel management is more sophisticated. The teams know exactly what they have to do with fuel"

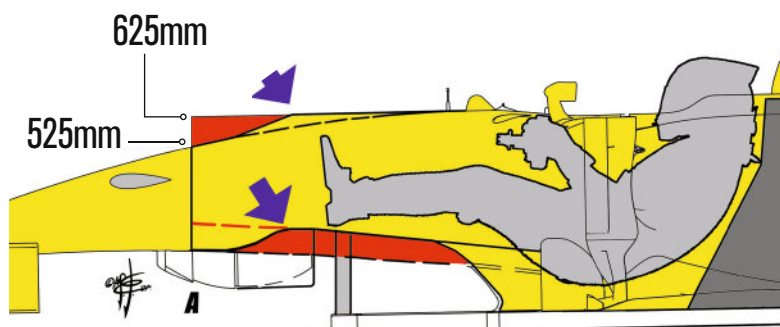
TECHNICAL TRENDS TO LOOK FOR ON 2014 F1 CARS

It won't be until the final week of January that we finally get a first glimpse the 2014 F1 challengers. But **GIORGIO PIOLA** can offer a sneak preview of the shape of things to come.

FORCE INDIA CHASSIS HUMP

While the height of the chassis is reduced by 100mm to 525mm this year, teams are still keen to maximise the airflow under the car.

While the rules dictate the height of the underside of the monocoque at the front of the chassis where the nose is mounted (indicated by the vertical line A), as the top of the chassis climbs it is possible to raise the height of the bottom section to create the area in red indicated by the blue arrow.



Gary Anderson:

"You still want to get the chassis as high as possible and as far forward as possible. To do this is a case of matching the upper surface change as it climbs to more or less last year's height."

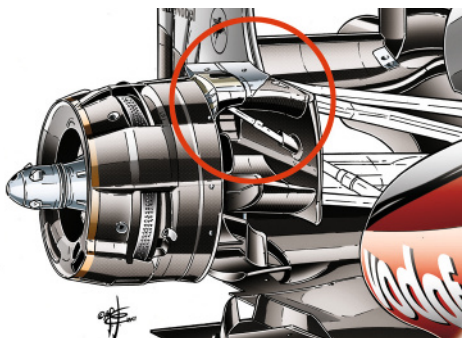
AERO-PROFILED SUSPENSION

As the beam wing, which sat below the rear wing, has been outlawed by the 2014 regulations teams are battling to regain lost rear downforce.

One way of doing this will be to create a wing section profile using the rear leg of the wishbone and the toelink, which is raised, to create two wing sections with a slot.

Last year, McLaren had a winglet at the top of the

upright (pictured) but by raising the toelink it can significantly increase the downforce generated. McLaren did a similar thing in 2007 before the regulations were tightened, and is believed to be bringing back an adapted version of the concept. Initially, the layout is expected to be conservative, with a more extreme version later in testing.



Gary Anderson:

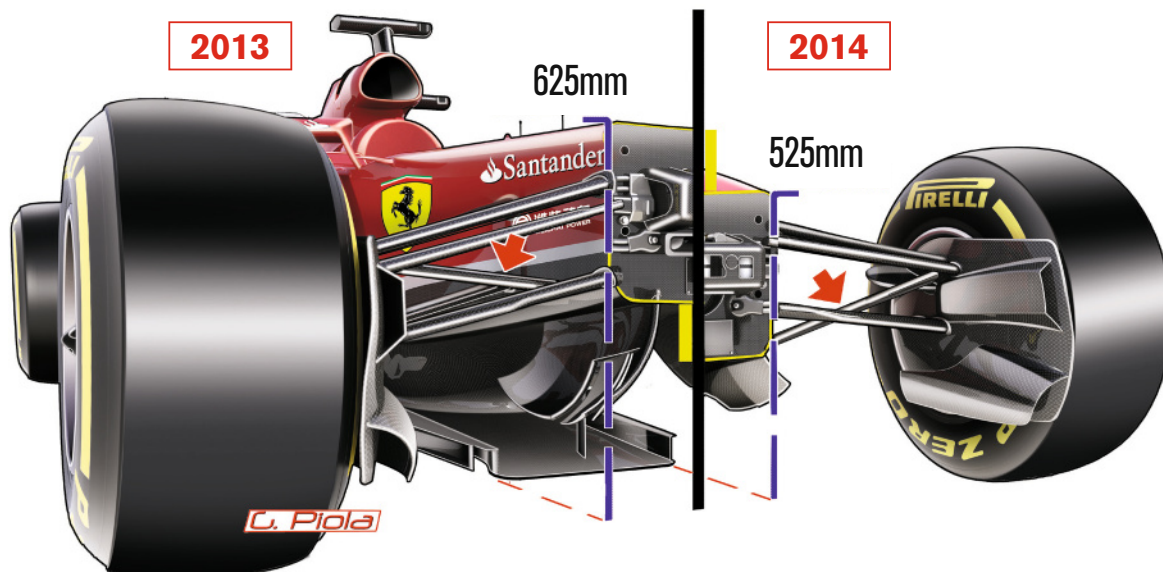
"Everyone will be trying to grab back as much of the lost downforce as possible, which is why the beginning of 2014 is going to be so interesting. Red Bull ran with a wishbone/driveshaft shroud for the past couple of years, but its performance is very limited mainly due to the control over the maximum angle of attack."

FERRARI PULLROD SUSPENSION

Ferrari is expected to continue with its pullrod front suspension in 2014 despite suspicions it would return to the pushrod design. Because of the reduction of chassis height by 100mm for this year, the angle of the pullrod is further from the horizontal. The red arrow on the left of the image shows the much shallower angle that was dictated by the higher chassis in 2013.

The 2014 solution [right side of image] is a big advantage as in its 2013 form the pullrod had to cope with an enormous amount of stress from a geometry point of view.

ILLUSTRATIONS: GIORGIO PIOLA



BLOXHAM/LAT

Chilton with Marussia
sporting director
Graeme Lowdon



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Chilton's 2014 challenge

After settling into F1 last year, Max Chilton now has to prove that he belongs at the top level by getting on terms with team-mate Jules Bianchi. **EDD STRAW** explains how he can do it

Max Chilton has a simple objective for 2014: to push highly-rated team-mate Jules Bianchi hard and build on a respectable, if unspectacular, rookie season. The announcement at AUTOSPORT International last Saturday that he is staying with Marussia for his second season in F1 gives the 22-year-old the continuity he needs to raise his game. But it won't be easy. Looking beyond the headline numbers, Chilton's 2013 campaign was better than it looked (see panel, right). But he still has some way to go to get close to the Ferrari prospect on a regular basis. "I don't want any more of that 'here and there'; we are going to be really close and hopefully I'll be in front of him a bit more than I am behind," Chilton told AUTOSPORT of the need to push Bianchi on a

more consistent basis. "Jules is a fierce competitor and extremely fast, which makes it harder. That doesn't dishearten me, it just gives me complete satisfaction when I do beat him."

THE PAY-DRIVER TAG
Chilton's place in the team is down to substantial backing from a consortium of backers. Inevitably, his status as a so-called pay driver with a back-of-the-grid team has made him an easy target for critics. But if he can show well relative to Bianchi and emerge as a strong support act, he will go some way to shaking off that tag and be regarded as a decent grand prix driver in his own right. "It's going to linger for a while, that's for sure," said Chilton when asked about his reputation as a pay driver. "People aren't going to get over that but some of the greatest drivers in F1 in the past have come in by buying into teams or buying cars. Yes, I've come in with some

backers, but that's what a strong majority have done in the past. "I'm not any different, it's just because mine is labelled as family money, which is wrong because that's not where it comes from. My aim is to become one of the top drivers and not known as that. Towards the end of last year people started to come around to the fact that I'm not any different to a lot of other drivers in the field, certainly from midway back. "But it doesn't play on my mind. I've had it my whole career and I put it to the back of my mind because people are not actually aware of what's going on behind the scenes."

HIGH HOPES FOR THIS SEASON
With major rule changes, not to mention a new engine partnership with Ferrari, hopes are high at Marussia that there will at least be the opportunity to score a first point after four scoreless seasons. Chilton was wary of making any predictions, but is keenly aware that

the early stages of the season will likely offer F1's smallest team its best opportunity for some eye-catching results. Marussia's 2014 car is well-advanced and, barring unforeseen circumstances, will be at the first pre-season test at Jerez. Chilton is expecting to sample it for the first time in McLaren's simulator in the next week. "In a year when reliability is going to be an issue, it's going to be the first four or five races that are going to be the hardest," he said. "If we can get the car to the finish with some good speed there might be more than a couple of points on the cards. "We have to make sure we are 100 per cent ready. This year is going to be really open. We could make ourselves look stupid and say we could be battling for points, and that could easily happen, but it could also easily not happen. Last year, we had fewer people but managed to beat other teams. We just have to carry that on."

CHILTON V BIANCHI IN 2013

By every performance metric, Jules Bianchi was the dominant Marussia driver last season. But while the numbers can be used to damn Max Chilton, his season was better than the raw statistics indicate, suggesting that he can be closer to the Frenchman if he can deliver consistently in 2014.

Chilton was outqualified by Bianchi 17 times in 19 attempts in 2013. But at the Monaco GP Bianchi failed to set a time after his car ground to a halt at the start of Q1. This means that only at Suzuka – where Bianchi managed only eight laps on Friday before crashing and damaging his chassis and Chilton turned in arguably his best qualifying lap of the year – did the Briton prevail on Saturday. That added up to an average qualifying deficit of 0.491s.

It was a similar story in the races. On the 16 occasions in which both finished, Chilton beat Bianchi twice.

But there were reasons for encouragement for Chilton. In the five races from Hungary to Korea mid-season, the qualifying gap closed to an average deficit of 0.211s. Take the following race at Suzuka into

consideration and that average drops to just 0.07s. Considering how well Ferrari-contracted Bianchi is rated, that represented a good performance from Chilton.

Frustratingly, while the underlying pace was generally good, for various reasons he struggled to deliver in qualifying during the final four weekends. While there were extenuating circumstances, nailing it in qualifying has traditionally been a strength for Chilton and must happen more often in 2014. His race pace was often very similar to Bianchi's, although Chilton too often lost more time than the Frenchman while being shown blue flags.

If Chilton can recapture the qualifying form he showed in the middle of last year to average two- to three-tenths off Bianchi and sharpen his racecraft when being lapped he should be able to shadow Bianchi effectively and prove he is more than just the pay driver some deride him as. That would represent a solid improvement, even though consistently beating him seems a long shot.



DUNBAR/LAT

RACE RESULTS

	CHILTON	BIANCHI
Australia	17th	15th
Malaysia	16th	13th
China	17th	15th
Bahrain	20th	19th
Spain	19th	18th
Monaco	14th	DNF
Canada	19th	17th
Britain	17th	16th
Germany	19th	DNF
Hungary	17th	16th
Belgium	19th	18th
Italy	20th	19th
Singapore	17th	18th
Korea	17th	16th
Japan	19th	DNF
India	17th	18th
Abu Dhabi	21st	20th
USA	21st	18th
Brazil	19th	17th

BIANCHI QUALIFYING MARGIN

TRACK	TIME	DIFF' +/-
Australia	0.762s	
Malaysia	1.238s	
China	0.757s	
Bahrain	0.298s	
Spain	0.283s	
Monaco	N/A*	
Canada	0.554s	
Britain	1.750s	
Germany	1.035s	
Hungary	0.210s	
Belgium	0.199s	
Italy	0.395s	
Singapore	0.100s	
Korea	0.153s	
Japan	-0.638s	
India	0.517s	
Abu Dhabi	0.800s	
USA	0.873s	
Brazil	0.584s	

* Monaco is disregarded because Bianchi did not complete a lap in qualifying.

“Jules is extremely fast but that doesn't dishearten me; it just gives me complete satisfaction when I beat him”



TEE/LAT



Chilton got close to Bianchi at times in their first season

COATES/LAT

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Fans resist Johnson's six-drive

He's a NASCAR superstar.

But, just like Sebastian Vettel

in F1, Jimmie Johnson is

finding the crowds hard to

please. **JONATHAN INGRAM**

asks why they can't warm to him

The dilemma faced by NASCAR's Jimmie Johnson is well known. Despite clinching his sixth Sprint Cup title, and being recognised universally as the one of the best stock car drivers ever, the Californian has yet to fully win the hearts and minds of NASCAR fans looking for a champion more in the mould of 'Intimidator'

Dale Earnhardt or 'King' Richard Petty.

When it comes to championships, Johnson, 38, is odds-on to surpass those two seven-time NASCAR champions, whose last titles came when they were well past the age of 40. But in the meantime, the Californian former off-road racer won't be mistaken for one of NASCAR's traditional good ol' stars. The Chevy driver plans to keep letting some impressive results and statistics do his talking while keeping his California cool, a mixture of moxie and reserve that allows him to maintain a persona off the track as smooth and uncontroversial as his driving on it.

"It's not something I'm real comfortable talking about or hearing about," says Johnson when asked about being the man to beat in the garage. "It's not my wiring. When my helmet's on and I'm out there racing, there's a small part of me that feels that and the ego kicks in a little bit. It's really in the minority, it's not something I'm super-comfortable talking about or admitting to or any of that."

It's more than just a question of style. Earnhardt divided and conquered the grandstands — and also helped multiply the number of ticket buyers — by introducing close-quarter racing to the superspeedways, essentially making a rival of any driver who might interrupt his championship bids. As for Petty, his mile-wide smile and charisma helped bring NASCAR out of the backwoods and into the major leagues. He not only posted some unbeatable statistics, 'The King' sustained intense rivalries with Bobby Allison and David Pearson along the way.



Wheel to wheel with Keselowski in 2012

'Six-time' Johnson has presided over a decline in NASCAR popularity in terms of ticket sales and TV viewership. He has yet to have a single rivalry, in part because his overtaking is often so smooth he's vanished into the distance before there's a chance to retaliate. Off the track or on Twitter (half a million followers) Johnson — who finds it counterproductive to get drawn into personal confrontations — has rarely promoted himself at anybody else's expense or even had a bad word for others. That includes retired NFL quarterback Donovan McNabb, who taunted Johnson, a fitness fanatic, saying he "was not an athlete" on the eve of winning his sixth title at Homestead. Or Brad Keselowski, who called out Johnson and the Hendrick Motorsports team for cheating in 2012, which resulted in a rule change and helped the Penske driver beat Johnson to the title.

When it comes to controversy, Johnson succinctly sums his point of view and then moves on. When it comes to the media, Johnson works much the same way he works drivers on the track — he slips past so smoothly that a pointed question tends to disappear, even the complimentary ones.

When asked if he might consider his dominance in NASCAR to be similar to that of former basketball star Michael Jordan or golfer Tiger Woods, he light-heartedly joked about tying Jordan's NBA title total and then immediately downplayed his accomplishments.

"Honestly, I'm just trying to say the right things and keep my mind in the right space," he says. "I haven't let a lot in and it's led to more success. It's kept my work ethic intact, kept me honest and humble. I like that about myself. I really do. I don't know if I want to open my mind and let it in where I stand in the sports world. It's not time for that in my eyes."

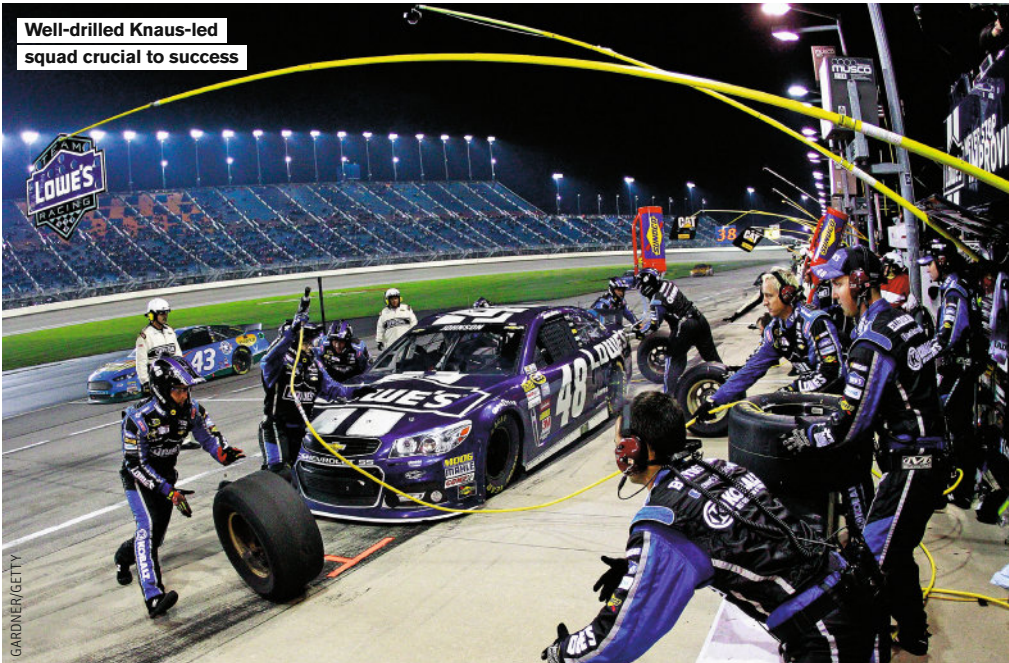
If Johnson is different from his predecessors, the changes in NASCAR are part of the reason. Johnson, whose purse winnings were \$15 million this year, is dominating a new, far richer era of stock car racing where a driver's job description doesn't necessarily include bringing in sponsorship by dint of a swaggering personality or waging political battles over rules.

The sport in general has outgrown that era and the rash one-upmanship of Keselowski is a throwback to an earlier time. Junior Johnson, whose teams won six ▶

"I've kept my work ethic intact, kept honest and humble. I like that about myself. I really do" JIMMIE JOHNSON



Well-drilled Knaus-led squad crucial to success



GARDNER/GETTY

► championships, Petty and Earnhardt were all notable in-fighters on rules and larger-than-life folk heroes who could count on bigger racing budgets as a result. Johnson is entirely focused on training (including lots of cycling), honing his driving skills, motivating his team and keeping his ego in check.

Johnson leaves the funding worries to others at Hendrick Motorsports. A rare breed in NASCAR these days, he has enjoyed major backing from one sponsor — Lowe's Home Improvement — for his entire 12-season career. Johnson's primary job is providing feedback on the car and mastering whatever new rules package is thrown at him by NASCAR or the challenges introduced by his team's technical developments.

After narrowly losing to Kurt Busch in the first Chase in 2004, it was no coincidence that Johnson's streak of five straight titles from 2006-10 coincided with the introduction of the Car of Tomorrow. Led by longtime crew chief Chad Knaus, the #48 Hendrick team was the first to fully exploit the ungainly car with its extended rear quarterpanels and road racing-style rear wing.

Johnson says he's always just along for the ride, unless he's asked for his opinion by a NASCAR official. "NASCAR has to manage so many different angles and now they're using a lot of data, some of it new data, to make decisions," he says. "I'm just sitting back patiently waiting where things go. I always look at change as an opportunity and the #48 has taken advantage of those opportunities over the years. I don't care what package the car is, I'm very confident in my skills as a driver and what Hendrick Motorsports is capable of. We'll race whatever they decide to come up with."

In 2012, Knaus and Johnson were on a roll with a chassis that used rubber bushings at the mounting points of the truck trailing arms that created some predictable change in the rear suspension on corner entry and corner exit. A driver could go deeper and faster into the turns. The problem: this same suspension set-up also could generate oversteer when exiting back to the straight at speeds of 180mph on some tracks.

Some drivers, notably Johnson's team-mate Dale Earnhardt Jr among them, were unhappy working with that type of set-up. Others adopted it once word began to get around the garage. But only Johnson thrived with it and his crew chief

would later claim they had the entire field waxed. Then Keselowski created an uproar about the lack of stability of the suspension in the rear of the Hendrick cars, and NASCAR responded by altering the rules on tolerances in the rubber bushings shortly after Johnson won the Brickyard 400 in mid-summer.

Last season, Johnson and Knaus responded best to the new Gen 6 chassis, which has dramatically different bodywork to better emulate road cars. It has become a Hendrick Motorsports trademark to respond well to new cars or new rules, but the tandem of Knaus and Johnson has produced a 6-0 tally versus their three team-mates when it comes to championships.

"When I look back on the year," says Johnson, "I think about the Gen 6 car. I think about the race to figure out what the car wanted for speed, the hard work from everybody at Hendrick, the way we've been able to find speed in the car, develop the car and innovate in the garage area with the set-ups."

It's Knaus who develops the cars and Johnson has no pretence about his understanding of mechanical dynamics. "My fifth year ever was at the Cup level," he adds. "I had two years of American Speed Association, two years Nationwide and then Cup, so I was pretty far behind on how the cars worked."

It was legendary Midwest short-track crew chief Howie Lettow who coached Johnson through the fundamentals of chassis dynamics. "I didn't know what wedge was!" laughs Johnson. "So during an ASA race weekend in Milwaukee he literally took this little plastic table we had and cut one of the legs down to make it shorter. He said, 'This doesn't have any wedge in it and it's tipping over.'"

Johnson contributes an ultra-sensitive feedback to the process with Knaus as well as his strong work ethic. He even includes assessments on how grandstand configurations can combine with wind patterns to alter downforce.

It's in the 10-race Chase where Johnson doesn't talk big but his record casts an intimidating shadow over opponents, who know they likely need to be almost perfect to beat

"I don't care what package the car is. I'm confident in my skills and in what Hendrick can do"

JIMMIE JOHNSON

Johnson: not really an 'Intimidator'



the #48 Chevy. Last year Johnson held off a fiercely competitive Matt Kenseth.

"Just a well executed year top to bottom," sums up Johnson, "especially in those final 10 races. We didn't leave many points on the table."

But Johnson might have been going for his Earnhardt/Petty-equalling championship number seven at Homestead in November if he hadn't faltered versus Keselowski in 2012, particularly in the penultimate round at Phoenix. He admitted losing patience, pushing too hard and suffering a costly blown tyre.

"We created an issue ourselves," he rues. "We were lacking some speed. The #2 [Keselowski] had us covered the entire time and that particular run where the tyre blew I look back on it and think, 'Man, if I would have preserved my tyres a little bit more...'"

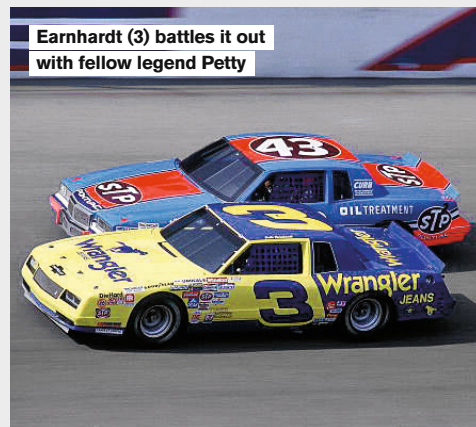
In retrospect, Keselowski played the brash upstart back then to good effect, by pushing NASCAR to clarify the suspension rules. Then, during the Chase, the Penske driver harassed Johnson in practice sessions by making passing moves whenever possible to show he was faster. The Michigan-based driver even credited his pressure on Johnson in practice at Phoenix with forcing the blown tyre in the race that turned a close championship in his favour.

It was a rare case of Johnson's Zen-like approach of introspective concentration and avoidance of emotional dramas failing to work, an exception proving the rule. In the long run, Johnson succeeded in avoiding a rivalry with Keselowski, or even a war of words, in part because he shouldered the responsibility himself for pushing too hard. And he recognised that the team's car just wasn't fast enough.

Typically, Johnson came back by focusing on the performance of his team and Chevy's version of the Gen 6 car, starting with a victory in the Daytona 500. With the exception of Kenseth, who scored seven victories in his Joe Gibbs Racing Toyota, it was the start of a long season for those competing against a determined champion looking to regain the crown on his terms – by being faster. ☘



Constant Lowe's support allows JJ to focus on speed



Earnhardt (3) battles it out with fellow legend Petty

THE KING AND THE INTIMIDATOR

When Richard Petty was wrecked in the Southern 500 at Darlington in 1986, he got out of his Pontiac and said: "I forgot I was racing around Earnhardt." That sums up the critical difference between the two seven-time champions.

Petty helped usher in the high-speed era of superspeedways with a calculated and smooth approach, almost shepherding the competition over 500 miles to reduce the chances of crashes.

Dale Earnhardt turned the superspeedways into short tracks with his close-quarters racing that regularly led to contact. His fearlessness and extraordinary car control often turned this game in his favour – and resulted in the wrath of fellow drivers and fans when he made mistakes due to over-aggression.

In the end, Petty and Earnhardt each finished with seven championships. In the days of Petty, championships played second fiddle to winning on the big superspeedways. He finished with seven Daytona 500 victories, another of his records unlikely to be broken. Since the championship paid poorly until Winston cigarettes took over sponsorship in 1971, most teams concentrated on the big races until the end of the season.

In the Earnhardt era, championships became the decisive consideration of a driver's ability, in part due to publicity from Winston and the increasing prize money offered to the title winner. Also, a shorter schedule and a new points system meant increased competition to win the Winston Cup, making it more worthy of recognition.

When it came to an eighth title, Petty was stymied primarily by age, time and Cale Yarborough's streak of three straight Cups with Junior Johnson. Jeff Gordon thwarted Earnhardt. He narrowly lost to Gordon in an eighth title bid in 1995, the first of four straight championships by Hendrick Motorsports, including one by Terry Labonte.

Earnhardt's effort to block Rusty Wallace and Sterling Marlin on the final lap of the Daytona 500 in 2001, which led to his fatal crash, was motivated in part by his view that both were competitors for the championship. He was racing right until his untimely end.

	Starts	Wins	Poles	Laps led	Career earnings	Av finish
Dale Earnhardt	676	76	22	25,684	\$42,000,000	11.1
Jimmie Johnson	435	66	32	15,841	\$135,141,000	11.6
Richard Petty	1184	200	123	51,379	\$8,541,000	11.3

IACONO/SPORTS ILLUSTRATED/GETTY



Life after Ford: keeping

BETTIO/GETTY

Twelve years ago next Monday, Carlos Sainz and Colin McRae finished third and fourth on the Monte Carlo Rally. Not a bad start, but not a great start, if we're honest. But it started a run that is still going. Since picking up 10 manufacturer points on the opening round of the 2002 World Rally Championship, M-Sport has scored on every one of the subsequent 170 rallies.

Citroen came, went and came back; Sebastian Loeb arrived, dominated and departed; and now Volkswagen looks ready to reach for the record book and Tipp-Ex. World championships come and go, but nobody can boast the kind of long-lasting success of Malcolm Wilson's Cumbrian-based squad. Since the start of 2002, M-Sport's official cars have scored 2376 points and that's a record Wilson is justifiably proud of. To establish a record stretching back more than a decade commands near-unbelievable levels of reliability in motorsport's most demanding conditions. That reliability is the foundation on which Wilson has built M-Sport. And it's that foundation that will keep the company strong in its second season without a manufacturer behind it.

It was a commonly-held misconception throughout last season that the Fiesta RS WRC was still all Ford's work. It wasn't. Ford withdrew its funding for the team at the end of the 2012 season, but remained behind the programme from an engineering resource point of view and, obviously, as the manufacturer required to homologate evolutions of the Fiesta.

Cash-wise, however, Ford closed its wallet and left Wilson to find the finance for 2013. Unwilling to go into detail or do any dirty laundry on the pages of AUTOSPORT, Wilson politely declines the opportunity to talk about the impact of Ford's departure. It must, however, rankle that he still flies the flag with the Ford named on the Fiesta's flanks everywhere the team goes...

Nope. He's still not biting. Wilson's a Ford man. And between 1997 and 2012, Wilson was Ford's man. "Obviously, it was a difficult situation [at the end of 2012]," he says. "And I think people still saw us as a Ford team because everybody at M-Sport worked so hard to make sure there was no drop in performance, reliability or ability. We kind of made a rod for our own backs."

The problem was, when people saw a big hospitality unit sat next to a high-tech engineering area servicing Thierry Neuville's shiny, second-placed Fiesta, nobody gave a second thought to the balance sheet. Except Wilson. Ask him about levels of excitement ahead of 2014, and that question is quickly edited by Wilson. "Stress is probably closer to the mark," he says. "Of course we're excited about the year ahead — we're a team and we're about to start a new season, it's what we do and why we do it, but at the same time there's plenty of stress going on right now."

You'll have noticed M-Sport's World Rally Team comes without a title sponsor — that's one source of Wilson's stress, but it's not one he's willing to share. "We'll get it sorted," he says. There's a momentary pause before he adds: "We'll have to..."

M-Sport has committed to this year's World Rally Championship and will run three Fiesta RS WRCs along with a whole host of private cars on selected programmes. And it's those customers around which Wilson continues to build M-Sport. His business model is quite different now — he needs to sell Fiestas (be it the R1, R2, R5, R5+ RRC, WRC, S2000, S2400) to keep the business moving forward. And being consistently at the forefront of the World Rally Championship is the perfect shop window. Customers can see the success and buy a piece of it next time out.

"Have a look at Bryan [Bouffier] or Francois Delecour's car in Monte Carlo," says Wilson. "You'll see that they are the same down to the last nut and bolt as the works cars. ▶"

M-Sport flying

Britain's top rally team no longer has factory backing, but Robert Kubica, Mikko Hirvonen and local starlet Elfyn Evans will keep Malcolm Wilson's squad in the spotlight in its fight against the might of Volkswagen. By DAVID EVANS

Hirvonen has returned 'home' to M-Sport



Kubica begins campaign as ERC series leader



► That's what we do here – we give customers exactly the same kit. Don't forget, I was there as a driver, desperate to have the same car as the factory drivers – that's why I'm so determined that we do it like this."

Make no mistake, Wilson has put a great deal on the line to take another world tour this season, but from this morning (January 16) the commercial side of Wilson's world takes a back seat. It's all about the 15.83 miles between Orpierre and St Andre de Rosans and who can be fastest down that stretch, just south of Gap.

"I think you have to say that Sebastien Ogier starts every rally as favourite this year," says Wilson. "And all we can do is pressure him and hope that pressure brings something."

In an effort to bring such pressure to bear on the world champion, Wilson has returned part of the furniture to his Cockermouth base: Hirvonen is back with M-Sport after two years at Citroen. Wilson makes no bones about the fact that he wanted to keep Neuville as his number one, but when the Belgian went south – and east – to South Korean returnee Hyundai, he knew he could rely on his trusty Finn.

"It's a totally different situation that Mikko's coming back to," says Wilson. "We're no longer in a position where we are looking at a number one driver; we don't have a number one driver – we're

all in the same team. I've talked to Mikko a lot about him coming back here and it's quite clear he's got the spark again and I think he has a very good chance of winning some targeted events. I've got to be honest, we needed a frontline driver and he needed a frontline drive – neither of us could have managed without the other."

Hirvonen's tweet on December 13, the day he was announced as a Ford driver, said it all: "I'm going home." He's joining an up-and-coming home hero in Evans, a driver Hirvonen is desperate to help develop. "I'm really, really happy for Elfyn," says Hirvonen. "It's such a great opportunity for him. He is in a fantastic position and I just hope I can help him with some advice and experience. I'm more than happy to do that."

And then there's Kubica, the WRC's great unknown. What can he do?

"The first thing he'll fight for is a podium," says Wilson. "That will be tough in the first half of the year when he hasn't done so many of the rallies, but in the second half of the season he's going to have more experience. I have to say, though, it's fantastic to have him in the team as a role model

for everybody. His commitment and dedication are second to none. When he came here for the first time, he was still working with the engineers at 11 o'clock at night. When the guys here can see a driver putting 110 per cent in like that, they're always more than happy to match it."

It was with M-Sport that Kubica got his first taste of a WRC factory team, when he stunned Wilson at an asphalt test in France midway through 2012. Not long into his first session at the Circuit des Ecuyers near Reims, he was quicker than both Petter Solberg and Jari-Matti Latvala.

He's that good, and he's only going to get better. Not that Kubica himself is making any promises. He still laughs off any kind of podium predictions, and wheels out another perfect analogy.

"If you play football, you can practise every day," he says, "and if you drive a circuit, you drive it a lot, but in rallying you only get to drive these stages once every year. To try to get experience like that is difficult, but experience is so important in rallying."

Having won the WRC2 title with Citroen last year, there might have been a few raised eyebrows at his decision to leave Versailles for Cockermouth. But Kubica is perfectly content.

"This is the perfect place for me," he says. But what about the Fiesta versus the DS3 WRC he rolled twice on November's Rally GB?

"It's very difficult to compare," he says. "The Fiesta is a completely different car to what I've driven last year. On my [first] test with the Fiesta, it gave me good feeling and good confidence straight away. The characteristic of the car helped me a lot in these tricky conditions, so for sure the car gives you a lot of freedom."

Kubica draws breath. That answer would have done, but it's not enough. He does nothing by half and he feels there's more to say on this point. So he does: "But every car has positive sides and less positive sides. There is no perfect car in the planet. If you ask even [Sebastian] Vettel he will always find something to improve. I have no reference really and no experience so I will have to wait for gravel."

Another breath. And more.

"Actually," he says, with a smile, "I'm looking forward to gravel because I think the Fiesta will be very strong there and this will help me because I have not the same pace on gravel as I do on Tarmac. And more confidence will give me advantage of approaching new rallies and stages on gravel."

He's done. And he's ready.

So, Ford and Neuville may be no more, but Malcolm, Mikko and all the M-Sport boys are still ready, willing and waiting to carry the fight to Ogier and his Polo. ❧

"I'm looking forward to gravel – I think the Fiesta will be very strong there" ROBERT KUBICA

New boy Evans gives it the beans on pre-season test



ROUND BY ROUND

MONTE CARLO-RALLY GB

MONTE CARLO RALLY

January 14-18

Based Monte Carlo/Gap

Surface snow/asphalt

First run in 1911, this classic race through the mountains to the Monaco sunshine is the traditional starting point for the World Rally Championship.

This year's event is tweaked and moves south from a Valence base to run out of Gap before heading to the principality.

RALLY SWEDEN

February 5-8

Based Karlstad

Surface snow

Retains its cross-border itinerary with two stages on the opening day in Norway. This year's event is moved forward a day to accommodate the television demands of the Winter Olympics. A real drivers' favourite, with the studded tyres offering exceptional grip on the snow and ice.

RALLY MEXICO

March 6-9

Based Leon

Surface gravel

The first gravel action of the season is never felt to be a true representation of the European rounds due to the high-altitude nature of the stages.

The roads around Leon run around the 2000-metre mark, which significantly reduces the power of the World Rally Cars.

RALLY OF PORTUGAL

April 3-6

Based Faro

Surface gravel

If you believe the rumours, this could be the last Portuguese WRC round before a move north to Porto. We've heard it all before. Faro's a fine base for what is a very, very tricky rally. Difficult turns over blind crests make perfect pacenotes a prerequisite here.

RALLY ARGENTINA

May 8-11

Based Villa Carlos Paz

Surface gravel

Always a highlight of the season, with what feels like half of South America standing at the side of the road. The stages are an incredible mix of the super-quick and the super-twisty with a multitude of river crossings spicing up a route that runs through some of planet Earth's most breathtaking scenery.

RALLY OF ITALY

June 5-8

Based Olbia

Surface gravel

This event has been sharpened up no end. Italy had always been expected to ship its WRC qualifier back to the mainland, but Sardinia has learned to love its rally and last year's event was a considerable improvement. The roads are fast, but soft if it rains – but that's unlikely to be a problem in June...



Portugal brings out a host of mad-keen fans

RALLY POLAND

July 3-6

Based Mikolajki

Surface gravel

Poland was included in the WRC in 1973, and then not again until 2009. It's back this time, with a cross-border route into Latvia. With home hero Kubica driving a factory Fiesta, this could be the best-supported round of the season.

RALLY FINLAND

July 31-August 3

Based Jyväskylä

Surface gravel

Finland's annual flying festival. For one week every year, rallying goes home and Jyväskylä stops, stands and salutes the world's fastest rally drivers as they go ballistic along such legendary street names as Ouninpohja or Jukojarvi.

RALLY GERMANY

August 21-24

Based Trier

Surface asphalt

A rally run in three parts: the vineyards

on the banks of the Moselle; the country lanes; and then the tank-testing tracks of the Baumholder military area. It's not the purest of asphalt events, but it's a big test and the first indication of the season of who's got the pace on a sometimes-sealed surface.

RALLY AUSTRALIA

September 11-14

Based Coffs Harbour

Surface gravel

The first time Australia's WRC round has stayed in the same place and run in successive seasons since Perth, 2006 – Coffs Harbour is the event's slightly smaller east-coast home now. The roads are not for the faint-hearted, with the super-quick stages lined by gum trees.

RALLY OF FRANCE

October 2-5

Based Strasbourg

Surface asphalt

What will it be like without Sebastien Loeb? The Alsace fans have turned out in their thousands to say hello – and last year goodbye – to their nine-time world champion local hero. But will they still come for Sebastien Ogier? Probably. Particularly after he sealed his first title in Strasbourg last time out.

RALLY OF SPAIN

October 23-26

Based Salou

Surface gravel/asphalt

Two days on asphalt and one day on gravel has become a set format for this rally around the hills of Tarragona. A start outside the iconic Barcelona Cathedral sets the scene for what is always a great event. Night stages were a big hit last time out – let's hope they remain in place for this year.

RALLY GB

November 13-16

Based Deeside

Surface gravel

Last year's move from the bottom to the top of Wales was a great success; a sell-out success, in fact. The organisers have already planned more car-parking capacity for this year's event and they'll need it with two British drivers in factory cars coming through the classic Welsh woods.



We'll hazard a guess that this is a Norwegian getting excited on Rally Sweden

MCKLEIN/DE



Goodridge fluid transfer systems,
built to last stage after stage,
rally after rally



en·dur·ance |m'djuə(ə)ns| |en-|
noun
the ability or strength to continue or last, especially despite fatigue, stress, or other adverse conditions;
• the capacity of something to last or to withstand wear and tear.
ORIGIN late 15th cent. (in the sense [continued existence, ability to last] ; form also as *indurance*): from Old French, from *endurer* 'make hard' (see *ENDURE*)

Push the Limits

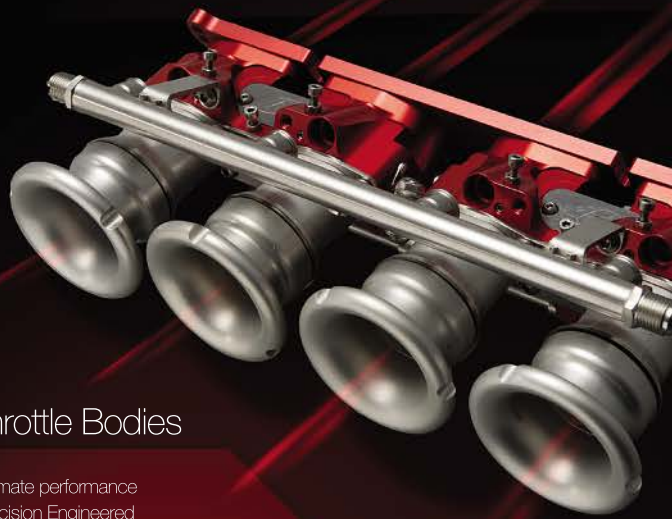


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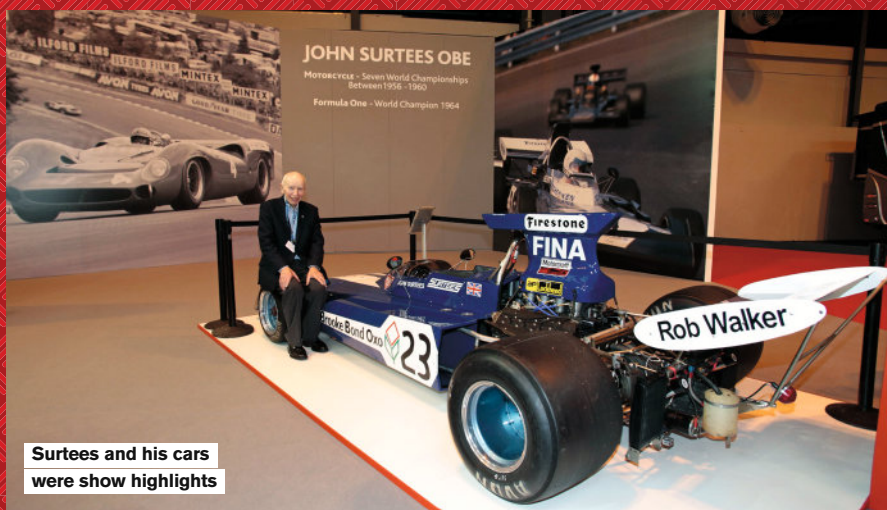


**All the star names on stage ● Awesome race and rally machinery ● Live Action thrills
Dan Wheldon karting ● Historic displays and trade exhibitors – all under one roof!**



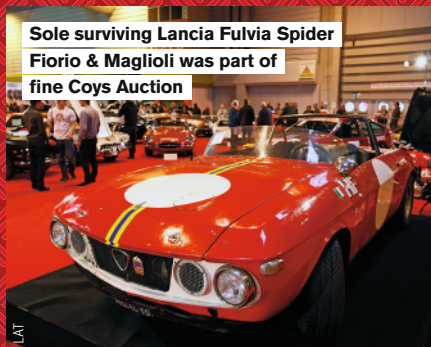


“My star of the show this year was the John Surtees display”



Surtees and his cars were show highlights

HAWKINS



Sole surviving Lancia Fulvia Spider Fiorio & Maglioli was part of fine Coys Auction

LAT



Lotus 49B starred in Live Action

LAT



Honda's new BTCC Civic estate made an appearance

KELLOW

EVERY YEAR IT'S DIFFICULT TO pick one highlight from AUTOSPORT International and the 2014 edition was no exception. From the myriad stars on stage to an array of superb cars, via the Live Action arena (complete with some of the great racers from Lotus's past) and AUTOSPORT engineering, there really was an awful lot to choose from.

But this year my vote goes to the John Surtees celebration. Not only did it feature the Ferrari 158 in which he took that famous Formula 1 title in 1964, but several other great machines, including those bearing the great man's name. To get a chance to chat with *Il Grande John* was the personal icing on the cake.

There was good news for British fans, as Max Chilton confirmed he would be continuing with Marussia in F1, while the KX Academy's announcement it would support five drivers in 2014 was also welcome.

As ever, many of the country's racing clubs underlined how the passion for grassroots motorsport remains strong, and there were fresh cars from the likes of Radical and Caterham.

Throw in some unusual sights in the Coys Auction and you had a pretty good way to start the season. Just in time for the Monte Carlo Rally!

KEVIN TURNER FEATURES EDITOR



Walter Rohrl: double world rally champion



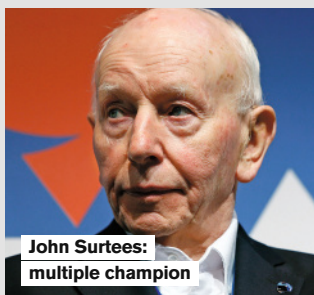
Kristensen and McNish: world endurance champs



Kenny Brack: Indy 500 winner



HENRY HOPE-FROST
STAGE COMPERE



John Surtees: multiple champion



Martin Brundle: F1 commentator

“Why I just had to Rohrl with it on stage”

News that a man who comfortably features on my A-list of motorsport heroes – a subjective arbiter of all-round greats with that certain *something* – had been spotted at AUTOSPORT International filtered through to me on Thursday evening in the hotel. I almost choked on my pint. And when it was confirmed early on Friday morning that lanky German legend Walter Rohrl had been persuaded to appear on the AUTOSPORT Stage for a grilling, I felt that feeling I'd had as a teenager while waiting in the woods for his Audi Quattro Sport S1 to appear during the 1985 RAC Rally. And I'll leave that point there.

Rohrl was mesmerising as he reflected on his WRC career, including his two titles, four Monte Carlo Rally wins (in four different cars!), Scandinavian rivals and the perils of the Group B era, as well as success in world sportscars, the DTM and in IMSA and Trans-Am across the Atlantic. As I said in my interview closer: if God had been a rally driver he'd have looked and sounded like Walter.

There was plenty more excitement to come during my four-day chatathon, particularly on the weekend days. Four sessions with the combined intellect, knowledge, passion and experience of John Surtees and Martin Brundle again

left me wishing we'd had more time. Their reflections on long and successful careers and the state of the sport from F1 down, left the audience and me captivated.

Multiple Le Mans winners and World Endurance champions Allan McNish and Tom Kristensen sat in the presence of “our favourite car”, the Audi R18 e-tron quattro, as they basked (modestly, you understand) in the glory of world-title success. It was extra poignant given that McNish has now retired.

BTCC aces Rob Austin, Andrew Jordan, Matt Neal, Jason Plato, Gordon Shedden and Colin Turkington were in typically jovial mood, bantering with me, the crowd

and each other. It's easy to forget they've got eight titles and over 200 wins between them...

Former Indy 500 winner-turned Goodwood Revival favourite Kenny Brack talked us round 'that' Whitsun Trophy lap in Adrian Newey's Ford GT40 and recalled his terrifying Texas Indycar crash of '03.

But for sheer stage presence, you couldn't touch former WRC hero Petter Solberg. The Norwegian leapt around, flung caps into the crowd, signed pics and models and bigged-up his new FIA Global Rallycross team-mate and countryman Alexander Hvaal.

Thanks to all my guests – it was a real privilege.

THE GUESTLIST: Jack Aitken, Sheikh Salman bin Isa Al-Khalifa, Roger Andreasson, Rob Austin, David Beardmore, Simon Belcher, Sam Bird, David Brabham, Kenny Brack, Martin Brundle, Danny Buxton, James Calado, Dan Cammish, Max Chilton, Tom Chilton, James Cole, David Croft, Stefano d'Aste, Roelant de Waard, Alana France, Oliver Gavin, Glynn Geddie, Alan Gow, Ash Hand, Jack Harvey, Anders Hildebrand, Shaun Hollamby, Robb Holland, Paddy Hopkirk, Jake Hughes, Alexander Hvaal, Marc Hynes, Tom Ingram, Ollie Jackson, Matt James, Andrew Jordan, Steven Kane, Jordan King, Tom Kristensen, Jon Lancaster, Ian Lawson, Alastair Lewis, Robin Liddell, Graeme Lowdon, Alex Lynn, Graham MacDonald, Rupert Manwaring, Allan McNish, Enda McShane, Chris Middlehurst, Aiden Moffat, Toby Moody, Adam Morgan, Alex Morgan, Seb Morris, James Nash, Matt Neal, Dave Newsham, Gary Paffett, Jonathan Palmer, Matt Parry, John Pearson, Richard Phillips, David Pittard, Jason Plato, Lewis Plato, Andy Priaulx, Gerard Quinn, David Richards, Steve Rider, Charlie Robertson, Walter Rohrl, Chris Routledge, Gordon Shedden, Bradley Smith, Guy Smith, Petter Solberg, Will Stevens, Chris Stockton, Dean Stoneman, Mike Stripe, John Surtees, Adrian Sutil, Christopher Tate, James Taylor, Sam Tordoff, Colin Turkington, Kevin Turner, Derek Warwick, Daniel Welch, Ant Whorton-Eales, Anthony Wilds, Mike Wilds, Malcolm Wilson, Nick Wirth, David Witt, Jordan Witt, Pollyanna Woodward and Nick Yelloly

Stage-star supergrid



BRUNDLE BIGS UP F1
Sky Sports F1 commentator Martin Brundle gave his opinion on the season ahead



TIN-TOPPERS' TIRADE
British Touring Car aces Colin Turkington, Jason Plato, Gordon Shedden, Andrew Jordan and Matt Neal had plenty to say – about each other!



LE MANS LEGENDS LOOK BACK
Tom Kristensen and Allan McNish recalled their 2013 Le Mans win and WEC title success with Audi



BMW'S ANDYMAN
Andy Priaulx offered his thoughts on moving to the US to race in sportscars



SUTIL'S SAUBER SECRETS
ASI debutant Adrian Sutil revealed his plan to help Sauber move up the grid



RALLY GOOD SHOW

World Rally hero Walter Rohrl was joined on stage by another starstruck fan, the world title winner of 2003 Petter Solberg



KX AKADEMY MEET AND GREET

The 2014 KX Akademy members (l to r) Ant Whorton-Eales, Sam Tordoff, David Pittard, Alex Morgan and Ash Hand were on hand



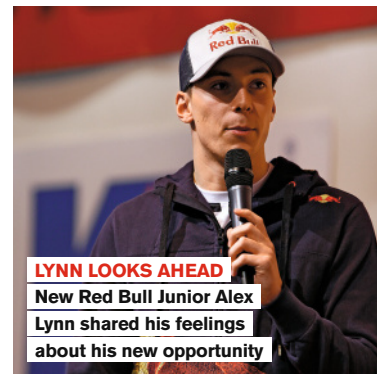
BIG JOHN DRAWS BIG CROWDS

John Surtees revelled in reminiscing about his world title win for Ferrari 50 years ago – not to mention the seven bike crowns



PADDY'S PARLANCE

Mini rally legend Paddy Hopkirk told stories from life on the stages in the '60s



LYNN LOOKS AHEAD

New Red Bull Junior Alex Lynn shared his feelings about his new opportunity



CHILTON'S REASON TO BE CHEERFUL

Not strictly because he was on stage with Marussia sporting director Graeme Lowdon, but probably because he's signed for 2014



KING KENNY'S CLASSICS

Swede Kenny Brack talked about the Indy 500, rallying and the Goodwood Revival



WILSON ON POLE

M-Sport boss Malcolm Wilson was revved up about Robert Kubica in a Fiesta

LIVE ACTION ARENA

Indoor racers give their hall



From demos of classic Lotus F1 cars to stunt driving and club saloon racing, the entertainment came thick and fast for those who ventured to the Live Action Arena

46

Unless you were in the Austrian Alps recently to witness the ERC opener or in South America for the Dakar, the Live Action Arena offered a first chance to see some 2014 motorsport in the flesh.

Over three times the capacity of the Masters snooker venue at London's Alexandra Palace, the cavernous Hall 5 at the NEC combined a short oval, conjoined figure-eights, a presenting stage and the launch pads for the FMX (freestyle motocross) fliers. It played host

to cars of all shapes (including some that intentionally split in two!) and echoed to engines of all sizes.

Hosted by Sky Sports F1 lead commentator David Croft and *The Gadget Show's* Pollyanna Woodward (racey catchphrase: "I love the smell of burnt rubber in the morning!") it kicked off with the super-sideways drifters, featuring former Boyzone crooner Shane Lynch, prompting Croft's cheeky quip: "Doesn't he make a nicer noise now than he did when he was in the charts?"

Classic Team Lotus aired three of its finest – a 32, 49B and 79 – before the racing events began featuring short-circuit specialists from the groundshaking BriSCA F1 and F2, National Hot Rods, autograss (two



Stunt driver Terry Grant goes walkabout

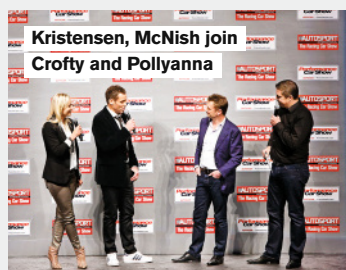
classes) as well as national racing classes Production BMWs versus VW Golfs, and Smart Cars.

The star-guest slot featured luminaries such as former F1 world champion John Surtees, Martin Brundle, Adrian Sutil, Max Chilton, Allan McNish, Tom Kristensen and

Petter Solberg, plus the majority of the BTCC grid. The McLaren AUTOSPORT BRDC Award finalists also took centre stage in a fleet of Caterhams, led by winner Matt Parry.

Show veteran Terry Grant, the record-breaking stunt driver, returned with a new party piece of clambering from his Legend as it spun around its own axis, running into the crowd to grab a smart phone from a spectator and then record some selfies and video footage for the lucky fan to watch!

The show climaxed with the gravity-defying FMX two-wheel merchants, who pulled off 'big air' stunts aplenty to send the punters home with a story to tell.



Kristensen, McNish join Croft and Pollyanna



Award finalist Robertson lights up his Caterham



Autograss specials well suited to arena

ALL PICS: BLOXHAM/LAT, STALEV/LAT, EBREY/LAT, BANDOPIX

DAN WHELDON KART RACE

Winning team Avago for Alzheimer's charity

Already established as one of the main events of AUTOSPORT International, this year's Celebrity Karting Challenge produced a sensational race that featured countless lead changes and a winning margin of just four seconds – after 428 laps.

The three-hour event was held in honour of the late Dan Wheldon, the two-time Indy 500 winner and IndyCar champ, and raised money for the Alzheimer's Society he supported.

Stars of four and two-wheeled

motorsport were out in force, with one team – The 2 Wheelers – boasting two-time World Superbike champion Troy Corser, 2013 British Superbikes champion Alex Lowes, WSBK winner Leon Haslam and former rider turned television pundit Steve Parrish.

Wheldon's family formed their own squad, Wheldon's Lionhearts, and finished eighth overall.

The three-hour event got off to a typically robust start, although things stayed surprisingly clean over the

distance. Avago claimed pole and held the early advantage, although fellow front-row starters Covkartsport twice stole ahead over the opening 35 laps.

Weaver Weave Awning made a remarkable start, leaping from 13th on the grid to fourth by the end of the first lap and into the lead at one-quarter distance. Avago were soon back to the fore, leading for an unbroken 155 laps, only for the race to swing again heading into the final third when Tockwith – comprising ex-Formula Palmer Audi

champion Nigel Moore and his family – jumped into a lead they looked likely to hold to the chequered flag.

There was one more twist. Fifteen laps from the end Avago finally wrestled the advantage back, stealing ahead and into a lead they would not relinquish. The winning team of David Sutton, Ross Wylie, Sam Morgan, Sennan Fielding and Riki Christodoulou triumphed by just 4.9s, with third-placed Titan Motorsport remarkably just 11 seconds down the road.



Parrish counsels 2 Wheelers team



The winners, along with Dan Wheldon's sister-in-law Jo (right)



Successful teams salute each other

NATIONAL SCENE

As has become expected of AUTOSPORT International, the country's national motorsport scene was represented in fine style.

This year's iteration might have lacked the number of big reveals of its predecessor, but there was plenty to look at courtesy of big players such as Porsche, Caterham and Ford.

The 991 GT3 Cup car, which will make its debut in the Porsche Carrera Cup Great Britain this season, was the German manufacturer's centrepiece, while Caterham's stand resembled a cross between a Sevens enthusiast's living room and garage. The display incorporated a range of green/yellow racers, from the predictable kit cars to its SP/300.R prototype and AeroSeven concept.

At the Blue Oval's stand on the Thursday was the show's first unveiling of national note, as its partnership with British sportscar maker Radical revealed a twist to the

sportscar constructor's existing Xtreme Coupe – an EcoBoost engine.

The RXC's V6 Mustang powerplant has been replaced by the much potent twin-turbo EcoBoost, which Ford claims will propel the Radical from 0-60mph in 2.6 seconds.

Away from the glare of the main stage, there was a strong presence from the kingpins of club racing. The 750MC's award-winning stand – tied with the BRSCC for most impressive club presence – included a Honda Civic and Mazda MX5, both of which will form the basis of new series for 2014.

Another organising club to reveal a new category for the coming season was the Classic and Sports Car Club, which will branch into production Porsche racing in conjunction with control tyre supplier Dunlop, and also provide a surprise home for the Ford Puma as it furthers its bid to promote entry-level tin-top racing.

Britcar is back under its own



Porsche's new baby will fight out Carrera Cup GB

stewardship this season, and its stand had a clear star attraction – an ex-British Touring Car Ford Focus. The Bubble and Kick-run, S2000-

spec machine will join the series as part of its huge restructure, which will open it up to a host of other new models as well.

The cars that starred



TIN-TOPS IN FRONT OF AUTOSPORT STAGE
 Robert Kubica's M-Sport Ford Fiesta World Rally contender and Jason Plato's multiple race-winning 2013 BTCC MG6 took centre stage



WHERE THE ATMOSPHERE'S ELECTRIC
 Formula E Spark-Renault SRT_01E was on the stand of carbon brake supplier Alcon. It'll be no louder when it's racing!



RALLY GB'S VATANEN TOUCH
 The Wales Rally GB stand exhibited this Subaru Legacy RS with Acropolis Rally plates, which Ari Vatanen crashed in 1993

STILL BEAUTIFUL AT 50

The eagerly anticipated Ferrari 158 taken to 1964 world title glory by John Surtees was flown from USA to grace Surtees celebration



STREAMLINE STYLE

No, it wasn't an authentic Merc 300SLR in the Coys auction! But it looked great



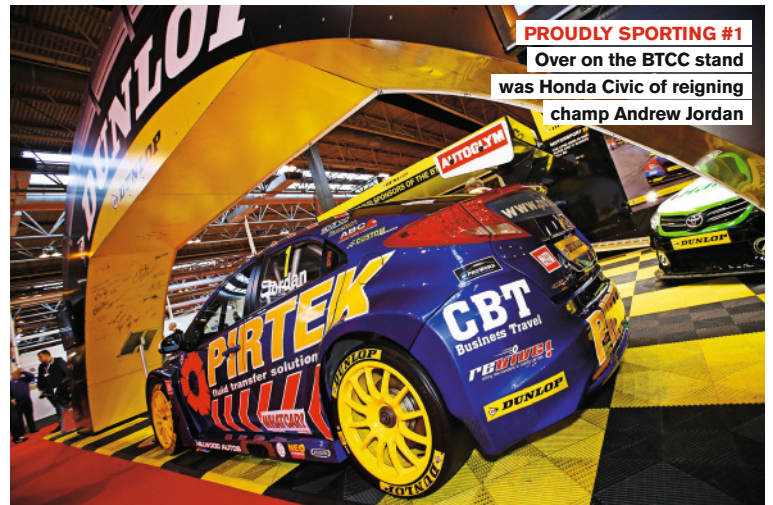
DREAM MADE REALITY

The Red Bull X2010 Gran Turismo car, Adrian Newey's take on a rules-free F1



PROUDLY SPORTING #1

Over on the BTCC stand was Honda Civic of reigning champ Andrew Jordan



UNDER STARTER'S ORDERS

Our office neighbours at F1 Racing did a great job to assemble the 2013 grid



CATERHAM LAUNCHES NEW BABY

Just across from AUTOSPORT HQ was the Caterham stand, which included the public debut of the AeroSeven concept car



SMOOTHIE QUATTRO

McNish and Kristensen on stage, as their WEC-winning Audi R18 e-tron quattro lurks





LOW CARBON RACING

Cars such as Jaguar's C-X75 hint that the industry could once again appeal to the wealthy *and* the kids, reckons ANDREW VAN DE BURGT

“If motorsport doesn't improve the breed, I can't see the point in it.” This somewhat blunt assessment was delivered by Paul Newsome, the chief technical officer of Williams Advanced Engineering. He was speaking at the MIA's Low Carbon Racing conference, the now-traditional curtain raiser to the AUTOSPORT International show at the NEC.

He was referring to Jaguar's highly ambitious C-X75, a supercar project that aims to blend the performance of Bugatti's Veyron with the range of a Chevy Volt to the emissions of a Toyota Prius.

To achieve such seemingly disparate goals, Jaguar worked in collaboration with Williams and racing gearbox specialist Xtrac. Their expertise and familiarity with prototyping and intensive testing meant that the C-X75 went from being a pipedream to reality in two years – unprecedented for a road-car project.

It's super-high-tech, high-intensity partnerships such as these that continue to keep the British motorsport industry at the top of the world, and demonstrates that the competitive desire that drives people in pursuit of victory is an eminently transferable quality.

But it's not just in terms of performance that motorsport is able to inspire considerable gains. MIA

chairman Chris Aylett never fails to mention how, when the conference started, the notion of racing diesels and bio-fuels was considered ambitious and, in some quarters, ill-judged.

But in comparison to the development of the cars themselves, the strides that have been made in powering them over the past decade have been phenomenal. There were more cars on display at the conference than ever before this year, all of them fully electric powered.

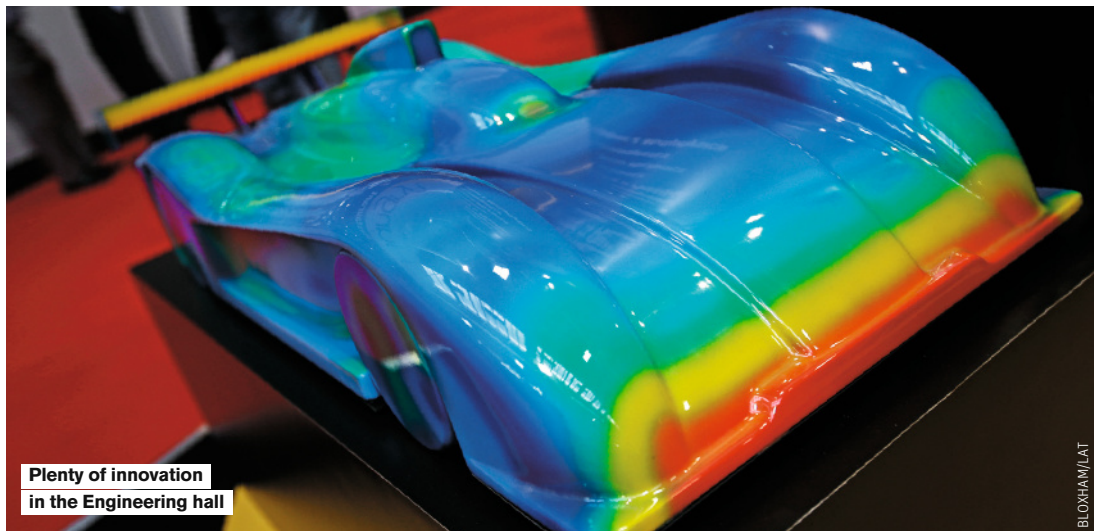
This included the Formula E car that heralds the first all-electric championship later this year. Among the older folk the whirr of the E car has been derided, but in the same way that people of my generation failed to understand the passion for steam trains and their pollution belching ways, there's evidence that the children of today regard the CO2-emitting internal combustion engines as anachronistic and deeply uncool.

As Toyota Racing Development's vice-president of chassis operations Steve Wickham says: “My boys have a garage full of electric-powered toys – scooters, drift trikes etc. I took the eldest to drive a petrol-powered kart. He came back and said, ‘There's something wrong with the engine; when I put my foot down, nothing happens.’”

Motorsport can help change the perception of electric cars, but there's a chance that the fans of tomorrow already find them cool.



Jaguar C-X75: Big Cat that's cool *and* low carbon



Plenty of innovation in the Engineering hall

AUTOSPORT INTERNATIONAL Engineering Show

Almost 200 companies showcased their wares within the AUTOSPORT Engineering section of ASI 2014.

Simulation software developer ANSYS won best overall stand within AUTOSPORT Engineering, while WDS Component Parts (a company that makes fastenings and levers) took best small stand. Japanese company Yamazaki Mazak was awarded best manufacturing technology stand.

“This is the first time ANSYS has attended the show and it's been a good event,” said Bimal Dharsi, ANSYS's UK

BLOXHAM/LAT



SID WATKINS LECTURE

“Bernie suggested it. The FIA needed better systems”



**Charlie Whiting: FIA
legality/safety man**

marketing manager. “We’ve got a big presence in motorsport, with the top six F1 teams using our software, and it’s been good to raise awareness about who we are and what we do.”

Increasing awareness of what the company does was also the chief reason for ex-F1 and sportscar designer Nick Wirth bringing Wirth Research to Birmingham for its ASI debut. “In the last few years we’ve made a concerted effort to see whether our technology, which is wholly developed within motorsport, has relevance outside it,” said Wirth.

“We’ve got some exciting projects with architects – some of the most well-known building projects in the world; we’ve been working on the aerodynamics of commercial

vehicles; and we’re involved in the defence sector.

“Motorsport is still our number one reason for existence, but a number of non-motorsport companies come to this show because UK engineering, and motorsport engineering in particular, is pretty good. This is the premier show and we wanted to be part of it”



**Nick Wirth made
his ASI debut**

As a high-profile FIA man, it isn’t often Charlie Whiting speaks in public. So the Motorsport Safety Fund pulled off a coup in attracting Formula 1’s race director and safety delegate to give the 17th Watkins Lecture, held in memory of former patron Professor Sid Watkins.

During his 90 minutes on stage, expertly interrogated by *F1 Racing* deputy editor Stuart Codling, Whiting talked about everything from his early days as a mechanic who dreamed of working, even on uncompetitive F1 machinery, through his time with Brabham and eventual destiny as poacher-turned-gamekeeper with the FIA.

“I had an initial interest in motor racing because we lived very close to Brands Hatch and from the age of about 12 we used to sneak under the fence and climb trees to watch the racing,” said Whiting. “When I was about 14, my brother [Nick] started doing a little bit of racing and I was really interested in cars so I just helped him tinker and it grew from that.”

Whiting first worked on Surtees

machinery entered by his brother in the British ShellSport series. He then spannered briefly for the Hesketh team, then in terminal decline, before it folded in May 1978, and went to work for Bernie Ecclestone at Brabham.

When Ecclestone sold up after the 1987 season, Whiting’s career took an unexpected turn.

“It was Bernie who suggested it,” said Whiting. “At the time, the FIA were perhaps a little weak in that department and didn’t have good systems in place to check cars. He felt that anyone who had been on the team side of the fence would probably do a decent job knowing what the teams could get up to and how to go about checking that they weren’t.

“Safety only really became part of my role when I became race director in 1997. That’s when I was handed the circuit safety stuff.”

That is what made Whiting the ideal man to give the lecture. Just as many grand prix drivers owe their lives to Watkins himself, Whiting has also been a key figure in F1’s formidable contemporary safety record.

AUTOSPORT main stage Thank you

We would like to thank our main-stage sponsor KX, as well as all the drivers, team bosses, designers and industry specialists who gave us their time, plus all the behind-the-scenes staff who made the 2014 AUTOSPORT main stage a great success.



INTRODUCING

Nick Cassidy

This Kiwi has beaten many starlets in his own back yard, but still hasn't had a proper chance on the European scene



CASSIDY CV



Age 19

From Auckland, New Zealand

2013 1st in Toyota Racing Series (M2 Competition); races in European F3 (EuroInternational/Carlin) and FRenault Eurocup (AV)

2012 1st in TRS (Giles Motorsport); races in FR Eurocup (Fortec); one win in NZ V8 SuperTourers

2011 2nd in TRS (Giles); races in V8 Supercars Development Series

2010 2nd in New Zealand FFord; some races in Euro FBarth, ADAC FMasters and Australian FFord

2009 2nd in NZ FFirst (FVee)

2003 to date occasional midget short-oval racing

2001-10 karting, with numerous NZ championship titles

He's claimed the scalps of Daniil Kvyat, Alex Lynn, Raffaele Marciello, Lucas Auer, Jordan King, Felix Serralles, Pipo Derani and Josh Hill on his home turf. It's fair to say, therefore, that Nick Cassidy is a star in waiting of European single-seater racing.

One year after his winning his second successive Toyota Racing Series title in New Zealand, Cassidy is back on the TRS scene, this time working as a coach and data engineer for the Neale Motorsport squad. Meantime, Cassidy and his entourage – including ex-Benetton, Lotus and Williams F1 team manager Peter Collins – are working flat-out on a deal for a return to Europe, preferably in GP3.

"I'm struggling big-time financially, but GP3 with Status GP is top of the wish list," he says.

Cassidy's part-programmes in Europe have shown promise without too much in the way of concrete results. Inevitable when you're up against it, knowing the budget will run out any moment.

It was two outings in the Formula 3 European Championship last year that hinted at great potential. The first was at the Norisring with EuroInternational.

He qualified ninth for the first race, was 24th at the end of the opening lap due to stalling at the start, and charged to a ninth-place on-the-road finish.

"It was a very good performance," says team boss Antonio Ferrari. "He'd had just one test, but Norisring suited him because it's a low-downforce track, which is what he was used to from TRS.

"He is a very pure, raw talent and can run at the front; he just needs to learn the systems in Europe to gain the maturity required, along with a proper testing programme. Maybe he would fit GP3 better, because the testing is limited so his natural talent could show up more."

Cassidy's other Euro F3 outing came with Carlin in the Hockenheim finale, where he stood in for his F1-bound buddy Kvyat. Top-three practice pace went missing in qualifying, but he bounced back to take sixth on the grid for the final race. "We used our old tyres in races one and two to save everything for that last race, and then it rained," he says of the disappointing outcome.

After testing Cassidy at the end of 2012, Status put him on board for all three days of the Abu Dhabi post-season test in '13. The team's commercial director, ex-AUTOSPORT staffer Tim Scott, reckons: "It's one thing being a potential race winner, but another knowing how to win a championship. He has both those assets. Also, his technical understanding is ahead of the development curve in terms of age and the driving he's done.

"We're in constant contact with him, and we've got time to make something happen."

Ex-TRS rival and Macau GP winner Lynn, who he'd go up against in GP3, says: "I know Nick really well. He's a very good driver who if he gets the chance I'm sure can shine. Winning the TRS twice is not easy..."

And Cassidy himself? "You can't beat junior racing in Europe for driver development. But if I get nothing, I'll look to the V8 enduros in Australia and New Zealand."



Cassidy was man to beat in 2012 and '13 Toyota series

TURBO ENGINE Super Formula has switched to 2-litre, 550bhp turbocharged powerplants



54

Eastern Eden

With a new car, and continued support from Honda and Toyota, Japan's Super Formula series is attempting to regain its international credibility. SAM TREMAYNE flew out to take a look

Closely guarded behind the garage doors of two of the world's largest automotive manufacturers, a car with a claim to being the fastest racer outside Formula 1 was rolled out last year. If you missed it, so did many others – and that is precisely the problem Super Formula hopes its new 550bhp monster will crack. It's a creation based around a simple mantra: to re-establish Japan's premier

open-wheel series as an international force.

To do that, Dallara was recruited to build a chassis compliant with 2010 FIA F1 safety standards around two briefs: quicker and lighter. As a consequence, weight has dropped by more than 50kg, while a new 2-litre turbocharged powerplant has been adopted, offering similar top-end performance but far greater torque and driveability. After early tests, it's already proving around one second faster than its predecessor – genuine GP2 territory, if not quicker.

"It's a boost for the championship, no doubt,"

says Hiroshi Shirai, president of series promoter Japan Race Promotion. "It's a world-class chassis, a very good overall package – and it's also cheaper than other categories like GP2 and Formula Renault 3.5. We hope that combination reinvigorates the series, and attracts the attention of more international drivers."

It's not so long ago that the series – in Formula 3000 and Formula Nippon iterations – was booming, with an influx of foreign drivers and a reputation as an effective, and moreover lucrative, training ground for youngsters. Michael and Ralf

2013

Legend Satoru Nakajima's team has Honda support. This is Takashi Kogure



WEIGHT The SF14 is around 50kg lighter than its predecessor

2014



AERODYNAMICS New wings keep downforce high and should aid overtaking

The first four decades

Super Formula started out as Japanese Formula 2000 in 1973, and then went through an evolutionary transition to Formula 2 and then Formula 3000, before Formula Nippon was launched as an open formula in 1996.

In its new guise the series went through something of a boom, with manufacturer interest driving an influx of foreign drivers. In its first year, Ralf Schumacher – fresh from Macau Grand Prix victory in 1995 – claimed the crown, winning three times and claiming four podiums from the 10 races. He was the first of nine foreign champions.

In that same year Tom Kristensen, Pedro de la Rosa – champion in 1997 – Michael

Krumm and Norberto Fontana also competed. Others followed suit, including 1999 champion Tom Coronel and future Jordan grand prix driver Ralph Firman, with five champions and six other racers making the jump into F1.

In 2003, following the bankruptcy of Reynard, the series followed its F3000 European counterpart by becoming a one-make series, with Lola producing the chassis and Mugen-Honda the engines, which could then be privately tuned. The rules changed in '06, heralding the arrival of Honda and Toyota



Internationals in 1992: Apicella leads Gilbert-Scott, Frentzen, Irvine and Danielsson, as Martini spins

powerplants, and again in '09, when American constructor Swift was commissioned to produce the chassis.

Foreign drivers still prevailed during the transitions – Richard Lyons in 2004, Benoit Treluyer in '06 and Andre Lotterer in '11 – but the series' outlook became increasingly national, attracting just three foreign entrants last year.

Schumacher (the latter champion in 1996), Tom Kristensen, Pedro de la Rosa and Eddie Irvine were among those to chance their arm in Japan en route to the sport's highest rungs.

Grids have since weakened and become less cosmopolitan, but the series still has massive draws, chief of which is the factory support of Toyota and Honda. Manufacturer rivalry at this level has become something of a rarity in modern single-seaters, but the two giants are firmly committed to the championship.

Significantly, their natural competitiveness is also balanced by a mutual acceptance of practical financial limits. That helps avoid an arms race and in doing so pushes budgets down, rather than up, with both companies subsidising drives.

"Ours is a very strong commitment," Toyota general project manager Yoji Nagai says. "Firstly, it's important for us to support domestic motorsport. Next, it allows us to develop our technology and train our engineers."

"We want to demonstrate our qualities to the world, and Super Formula is a vehicle for that. Our dream is to expand beyond being a domestic championship, and to have other Asian races. We need more European drivers too – the potential of the championship has increased with the new car, and we want drivers to reflect that."

"We can develop technology and train engineers"

TOYOTA'S YOJI NAGAI

Further down the pitlane, Honda has equally bold goals. "Competition is the key," chief engineer Masahiro Saiki reflects. "Neither company wants to dominate, because competition makes the series better. We fight with Toyota, but we also work with them to promote the championship, and to help push it back to the level it had in the 1990s."

"The upgraded car was a step the series needed – now the car is world class and the engine is world class, so it's a very good training ground for young drivers. That's important for us, to help push young drivers to the top."

The car certainly looks the part, taking visual and design cues from Dallara's HRT Formula 1 programme. The chassis is longer and thinner than its predecessor, with a narrower rear wing aimed at improving stability when

running in the wake of another car.

Carbon brakes come in – steel brakes were used on the preceding Swift – while there is even a ready-made space for an energy recovery system should JRP choose to incorporate it.

"We booked the place for KERS, let's say," Dallara project manager Walter Biasatti explains. "The car is ready, as requested, to host the system without further modifications."

"It's a top-level car, and very similar to GP2 in terms of performance. We pushed to reduce the weight [compared to its predecessor] as much as possible, and there was some carry-over from our time with HRT. Feedback from drivers has already been very good."

Costs have increased as a result of the upgrades, but sweeteners come in the form of sponsor-subsidised drives and a significant prize ▶

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Toyota's development Dallara accelerates along Fuji pitlane

► pool, with eight million yen – roughly £46,000 – split between the top eight per race. Though budgets vary from team to team, JRP president Shirai says the series has been “careful about pricing,” and that costs will be comparable to competing in FR3.5.

For their money, drivers get three pre-season tests and seven race weekends, comprising 90 minutes of practice, F1-style qualifying and 155 miles of racing, sometimes split over two races.

That ticks the main boxes, but most importantly of all is that the series has to convince drivers its benefits outweigh the obvious geographical and logistical stumbling blocks. That means having a clear idea of its position in the market, and the future it can offer.

One option is to use Super Formula as a springboard into the lucrative world of Super GT, a path recently trodden by serial F1 tester and sportscar convert James Rossiter (see right).

Tie-ins with Honda and Toyota are an asset, but there's still a hole when it comes to F1 hopefuls.

“It's true we don't have an immediate F1 connection,” Shirai acknowledges, “but this is our ambition, especially with Honda returning to F1. First we must focus on the show – make it more popular for drivers and fans, and more sponsors will arrive, and that means better links.

“We're cheaper than its European equivalents, we have a quicker car, and we have the support of very good companies like Toyota, Honda and Bridgestone. It's a very attractive package we hope.

“But we're well positioned: the Asian economies are growing, and we want to spread to include races in other countries like Korea and Thailand. The goal is not to spread into Europe, but to grow across Asia and in doing so attract international drivers.”

It's a strategy already bearing fruit. Alongside Rossiter and Andre Lotterer, Le Mans 24 Hours LMP2 victor Bertrand Baguette joined a late-2013 Fuji test, as did former Jordan and HRT grand prix driver Narain Karthikeyan, who raced in the series in 2001 and is edging closer to a full-time return in '14.

“It seems to have become more difficult for foreign drivers to come here, but I think the new car is a major asset,” Karthikeyan says. “I think it will be the fastest thing outside F1 – it's comfortably faster than the old car, which did 1m37s around Suzuka compared with 1m35s for the HRT.

“If you go with an established team straight away you're OK, and in terms of the new car arriving it's a perfect time to be joining. I raced here in 2001 so I know what it's like – it's a bit isolated, but even so if you do well here people know your quality because it's a very high level.”

The one thing Super Formula doesn't want to become is a national championship. It has an exceptional history, manufacturer links and financial incentives, but it has still faded as an international force. The SF14 could be just the shot in the arm it needs. 🏎️



Rossiter with TOM'S team-mate Kazuki Nakajima

RISING CHAMP

James Rossiter made the jump into Super Formula almost by accident – a case of “right time, right place,” as he puts it – but the 30-year-old is convinced relocating to Japan has been the best move of his career.

“It's very saturated in Europe in terms of younger drivers who don't know which route to take to try and make it into F1,” he says. “This is a great way to compete at the highest level. I can understand it can be difficult to see that, but having made that step myself I've seen it and I've really enjoyed my racing.

“The thing I've found is the standard of driving, I would say, is higher even than GP2. You only have to look at guys like Kazuki [Nakajima] and Loic [Duval] – these drivers are really well established.

“I also think the car is the fastest thing outside F1 – and that's after driving the Force India this year. The circuits are ballsy, the prize money is good, and with the new car everyone starts from zero, so it's the right time to come here. That's one of the reasons I pushed hard to have a seat here, and it's been the best decision I've made in my career.”



The Brit has tasted success in Super GT

Dallara SF14

- WEIGHT (INC. DRIVER)** 660kg
- GEARBOX** Ricardo 6-speed
- PADDLESHIFT** semi-auto system
- BRAKES** Brembo carbon
- TYRES** Bridgestone
- ENGINE** 2000cc direct injection turbocharged
- POWER** 550bhp





Dixon leads Power. Both face a lot of competition during the 2014 season

INDYCAR 2014

Motorsport's best-kept secret

Three huge teams, two engine giants, a host of star drivers – what's not to like about IndyCar? Yet still the mainstream isn't interested, says **MARK GLENDENNING**



Montoya returns from NASCAR



Briscoe gets another chance at Ganassi...



...where he teams up with Indy winner Kanaan

Back in 1991, musician/composer Frank Zappa released a live double album documenting what would prove to be his final tour; a tour he abandoned early due to personality conflicts within the crack 11-piece ensemble that he'd taken on the road with him. The album's title? *The Best Band You Never Heard In Your Life*.

There's nothing to suggest a mid-season disbandment of IndyCar is on the horizon, but the prospect of a great show that nobody sees looms as large as ever. The series' TV ratings continue to decline year on year, although new spearhead Mark Miles does have a plan to try to arrest the slide. It's not universally popular, as Mario Andretti will tell you, but more on that later.

Depending upon whom you ask, the ongoing slump is either one of motorsport's biggest mysteries, or one of the greatest-ever indictments upon a marketing department, because even as the numbers plunge, the standard of racing remains unrivalled by any single-seater championship on the planet.

For those who do tune in, the rewards promise to be even richer this year. The era of two dominant teams is clearly over. For starters, Andretti Autosport has rejoined the Team Penske/Chip Ganassi Racing orbit over the past couple of seasons. And

second, one of the lessons from 2013 was that all of the three biggest teams can be taken down by someone smaller on any given weekend, and the weekend after that as well. For proof, you need look no further than the fact that Schmidt Peterson's Simon Pagenaud finished ahead of the Andretti team's Ryan Hunter-Reay, Penske star Will Power and Ganassi hero Dario Franchitti in the 2013 standings.

Of those three, Franchitti is the one who would most like a shot at redemption after a frustrating 2013; a wish that his injury-enforced retirement has denied him. The Scot's absence will be felt right through the sport, not least within Ganassi: a driver who is quick enough to win four titles and three Indy 500s, while possessing the very precise blend of selflessness and self-confidence required to work completely openly with a team-mate as quick as Scott Dixon, does not come along every day.

So the loss of Franchitti immediately changes the dynamic of Ganassi's title campaign. The team has returned to a four-car operation for 2014 after scaling back to three for last year, and every one of those entries represents a subplot. Tony Kanaan replaces Franchitti in the storied #10 entry, putting the Brazilian onto the team's frontline alongside Dixon. Managing director Mike Hull told AUTOSPORT at the end of last year that "the Indy 500 is the pinnacle for our team", so on that basis, ▶



Baltimore is off the calendar this season



Dixon: plenty to smile about in '14?

▶ adding the reigning Indy winner to the line-up makes sense. But it's worth remembering that, prior to Franchitti's retirement, Kanaan was earmarked for the team's fourth car. Stepping into Franchitti's #10 carries a different kind of baggage to the #8 entry that he was originally assigned, and one of the Brazilian's first tasks will be to prove that he is versatile enough, and consistent enough, to be an effective wingman for Dixon's bid for a second successive title. Kanaan will insist that he's a championship contender himself and, if that's the case, then all the better for Ganassi.

Then there's Charlie Kimball, maybe the most improved driver of 2013. The American earned his first career win at Mid-Ohio, but he was equally as demonstrative at Fontana, where he looked completely at home running in the lead pack as the final chapter of the championship battle between Dixon and Helio Castroneves played out around him before his engine broke.

While Kanaan will fill the seat left vacant by Franchitti, the hole in Ganassi's driver line-up has been plugged by Ryan Briscoe, who gets a chance to return to the series full-time after being cut loose by Penske at the end of 2012. The Australian has priors with Ganassi – he spent his first IndyCar season with the team in 2005, and returned for a cameo in a fourth car at Indy last year. It's not unfair to suggest that Briscoe still has a couple of questions to answer,

although he's also demonstrated that he can get the job done when the circumstances are right. That his Indy outing was reinforced with several appearances with Panther Racing during 2013 means that his single-seater chops have remained honed during his year-long sidetrip into the world of sportscars.

Forming a backdrop to Ganassi's driver shake-up is a broader change. One of the great co-conspirators to Franchitti's success with the team was Honda, but this year the team's cars will take to the track with a different badge on the nose for the first time in eight years. That badge will be the Bow Tie of Chevrolet, meaning that Ganassi will race with the same engines as Penske. Team owner Chip Ganassi was quick to aim a spotlight toward what he considered to be Honda's shortcomings when the team got off to a slow start last year, and this switch removes one major variable between two of the series' giants – and takes with it a potential avenue for excuses. (For all the early finger-pointing, it's worth remembering that Honda ultimately took Dixon to the drivers' championship, although Chevy won the manufacturers' title).

Turning away from the engine that just earned you the drivers' title might seem a bold move on Ganassi's part, and initially it created the illusion of a crisis for the Japanese manufacturer: when Ganassi's decision to decamp was announced in Houston, Honda did not have another team with

title-winning credentials on its books for 2014. At that point it had already signed a contract extension with Schmidt to help with the early track-testing of its new engine but, as good as Pagnaud is, he couldn't have been expected to carry all of Honda's title hopes on his own.

Here's where the 'illusion' part comes in: while Chevrolet now had Penske and Ganassi locked down for 2014, fellow Chevy team Andretti was yet to sign a new engine deal. At the time, the story was sometimes spun around Honda's need to convince Andretti to change camps but, when you consider that Andretti's alternative was to risk becoming third in Chevy's pecking order behind Penske and Ganassi, it becomes clear that the team and Honda needed each other just as much. A deal seemed inevitable, and indeed was announced just a short time later.

Of the series' three biggest teams, Andretti is the one with the most to prove in 2014 after a wall-punchingly inconsistent '13. Things started well enough: James Hinchcliffe opened the season in St Petersburg with his maiden win and added another two at Sao Paulo and Iowa Speedway, but he drifted off the map as the year progressed and finished eighth. Life wasn't much easier for reigning champion Hunter-Reay, who endured a baffling array of mishaps en route to seventh in the points. That left Marco Andretti in fifth as the team's highest-placed driver; a story in itself



Indy adds road-course race to oval showpiece



Munoz starred at Indy 500 last year



Michael Andretti shakes on deal with Honda's Art St Cyr



Kimball got first sweet taste of success in 2013

"It's clear that Andretti and Honda need each other just as much. A deal seemed inevitable"

when you consider how disastrous his 2012 campaign had been.

Perversely, Andretti was the only one of his dad's team's three front-line drivers not to win a race in 2013, although he was also the only one to produce anything resembling a steady level of performance: he failed to finish inside the top 10 just four times. A big part of the team's story in 2014 will revolve around the extent to which Marco can carry last year's form through the winter and into St Petersburg.

Another part of the story will be the fourth car; both what it is, and what it might have been. EJ Viso has made way for rookie Carlos Munoz, who caught the attention of many with his heroics in Andretti's fifth car at the Indy 500. With a reputation for being fast but unrefined, commentary of his pace during the opening practice days frequently carried the caveat that he'd inevitably overextend himself at some point and hit the wall. Instead, he qualified the thing on the front row, and kept his composure throughout the race to finish second.

Less heralded, but almost as impressive, was his performance in Toronto. The hand injury sustained by Ryan Briscoe during the Saturday race left Panther Racing scrambling for a driver for Sunday. In classic 'just-happened-to-be-at-the-track-with-my-helmet' style, Munoz earned the call-up, and made it to the finish despite never having driven an IndyCar on a road or street course. For all the promise though, there were occasions in Indy Lights that made it clear that he is not quite the finished product yet. Andretti has some work to do with the youngster, but the payoff could eventually be great.

One reason that the young Colombian gets his opportunity this year, however, is that another Colombian was unavailable, and this guy blew into a silly-season soap opera in miniature.

The news from Ganassi's NASCAR arm that Juan Pablo Montoya would not be retained in 2014 immediately kicked the IndyCar rumour

mill into overdrive, and Andretti Autosport owner Michael Andretti was the most overt in making kissy-faces in the direction of the former CART champion and Indy 500 winner. In mid-August, a week after Montoya's split from Ganassi was confirmed, Andretti told the AP that the two had spoken, and that a deal "just comes down to sponsorship". Fast-forward three weeks and the team was still sounding confident, reporting that it had "about 50 per cent" of the budget needed to bring Montoya into the fold.

One week after that, it was announced that Montoya had signed for Penske.

On the surface, it looked like Andretti had simply been outsmarted: while it searched for the money to run Montoya, Penske's Tim Cindric cheerfully admitted that his team had simply focused on getting Montoya locked down first: minor trivialities, like how to actually pay for him, could be figured out later.

But you could also question whether Montoya was playing Andretti all along. Cindric said that Penske's first contact with the Colombian was at Michigan in mid-August, around the time that Andretti first reached out. But speaking at the time his Penske deal was announced, Montoya made it sound like his mind had been made up even as Andretti was scrambling for backers.

"If you really dream of any ideal position for a driver, racing for Penske would be number one," he said at the time. "When I heard that I wasn't going to be in the #42 [NASCAR] next year, my number-one choice was going to be in a winning car. When this opportunity came around, I didn't even have to think about it."

Montoya's arrival, which takes Penske back to three full-time cars this year, is the only real change to what is otherwise the least disrupted of the big teams. Will Power and Helio Castroneves are still there, as are Chevrolet, all of the key staff, and – maddeningly, if you work for the team

– the perennial question over whether it can finally shake off the bridesmaid tag and win another championship.

Viewed independently, all of these developments across the paddock promise to add intrigue to the coming season. Viewed collectively, and the prospects for the 2014 championship fight loom immense: four Ganassi cars, four from Andretti and three fielded by Penske, all capable of winning. And that's before the quickest of the smaller teams are factored in.

The battleground is similar to last year's, with a few key differences: Baltimore and Sao Paulo are gone, robbing the series of two of its best street circuit events, and in their place will be the first IndyCar race on the Indianapolis road course. This, along with the ultra-compressed schedule – the entire 18-race calendar is fought out within just five months – are both part of Miles's broader plan to reignite mainstream interest in the series.

This second race at Indy, so the theory goes, exploits the huge recognition levels enjoyed by the Speedway; the compact calendar is aimed at helping casual fans to work out when the next race is. A desire to avoid a repeat of the political bickering that has helped define recent IndyCar seasons has prompted many paddock figures to adopt a wait-and-see approach to the plans, although Mario Andretti was not shy to voice his displeasure in a recent issue of AUTOSPORT.

"Why doesn't [Miles] pay attention to things that have actually worked," he said of the Indy road-course race. "If F1 can't make it work on the road course, nothing will."

Whether Miles's vision or Mario's concerns prove triumphant will be just one more facet to what is shaping up to be an extraordinary year, even by the high standards of a series well-accustomed to intrigue. The real question is how effectively IndyCar can leverage it. Like the tree falling in a forest, if a championship season is a blinder but nobody tunes in, did it really happen? ☞



Roma's Mini led by over 30 minutes after seven stages

DAKAR RALLY SAN RAFAEL-SALTA (RA), JANUARY 7-12 STAGES 3-7

Roma in charge as Peterhansel wilts

JOAN 'NANI' ROMA AND VETERAN

French co-driver Michel Perin remained on course for victory in the 36th Dakar Rally as the event headed across the Argentinian border into Chile's Atacama Desert on Monday.

The Spaniard, winner of the Dakar on a motorcycle in 2004, finished second overall in '12 with the X-raid team and carried an outright lead of 31 minutes and 31 seconds into the final six stages of this year's event as it readied to cross from Argentina into Chile. "I am in a good position, but things can and do change very quickly on the Dakar," said Roma, the winner of two stages so far.

"I need to continue driving in this style, with no mistakes and no punctures and we'll see what happens."

Electrical problems, navigational woes and a one-hour time penalty for missing a waypoint before the

rest day in Salta cost Carlos Sainz his chance of upsetting the Monster Energy X-raid team's appercart.

Only third-placed South African Giniel de Villiers – runner-up in 2013 with his Toyota Hilux – is in a realistic position to prevent Sven Quandt's army of Mini All4 Racings from taking a crushing third successive victory.

"There's still a long way to go and it's not over by a long way," said a determined de Villiers. "We have to stay concentrated. There are some long stages to come and the dunes by Copiapo are famous for their difficulty."

Minis filled four of the top five places and six positions in the top 10 at the end of stage seven. The French duo of Stephane Peterhansel and Jean-Paul Cottret led for a time last week, but a succession of punctures, navigational errors and delays in soft

sand cost last year's winners dearly. After winning two stages, they remain in second overall, just under 17 minutes ahead of de Villiers.

"On one stage we had six flat tyres," moaned 11-time winner Peterhansel. "This was a day I haven't encountered in my career to date. The first puncture was my mistake as I hit a rock. But then we arrived at a field with vegetation and countless thorns. Those thorns pierced into the tyres and caused the punctures. Only [Terranova] provided us with a tyre as we had run out of spares and then we had to cruise to the finish with another two slow punctures!"

A 15-minute time penalty dropped Argentina's Terranova (Mini) from third to fourth in Salta.

Nasser Al-Attiyah lost time stuck in soft sand before the rest day and also incurred a one-hour time penalty for missing a route waypoint. The Qatari's famous charge has yet to materialise and the 2011 winner found himself in fifth overall, more than an hour behind Roma.

Sainz admitted at the rest day that his chance of winning the Dakar had gone, but the 2010 victor set fastest time on Sunday's Salta loop stage and is aiming to win as many individual specials as he can before the finish in Valparaiso on Saturday. The Red Bull SMG Buggy driver held sixth as the rally crossed the Andes into Chile.

Belgium's Overdrive Racing lost three of its six Toyota Hiluxes during the first two days of competition, but Marek Dabrowski, Adam Malysz and

Aidyn Rakhimbayev were running well in seventh, 11th and 13th places.

Only 82 of the original 147 cars started the second half of the rally. Japan's Jun Mitsuhashi led the T2 category in his Toyota Land Cruiser and Team Ford Racing's Lucio Alvarez was still running down the field in his Ranger after a catalogue of problems.

The rest day in Salta was marred when tragic news filtered through that 51-year-old Belgian Honda motorcycle rider Eric Palante died on the stage between Chilecito and Tucuman. Two Argentinians following the event for a local motoring magazine also succumbed to injuries sustained when their car left the road and fell into a ravine.

After passing through the Atacama desert in northern Chile earlier this week, today (Thursday) cars leave the copper mining town of Antofagasta and head towards El Salvador before passing through Chile to a finish at the Pacific coastal port of Valparaiso.

● Neil Perkins

POSITIONS AFTER STAGE 7

1 Nani Roma/Michel Perin (Mini All4 Racing), 27h03m52s; 2 Stephane Peterhansel/Jean-Paul Cottret (Mini), +31m31s; 3 Giniel de Villiers/Dirk von Zitzewitz (Toyota Hilux); 4 Orlando Terranova/Paulo Fiuza (Mini); 5 Nasser Al-Attiyah/Lucas Cruz (Mini); 6 Carlos Sainz/Timo Gottschalk (SMG Buggy); 7 Marek Dabrowski/Jacek Czachor (Toyota); 8 Krzysztof Holowczyc/Konstantin Zhiltsov (Mini); 9 Federico Villagra/Jorge Perez Companc (Mini); 10 Christian Lavieille/Jean-Pierre Garcin (Haval H8).



Erstwhile leader Peterhansel was hit with delays

DUBAI 24 HOURS DUBAI AUTODROME (UAE), JANUARY 10-11

Swiss Porsche GT3 runs like clockwork

WITH AN ENTRY OF 79 CARS, INCLUDING 24 GT3 machines, there were plenty of pre-race favourites for the ninth running of the Dubai 24 Hours.

But Swiss team Stadler Motorsport, running a Porsche 997 GT3-R with Swiss drivers Mark and Rolf Ineichen, Marcel Matter and Adrian Amstutz, plus Porsche Supercup ace Christian Engelhart, was hardly considered a challenger for success in the fast-growing endurance race in the Gulf region.

Most people counted on the winner of the previous two Dubai events, Black Falcon (again running a pair of Mercedes-Benz AMG SLSs), to score another success. There were also high hopes for Swiss Porsche team Fach Auto Tech, or former race winner Schubert Motorsport, with a factory-backed BMW Z4 and works drivers Bill Auberlen and Dirk Werner. The Allinkl.com Mercedes (with Rob Huff and Marc Basseng among its drivers) and the Ram Racing Ferrari (with a line-up that included Johnny Mowlem and Jan Magnussen) were equally considered contenders for a podium finish.

Indeed, all these teams took turns in the lead of the race, but in qualifying it was another squad that had its car in front. Dutchman Nicky Pastorelli set the fastest time with his Corvette, a scaled-down ex-works car built in 2006, the same chassis that won the '09 Spa 24 Hours. Pastorelli pipped his compatriot Jeroen Bleekemolen in the fastest of the two Black Falcon Mercedes to pole.

In the race, Bleekemolen took the lead at the start. The Mercedes led several times during the first eight hours, but technical issues forced it out. The Schubert BMW couldn't hold on to its lead either, following two collisions.

The Fach Auto Tech Porsche, with Germans Otto Klohs and Sebastian Asch, Austrian Martin Ragginger and American Porsche factory junior driver Connor de Phillippi, led for most of the night, but gearbox failure just after 7am blew their chances.

That promoted the Stadler Porsche into the lead and the five drivers held on to score Porsche's fourth win in Dubai. "The car ran like clockwork,



Winners celebrate with the Dubai dignitaries

there isn't even a single scratch on it," said Rolf Ineichen. The Allinkl.com Mercedes (driven by Huff, Basseng and team owner Rene Munnich) finished second, while the remaining Black Falcon Mercedes of Khaled Al Qubaisi, Bleekemolen, Abdulaziz bin Turki al Faisal, Hubert Haupt and Adam Christodoulou came third.

There were British class wins for Nissan GT Academy Team RJN in the SP2 class, and Speedworks Motorsport with a Ginetta in the GT4 category.

● Rene de Boer

RESULTS

1 Mark Ineichen/Rolf Ineichen/Marcel Matter/Adrian Amstutz/Christian Engelhart (Porsche 997 GT3-R), 603 laps in 24h00m25.266s;
2 Rene Munnich/Marc Basseng/Rob Huff (Mercedes AMG SLS GT3), -3 laps; 3 Khaled Al Qubaisi/Jeroen Bleekemolen/Abdulaziz Bin Turki Al Faisal/Hubert Haupt/Adam Christodoulou (Mercedes); 4 Alexander Mattschull/Marco Seefried/Pierre Ehret/Pierre Kaffer/Vadim Kogay (Ferrari 458 Italia GT3); 5 Wolf Nathan/Danny Werkman/Rick Abresch/Alex van 't Hoff/Nicky Pastorelli (Chevrolet Corvette C6-R); 6 Henry Walkenhorst/Ralf Oeverhaus/Daniela Schmid/Jens Richter/Claudia Hurtgen (BMW Z4).

TOYOTA RACING SERIES TERETONGA (NZ), JANUARY 11-12 RD 1/5

Russian stars but Rump leads

RUSSIAN EGOR ORUDZHEV STARRED in the first round of New Zealand's Toyota Racing Series at Teretonga, winning twice in three races.

Indeed, the 18-year-old St Petersburg driver, who is preparing for his second season in Formula Renault 2.0 in Europe, would have won all three races had he not skated off while leading the wet second heat.

Orudzhev gets off the line like a guided missile – in race one he passed two cars before the first

corner and in race two it was no fewer than six!

But in the final (the 20-lap Spirit of a Nation feature) he was under intense pressure from Kiwi Damon Leitch, who had run second in race one until his rear wing broke.

"He was quicker than me," the Russian admitted. "I could see he had more wing than me so he could do nothing on the straights. In the corners I just had to hold the inside line. That was enough."



Double winner Orudzhev held off Damon Leitch

Singaporean driver Andrew Tang scored his maiden car racing victory in heat two, as he kept his head while others in the 23-strong field erred in the difficult conditions.

Dutch driver Steijn Schothorst led race one until a failed coil made his engine sick. He came from the back of the grid to fourth in race two, and took third in the final.

While other drivers had their ups and downs, Estonian Martin Rump put together finishes of second, third and eighth to take the points lead, ahead of Orudzhev.

Third overall was Brit Jann Mardenborough, who scored a sixth, second and 12th.

● Bernard Carpinter

RESULTS

Race 1 1 Egor Orudzhev, 12 laps in 13m04.353s; 2 Martin Rump, +0.587s; 3 Jordan Oon; 4 Michael Scott; 5 Denis Korneev; 6 Jann Mardenborough. **Race 2 1 Andrew Tang, 15 laps in 21m28.282s;** 2 Mardenborough, +1.377s; 3 Rump; 4 Steijn Schothorst; 5 Korneev; 6 Oon. **Race 3 1 Orudzhev, 20 laps in 21m52.673s;** 2 Damon Leitch, +0.437s; 3 Schothorst; 4 Levin Amweg; 5 Macauley Jones; 6 Matevos Isaakyan. **Points 1 Rump, 166;** 2 Orudzhev, 150; 3 Mardenborough, 140; 4 Korneev, 130; 5 Schothorst, 130; 6 Isaakyan, 123.

ANDROS TROPHY

Jean-Philippe Dayraut continues to lead the way in the Andros Trophy after winning the fourth round of the 2013-14 season at the Isola 2000 circuit last weekend. Dayraut (Mini Countryman) edged ex-F1 driver Franck Lagorce (Renault Clio). Both won two finals each, but Dayraut topped his rival thanks to a superior record in the qualifiers. Finnish Global Rallycross ace Toomas Heikkinen (Fiesta) ranked a superb fourth overall on his Andros Trophy debut.

NZ V8 TOURING CARS

Kiwi Nick Ross seized the lead in the New Zealand V8 Touring Car Championship with two wins in his Holden Commodore during the second round at Teretonga last weekend. Australian Jason Bargwanna, the defending champion, lost his lead thanks to his Toyota Camry (right of picture) suffering a mechanical retirement in race one. Bargwanna won race two convincingly, but a clash with a backmarker dropped him to third in the final.

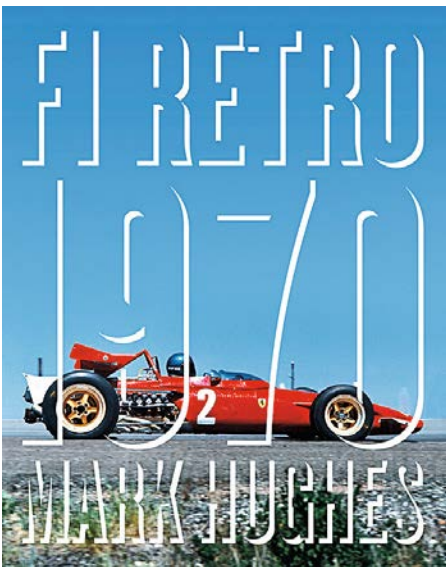




The infancy of aero

In an extract from the new book by Mark Hughes – *F1 Retro 1970* – guest writer **GORDON McCABE** considers early implications of wings

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F1 Retro 1970 is available from www.f1tracingbooks.co.uk priced £49.99

F1 AERODYNAMICS IN 1970

The flowfield around a racing car, invisible to the eye, is an exotic, beautiful and alien world of boundary layers, spiralling vortices, and the chaotic complexity of wake turbulence. This intricate, hidden, inter-connected structure is generated by that most commonplace of phenomena: the passage of a solid body through the atmosphere. Air, however, is a viscous entity governed by non-linear equations, and the complex patterns created by a moving solid are generated by the competition between these two propensities. On the one hand, the non-linearity of the air renders it intrinsically unstable, but this mercurial predilection is balanced by the internal friction of the air (its 'viscosity'), which damps, diffuses and dissipates, to pluck transient sculptures out of thin air.

In this context, the Formula 1 class of 1970 marked a transition from the aerodynamic simplicity and naivety of the '50s and '60s to the

complexity and sophistication of the modern era. By '70, the capacity of inverted wing profiles to generate downforce had been recognised in Formula 1, and briefly exploited in a somewhat reckless fashion. The wings were swiftly mounted high above the car, where they could operate in free air, away from the turbulence created by the rotating wheels. These high wings were directly attached to the uprights by tall struts, which directly transferred load to the tyres, bypassing the suspension system. After a number of accidents caused by wing failures, the regulations were changed, forcing the teams to mount their wings on the sprung mass of the car. The upshot of this was that a 1970 Formula 1 car had to run with somewhat stiffer springs than its predecessors, transferring the variable force generated by the wings without making the car scrape its belly along the road surface.

While Formula 1 was eagerly exploiting wing profiles, it had yet to explore the potential for creating and enhancing downforce by accelerating

the airflow between the ground and the lower surfaces of the car, a phenomenon dubbed 'ground-effect'. This was despite the fact that the McLaren M6 sportscar, entered for the North American Can-Am championship in 1967, utilised a ground-effect nose. While the front wings on some 1970 Formula 1 cars often operated sufficiently close to the ground to benefit from ground-effect, this was largely unintentional, and little attempt was made to control or exploit underbody flow.

The teams were also oblivious at this time to the utility of vortices (swirling currents of air) for creating downforce and generally guiding the flow of air. While it was known in 1970 that the tips of wings could generate vortices, these were treated at the time as merely damaging sources of drag.

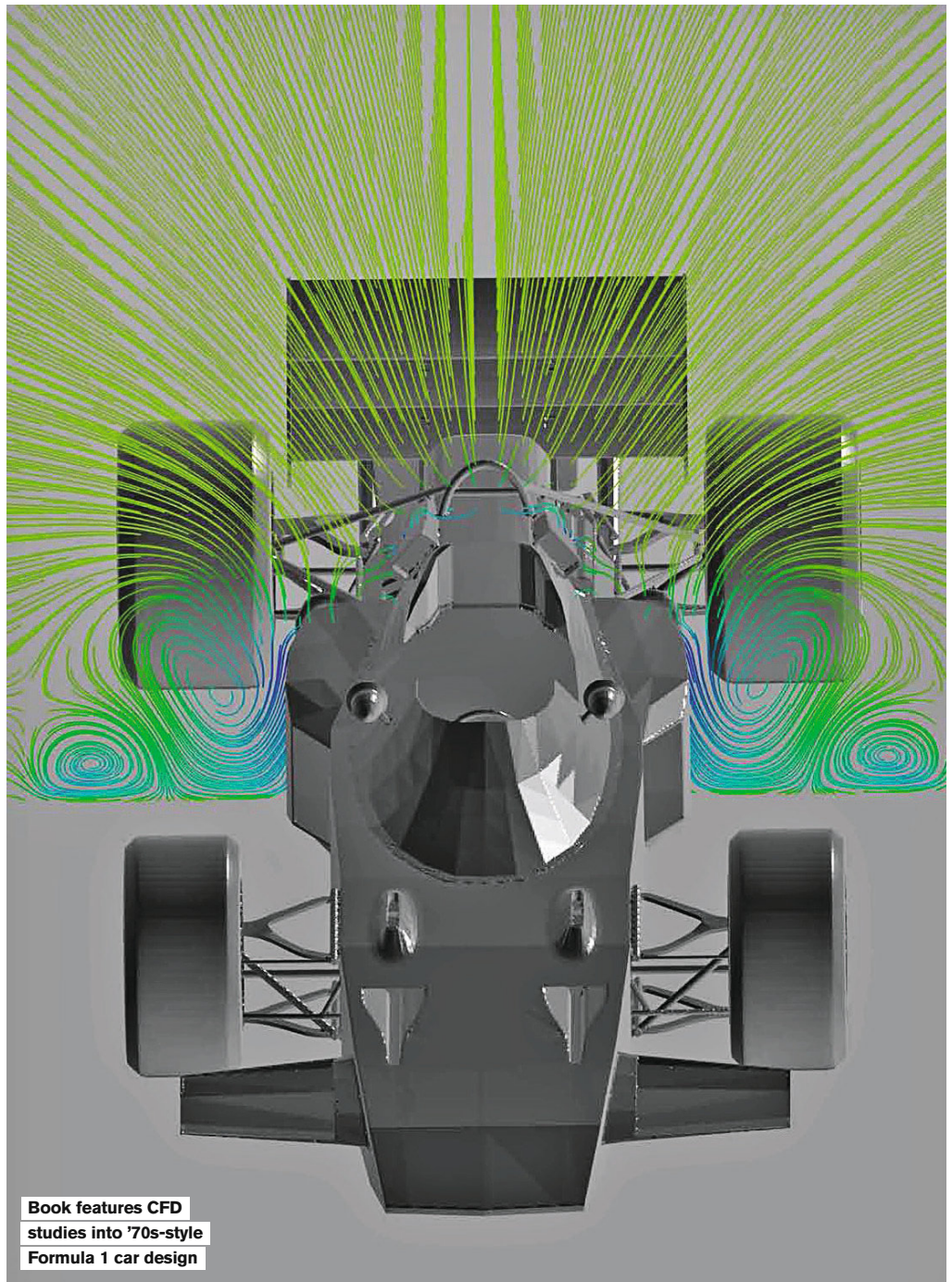
In summary, a typical member of the genus '1970 Formula 1 car', was characterised by the following broad features:

Inverted wing profiles were attached front and rear. The appendages at the front potentially operated in ground-effect (intentionally or not), were located with varying degrees of proximity to the rotating front wheels. The rear wings were mounted over the rear axle line, and were consequently obstructed to varying degrees by the engine, rollhoop and driver's helmet. The wheels, front and rear, shed a turbulent wake, and by virtue of their rotation, created aerodynamic circulation of their own. Radiators were typically housed in the nose of the car, with inlet ducts positioned at the front high-pressure stagnation point, and outlet ducts venting into the lower-pressure region behind and above. At the rear, exhaust outlets injected pulsating, high-temperature jets of combustion products into the rear-wheel and rear-wing wakes.

Most front wings used in 1970 were bereft of endplates, and in this circumstance the gradient between the high pressure above the wing, and the low pressure below, creates front wing-tip vortices. These vortices then interact with the front wheel in a manner dependent upon the height of the wing and the varying overlaps and gaps between the front wing and front wheel.

In this context, the gap is the distance in a streamwise direction between the most downstream point of the front wing and the most upstream point of the wheel, while the overlap is the distance in a spanwise direction between the inside of the wheel and the outside of the front wing. In these terms, the BRM 163 had a large overlap and a small gap; the March 701 had a large gap and a moderate overlap; and the Ferrari and Matra had no overlap and moderate gaps.

Recent research suggests that a positive overlap and a small gap enhances wing downforce (see van den Berg 2007 and Heyder-Bruckner 2011). The flow downstream of the wing is channelled into a region of reduced cross-sectional area defined by the ground and the inside surface of the wheels. For a positive overlap and small gap, the flow near the wingtips or endplates turns into this channel, and accelerates around the corner of the wheel. This channelling effect downstream helps ▶



Book features CFD studies into '70s-style Formula 1 car design

FI AERODYNAMICS IN 1970

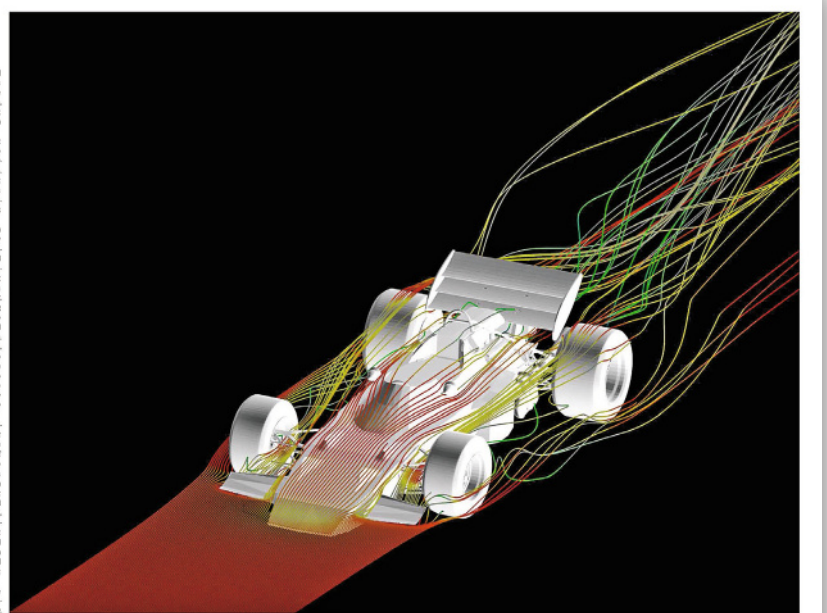
BY DESIGN BECAUSE INVISIBLE TO THE EYE, THE flowfield around a racing car is an exotic, beautiful and alien world of boundary layers, spiralling vortices, and the chaotic complexity of wake turbulence. This vortex ballet, more complex in nature than generated by the most commonplace of phenomena: the passage of a solid body through the atmosphere.

As has two important characteristics: (i) it is invisible; and (ii) it is governed by non-linear equations. The complex patterns created by a moving solid are generated by the competition between these two properties. On the one hand, the two linearity of the air makes it mathematically tractable, but the non-linear production is balanced by the external friction of the air (viscosity), which dampens, diffuses, and dissipates, in fluid transfer or sculpts out of this air.

In this context, the Formula 1 cars of 1970 studied a transient from the aerodynamic simplicity and beauty of the 50s and 60s, to the complexity and sophistication of the modern era. In 1970, the capacity of inverted wing profiles to generate downforce had been recognized in Formula 1, and they were exploited in a somewhat rudimentary fashion. The wings were usually mounted high above the car, where they could operate in free air, away from the turbulence created by the rotating wheels. These high wings were directly attached to the uprights by tall struts, which directly transferred load to the frame, bypassing the suspension system. After a number of accidents caused by wing failures, the regulations were changed, forcing the teams to mount their wings on the spring mass of the car. The upshot of this was that a 1970 Formula 1 car had to run with somewhat softer springs, or spring-rate springs, transferring the variable loads generated by the wings without making the car scrape its body against the road surface.

While Formula 1 was eagerly exploiting wing profiles, it had not yet properly explored the potential for creating and enhancing downforce by accelerating the airflow between the ground and the lower surfaces of the car, a phenomenon dubbed 'ground effect'. The idea, however, was not totally alien. In the McLaren M6 sportscar, entered in the North American Can-Am championship of 1967, had utilized a ground-effect nose, and in 1969 Peter Wright and Alan Oakes had partially developed a ground-effect chassis for Alfa Romeo, complete with side-pod mounted radiators and underbody panels, which was ultimately aborted. While the front wings on some 1970 Formula 1 cars operated sufficiently close to the ground to benefit from ground-effect, this was largely accidental, and little attempt was made that year to control or exploit underbody flow.

The teams were also oblivious at this time to the utility of vortices (swirling currents of air) for creating downforce and guiding the direction of airflow.





Hockenheim grid, 1970:
 Lotus 72C, Ferrari 312B,
 March 701 & Matra MS120

“A large gap is detrimental because it increases the lift, which is generated as airflow accelerates over the crown of the wheel”

► to pull the airflow faster over the wing, enhancing downforce. (This case should be distinguished from that of the full-width front wings permitted in Formula 1 between 2009 and '13. In such a case, where the wing fully overlaps the wheel, it can be beneficial to direct the front-wing wake near the endplates to the region outside the wheel.)

A small gap between the wing and wheel also increases wing downforce. A wing generates downforce because it induces a circulatory component into the airflow around its profile. The rotation of the wheel also induces circulation, and in close proximity the circulation of the wheel enhances the circulation around the wing.

A large gap is also detrimental because it has a tendency to increase the lift, which is generated as the airflow accelerates over the crown of the wheel. In the presence of a large gap, the front wing-tip (or endplate) vortex is more easily sucked to this area, where the low-pressure core of the vortex would add to the lift already generated there. A small gap, in contrast, gives the vortex less room for manoeuvre, forcing it to pass inside or outside the wheel. The height of the wing, however, is also crucial in this respect.

Overall downforce and drag are dependent upon the height at which the front wing is

mounted. A high-mounted wing fails to exploit the amplificatory effect afforded by ground-effect, generating less downforce than a low-mounted wing. The wing-wheel interaction also depends upon the height of the front wing (which can vary under conditions of roll and pitch). In general, the higher the wing, the more damaging the interaction between the wing and wheel. The reasons for this are that, firstly, the wheel itself a source of drag and lift, and the wheel produces more lift and drag when the wing is located at a greater height. Secondly, the function of the wing is impaired if the front-wheel centreline is placed below its trailing edge. This is because the airflow encounters the leading edge of the tyre at the height of the front-wheel centreline, where a high-pressure ‘stagnation point’ forms.

A high-mounted wing places this high-pressure zone below the wing, and thereby detracts from the function of the wing, which is attempting to maintain low pressure on the undersurface. The high-pressure region creates a so-called ‘adverse pressure gradient’, which increases the likelihood of flow separation and stall. A low-mounted wing places the front-wheel stagnation point above the wing, where it contributes to the function of the wing, which is attempting to create high pressure on the upper surface.

As well as wing-height, the front wing-wheel interaction would have been influenced in 1970 by the widespread transition from 15-inch to 13-inch diameter front wheels. Goodyear supremo Leo Mehl gave the following explanation for this transition in the March 1970 edition of *Motor Sport*:

“Having reached the apparent optimum in tread width, it’s natural to start looking for something new, different and radical... Formula 1 suspensions are highly sophisticated now and the car constructors are beginning to get worried about tyre aerodynamics. The biggest wind resistance now on an open-wheeler is the presence of those two big front tyres, so anything you can do to reduce frontal area will improve performance. We’ve now learned to put brakes inboard, so 13-inch wheels are a practical proposition.”

What Mehl doesn’t mention is that those smaller front wheels would also reduce the size of the front-wheel wake. The turbulent front-wheel wake passes downstream, where it can detrimentally affect the performance of the rear wing, particularly under conditions of yaw or crosswind. While it was unintentional, smaller front wheels were therefore beneficial to rear-wing performance.

Clearly, there’s more to a 1970 Formula 1 car than meets the eye. ❧

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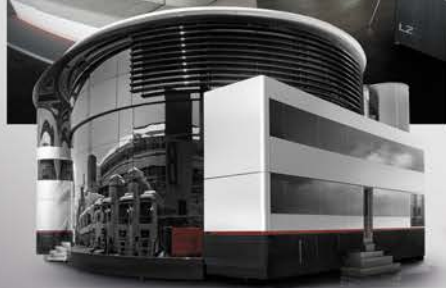
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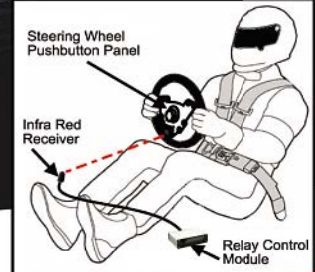
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Benny Simonsen will replace late brother Allan in Lester's team

BEN ANDERSON
NATIONAL EDITOR

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@BenAndersonAuto



IT'S FANTASTIC TO FIND A

feel-good story for our pages so early in the New Year. Hector Lester is a stalwart of British GT, and one of the nicest gentleman drivers in the sport.

When Allan Simonsen lost his life during last summer's Le Mans 24 Hours, Lester was rocked to his core. The Dane had been a key part of their British GT partnership, and it seemed likely his passing would spell the end for Lester's Rosso Verde team, too.

Lester said it would "break his heart" to come back to British GT in 2013, but by linking up with Allan's brother Benny, Hector has found the perfect way to honour the late Simonsen's memory, and continue doing what Allan would have wanted him to do – race. We wish them all the best.

This is a big season too for young Harrison Scott, who has decided to remain in British Formula Ford for a second season (see page 84) rather than accelerate his progression and risk falling at the next hurdle.

If you take the dominant (and vastly more experienced) Dan Cammish out of the equation, 17-year-old Scott was arguably the standout performer among the remainder of last year's grid, as Nick Streatfield's Falcon Motorsport team made a successful 'return' to Formula Ford under its current EcoBoost regulations.

Cammish himself reckons Scott was good enough to win races had he contested BRDC F4 last season, so it will be interesting to see if he can deliver under the pressure of being a Formula Ford title favourite, and how he stacks up against drivers from other series should he earn the McLaren AUTOSPORT BRDC Award nomination that the Ford title would surely bring.

Rosso Verde back to British GT

Ferrari outfit returns as Benny Simonsen replaces brother Allan in 458

ROSSO VERDE WILL RETURN TO British GT for the first time since the death of long-time driver Allan Simonsen at the Le Mans 24 Hours.

Hector Lester is planning a full campaign for his Ferrari 458 Italia GT3 alongside Simonsen's younger brother Benny, who will make his series debut.

Lester drove alongside Simonsen Sr for 10 years but pulled his team out of the championship in the wake of his fatal accident at La Sarthe last June.

Lester will now partner the Dane's 30-year-old brother, who has raced in a variety of tin-top series and made his World Endurance Championship debut in Bahrain in 2012.

Lester hopes the Simonsen family will be present at the opening round Oulton Park, where the pair took victory in last season's curtain-raiser.

"It just makes us very comfortable doing what we're doing; it's hard to put a rationale on the whole thing," Lester told AUTOSPORT.

"Allan was very special to us.

He was the team, he was Rosso Verde. It's left a massive hole but Benny makes splitting from him less painful."

Given the younger Simonsen's inexperience, Lester says he would not face added pressure from the team and had no expectations of him replicating his brother's ability to challenge for wins immediately.

"Benny is very keen to see what he can do," Lester added. "He's been dropped in at the deep end but we believe he's got great ability. We'll give it the absolute best shot we can."

MOTORBASE ASTON LINE-UP

Michael Caine will renew his partnership at Motorbase with Ahmad Al Harthy, in one of the team's new Aston Martin Vantage GT3s.

The duo gave the new car its first test at Brands Hatch before Christmas, alongside factory Aston driver Jonny Adam, and team boss David Bartrum is expecting the two to stay together.

"Al Harthy will return and Caine

should be alongside," he said. "The Aston will carry the weight much better than the Porsche and you've got John Gaw in charge of the company, racing in the championship and fighting our corner.

"I'm very happy and impressed with the car. I think we'll get on top of it very quickly and Aston Martin are helping us a lot."

A decision is expected on the second GT3 car's line-up soon.

Meanwhile, GT rookies Ross Wylie and Jake Giddings will join Beechdean's Aston Martin GT4 junior team.

Andrew Howard, the 2013 champion, announced his intention to field a Beechdean Vantage GT4 alongside himself and team-mate Adam in British GT this season (see AUTOSPORT January 2).

Neither driver has significant rear-wheel-drive experience. Wylie is an ex-VW and Scirocco Cup racer while Giddings has raced in the Clio Cup UK and Ginetta GT5 Challenge.

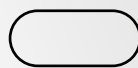
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Scott claimed one win in his debut single-seater season at the Silverstone round

Formula Ford

Scott returns for British FFord attack

BRITISH FORMULA FORD runner-up Harrison Scott will return to the series this season with Falcon Motorsport.

The 17-year-old scored a win and 15 podiums from 30 races in his rookie car racing season with Falcon last year, finishing as best of the rest behind runaway champion Dan Cammish.

"I'm still only 17 and I want to learn my trade properly and get some good results, so we decided not to move

up the ladder too quickly and that another season of Formula Ford was the best option," said Scott.

"My aim will be to try to go better than last year and win the title using everything I've learned. I came on strong in the second half of the year, was challenging Dan, and if I can carry that on and win races then hopefully the title will follow."

Falcon has also secured 20-year-old Late Model V8 stock car racer Chris

Mealin for its planned four-car attack.

Rival squad JTR, which has won back-to-back titles with Cammish and Antti Buri, will slim down to two cars if it returns this season.

Team boss Nick Tandy said: "We plan to run a couple of cars in Formula Ford again this season. We'd like to make it three in a row, but it depends on finding the right drivers."

The fledgling Meridian Motorsport team will expand to three cars this

season, having made plans to acquire Cammish's title-winning Mygale from JTR and another from former champion Jamun Racing.

Ginetta Junior graduate Connor Mills will return for a full season, while ex-Formula Vee and Ford Fiesta racer Ashley Sutton will make a comeback to racing after two seasons out recovering from a road accident.

Jamun also intends to return with a smaller two-car team.

Le Mans

British sportscar manufacturer Juno targets LMP3 expansion

BRITISH SPORTSCAR MAKER

Juno is planning to build cars for the Automobile Club de l'Ouest's new cost-capped LMP3 formula.

The Le Mans organiser revealed plans at the end of last year to replace the single-make LMPC category with an open-chassis formula in its Asian and European Le Mans series.

The Asian LMS was devoid of ORECA-built LMPC entries in 2013 and will admit carbon FIA CN prototypes this year as it transitions to LMP3 rules, due to come into force in '15.

Juno, the manufacturer established by former Williams F1 employee Ewan Baldry, has secured a grant from the UK's Technology Strategy Board and is using it to develop a carbonfibre version of its



Juno wants wider prototype role

CN SPEED/VdeV prototype, which would be eligible for this year's Asian LMS, and LMP3 in the ELMS in 2015.

Baldry, who will also supply older-spec Junos to Malaysia for a new one-make series starting this year, said LMP3 would essentially be "CN cars with an extra 50bhp and a €150,000 price cap that sit between LMP2 and GTE."

Formula Renault NEC

F4 champion Hughes joins Burdett for FR NEC campaign

BRDC FORMULA 4 CHAMPION

Jake Hughes will contest the Formula Renault North European Cup this season with Mark Burdett Motorsport.

The 19-year-old took four wins with Lanan Racing on his way to the inaugural F4 crown and was a McLaren AUTOSPORT BRDC Award finalist in his first full season of car racing.

His switch to MBM will also include selected Eurocup events.

"I chose NEC in order to learn the two-litre car as well as important European tracks without going crazy with money," said Hughes, who will have the experienced Andy Miller as his engineer and A1GP race winner

Robbie Kerr as driver coach.

"I tried a few different teams but MBM is where I felt most at home. The goal is to challenge for the title. If anyone were to offer me a finishing position now, I wouldn't take anything other than first."

Hughes's F4 and Award rival Seb Morris will join Fortec, while Charlie Robertson is also targeting the series.



Hughes won F4 with Lanan

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Radical

Radical's roofed contender to race in Europe and US this season

RADICAL'S ECOBOOST-POWERED sportscar, the Xtreme Coupe, will get its first proper racing programme in Britain and continental Europe this season.

The RXC has been upgraded to a twin-turbo V6 Ford EcoBoost engine, unveiled at the AUTOSPORT International Show last week, and Radical claims to have sold more than 20 since last summer.

One of the RXCs will be run by Ian Flux/Roger Green in Britcar – although it

is not known in which specification – while the Radical Cup USA has created a class for both race and road versions of the model. It will also compete in the Radical European Masters.

Radical boss Phil Abbott said that all the signs pointed to the car being a frontrunner, with the focus on proving its speed and selling road versions in 2014.

"This time last year we launched the RXC and I predicted it would be a game changer," said Abbott. "Having the EcoBoost technology has really turned this car into a world beater – a world-beating sportscar.

"Together they make a devastatingly complete package. It's just phenomenal."

Ford claims that while the new, 454bhp engine will improve the RXC's power – it boasts it will accelerate from 0-60mph in 2.6s – it will also be an extremely reliable powerplant capable of running for up to 200,000 miles.



Radical has teamed up with Ford on RXC

KX Akademy

KX Akademy refugee Boston to sit out 2014 to focus on team

GINETTA GT SUPERCUP RACE

winner Rob Boston will step down from full-time driving duties this season to focus on running his team.

Boston won two races with JHR Developments and finished fourth in last year's Supercup, after securing backing from the KX Akademy, but was dropped from the scheme for this year (see AUTOSPORT, January 9).

His team runs cars in the Lotus Cup UK and Elise Trophy and hopes to expand into the renamed Ginetta GT4 Supercup as he focuses on his team-boss role.

"I won't be racing specifically," said Boston, who said he may still do the odd club race in Mazdas, Lotuses and BMW Compact Cup. "We'll be running four cars

in Lotuses (including last year's top race winner Adam Gore) and customers in Ginettas. It's a shame, but the KX thing probably came a year too early for me.

"It was difficult trying to run a race team as well. I never imagined they would pick me, and I had a good season with a few wins, so I have no regrets."



Boston's focus is now on race team

Historics

Dutton eyes 'bucket-list' hat-trick with March F3 restoration project

FORTEC MOTORSPORT TEAM

owner Richard Dutton has purchased a March Formula 3 car he ran in 1979 as part of a plan to complete his racing 'bucket list' this season.

Dutton is restoring the March-Toyota 783/793 his Richard Dutton Racing team ran for Simon Kirkby in a short programme

of British F3 events in 1979 to contest the F3 event on the Monaco Historic Grand Prix bill in May. The car, which Dutton raced himself in Formula Libre that season, replaces the Chevron B43 he had planned to take to Monte Carlo.

Dutton also hopes to contest the Le Mans Classic in July and the Goodwood Revival in September. He will share a Porsche 911 with marque specialist Fergus MacLeod at Le Mans and old friend and engine builder Neil Brown's Ford Mustang at the Revival.

"Racing at Monaco, Le Mans and Goodwood are on my 'bucket list,'" said Dutton. "I'm booking those three weekends off, so nothing can stop me doing them."



Dutton's Chevron will be replaced

HUMBLE PYE

The voice of club racing



Surtees and his cars gave Pye plenty to think about

Memories evoked and made at AUTOSPORT International

For me, attending the AUTOSPORT International show has become a January ritual over the 20-odd years since it was first staged in Birmingham. My Friday night drive home to the south coast provided time to reflect on the sheer breadth of motorsport strata corralled within the National Exhibition Centre's halls.

From Formula 1 to grassroots autotesting, there is something to sate all thirsts. While race cars ancient and modern are my main bag, I was as taken with Graham Smith's bonkers street-legal 1957 Chevrolet Bel Air dragster and new club offerings as I was with the pageant of magnificent machinery spanning '64 world champion John – he will always be 'Sir John' to me, despite the disgraceful lack of official recognition – Surtees's career.

Just as we laymen are astounded by the advances in aviation design in the 16 years between the maiden flights of the iconic Supermarine Spitfire fighter and delta-winged Avro Vulcan bomber that now fill our hearts with awe at Goodwood, Surtees's cars contrasted beautifully. Split by his title-winning Ferrari 158, the flimsy tubeframe-chassised Lotus 18 // Grande John crashed while dominating the '60 Portuguese GP and eponymous monocoque TS7 (his '70 Oulton Park Gold Cup winner) are so different.

For me, though, there are people to meet and listen to. I always enjoy

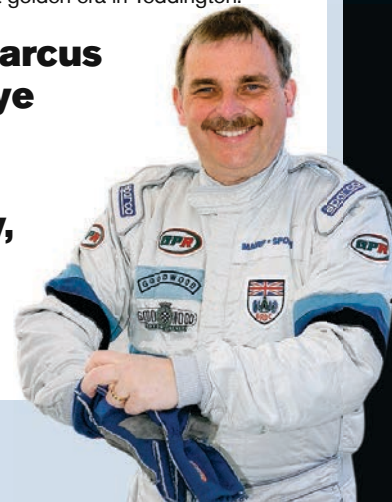
discussing new developments, and it was equally exciting to discover RGB 'puller' champion Austin Greenway's MG3 brainchild, to be produced by ex-BTCC racer Marc Nordon's operation, as it was to have Radical Sportscars founder Phil Abbott talk me through its RXC evolution, with mighty twin-turbo Ford EcoBoost V6 power.

Surprises are welcome, of course, and the AUTOSPORT stage sprang the best one for me when Walter Rohrl was interviewed on Friday. Twenty-five years ago the rally legend – world champion in 1980 and '82 with Fiat and Opel respectively, and let's not forget a brilliant Lancia sportscar racer – tutored me in how to drive Audi's wonderfully savage 720bhp IMSA GTO monster, which he'd raced in the US, at Misano-Adriatico.

After an unforgettable test, which made the magazine's front cover, fellow staffer Keith Oswin doctored a copy, changing just two letters of the headline to read 'Audi's fattest Quattro test'. Harsh then, perhaps, but I'd 'maxed' a priceless driving opportunity at a time when Peter Foubister (now the RAC Club's motoring secretary) presided over what many colleagues fondly recall as a golden era in Teddington.

Marcus Pye

"John Surtees's cars contrasted beautifully, from his title-winning Ferrari 158 to his own Surtees TS7"



Vickers Mazda RX7 to return

MULTIPLE CLASSIC TOURING CAR champion Stacy Vickers will return to racing with a full campaign in his rebuilt, turbocharged Mazda RX7.

Vickers's normally aspirated rotary-engined Mazda was a frontrunner throughout the previous decade in a number of series, but he has focused on competitive sailing for the past three years. He will race in the heavily modified car in the CSCC Special Saloons and CTCRC Thunder Saloons, but concedes he may struggle for outright honours against more recent machinery.

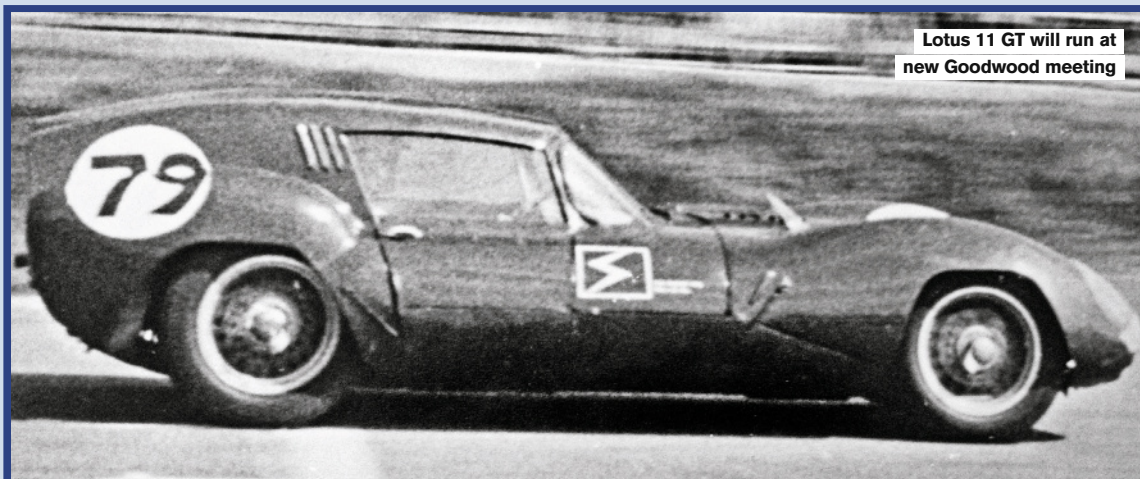
The RX7, previously driven by Yvan Muller, Gerry Marshall and Win Percy, now has 560bhp, an IMSA GTU bodykit, and weighs 980kg.

"We'd won everything in the old car except a Thunder-spec type series," said Vickers, who is hoping to start testing later this month.

"I've got a live axle, loads of grunt and crossply tyres and I'm against V8 Supercars. It's taken a long time to get up to speed and we're not there yet."



RX7 will return in '14



Lotus 11 GT will run at new Goodwood meeting

Goodwood

Goodwood's star captains

FOUR TOURING CAR AND sportscar legends will act as 'House Captains' at the 72nd Goodwood Members' Meeting.

The new event, to be held on March 29-30, will split all competitors into four teams, which will accumulate points across the different races. Each house name relates to a title linked to the Duke of Richmond, owner of the Goodwood estate.

Le Mans 24 Hours winner Jochen Mass will captain Darnley House, while fellow sportscar legend Emanuele Pirro will head the

Torbolton team. Former BTCC star Anthony Reid leads Methuen, and current French LMP ace Nicolas Minassian will captain Aubigny.

All four will contest the Gerry Marshall Trophy for Group 1 touring cars, though the cars they will drive have yet to be confirmed.

One car announced for the meeting is the Lotus 11 GT 'breadvan'. The 1100cc car ran throughout 1964, but soon after was returned to a more conventional open configuration.

Twyman Racing is restoring the coupe bodywork and the plan is for it to contest the event's GT race.

"The car will race in its original Plumstead livery," said Neil Twyman. "We're still working on it. It might be a last-minute finish, but we'll get it done."

"It should be quite competitive. I'd expect the Lotus to be not too far off the pace, although if it rains that could all change, depending on who's driving."

Other categories set to appear at the event are: front-engined Formula Juniors; tin-tops raced between 1958 and '63; F1, F2 and F3 cars of the 1961-65 era; and pre-1966 sports-racers.

Sportscars

Zandvoort race for Group C

THE GROUP C/GTP RACING series will race at Zandvoort for the first time in 2014.

The burgeoning grid will join the Historic Grand Prix event at the Dutch venue, at which Group C cars did not race in period, on August 29-31. They will headline it together with the FIA Historic Masters Formula 1 Championship.

Series coordinator Zoe Copas said: "We are delighted to add another prestigious historic event to our calendar. Our cars are going to look spectacular around Zandvoort."

Group C/GTP will also fill the historic slot on the Le Mans 24 Hours support bill this season, having raced on alternate years there since 2004. The other events on the provisional six-round calendar are the Classic Revival at Barcelona, the Spa Classic, the Silvertone Classic and Dix Mille Tours at Paul Ricard.



Group C exotica will go Dutch



Classics

CSCC to run Porsche series

THE CLASSIC SPORTS CAR CLUB will help operate a new production Porsche race series as part of a wider expansion for 2014.

Two 20-minute races across eight UK rounds, as well as a trip to Spa, will make up the inaugural calendar for the Dunlop Production Cup for Porsche.

It will run on controlled, treaded Dunlops and is designed to be a cheaper alternative to existing categories, such as the Porsche Club Championship.

At least one driver has moved from the

Club championship to the new CSCC offering, but series coordinator Chris Clark believes the level of interest shown already indicates they could operate alongside one another without any significant issues.

"It's entry-level Porsche motorsport and we're aiming for 20 cars," he said. "I think there are enough people out there for both to co-exist. It's just to give people an alternative."

Another addition to the club's package is the new Puma Cup, which will also run

on controlled Dunlop tyres.

Clark is hopeful of attracting a small grid of five to 10 Fords to run alongside the CSCC Tin Tops, which will have a bespoke class for two-litre Renault Clios.

Other tweaks to the CSCC roster include the revival of the hour-long Classic K Series races for GT and touring cars, and the splitting of the oversubscribed Magnificent Sevens into two groups.

The two 15-minute Special Saloons and Modsports races can also now be shared by two drivers.

Britcar

Britcar 24 Hours cancelled over noise row

THE BRITCAR 24 HOURS HAS BEEN cancelled for this year after a noise complaint from a Silverstone local.

An agreement had been reached between Britcar boss James Tucker, Silverstone officials and Silverstone village to bring back the 24-hour event, which reverted to a 1000km race last season.

A crowd limit had been put in place for the planned 2014 race, which organisers originally suggested would be replaced by a 90-minute race and a four-hour event.

But Tucker said a complaint from the chairman of Whittlebury Parish Council meant it would now have to be run as

a single 90-minute race with a view to reviving the 24 Hours in 2015.

"Both Silverstone Circuit and Silverstone village had given permission, but despite a long standing agreement Whittlebury village have said no, via their chairman who has lived in the village only two years," said Tucker.

"We have kept noise levels well below the agreement and have limited the crowd, so we are very angry that they have gone back on a decision."

Britcar has undergone a significant makeover since Tucker reassumed control in mid-2013, with the 24-hour race the

centrepiece of a huge revamp for '14.

Despite the cancellation, organisers insist the rebranded Britcar Endurance Championship – which no longer carries MSA 'British' status – will continue as planned, as will a new structure of sub-series.

The flagship BEC will consist of 12 90-minute races across six events, while there will also be Trophy, Duro and Endurance Sport and Touring Car classes.

The Trophy and Duro events will consist of three 30-minute races, while the ESTC races will be 90 minutes long and run as classes within the BEC events.

In brief



PALMER TO BRDC F4

Will Palmer will contest a full BRDC F4 campaign with HHC Motorsport this season. The ex-Ginetta Junior racer, son of MSV boss Jonathan and brother of GP2 race winner Jolyon, has competed with HHC since 2012 and remained with the team for the F4 Winter Series, winning on his second outing at Brands Hatch (above). He has targeted a top-six finish in the championship.

BWRDC GOLDSTARS

Caterham Graduates champion Amanda Black and MX5 title winner Amy Barker have won the British Women Racing Drivers' Club's GoldStars Awards. Black claimed the Elite honour after taking the Sigma Graduates crown in 2013, while Barker's triumph in the MaX5 Mk1 class earned her the Club gong.

PEARSON STEPS UP

Runaway Ginetta G20 class champion Stuart Pearson will graduate to the G40 category in this year's GT5 Challenge. The 35-year-old finished 16th in his last season in the G40 class in 2012. He will drive with Tolman Motorsport, which will also run David Pattison and Alex Preston.

BENTLEY DONINGTON

A Bentley anniversary race will be held at Donington Park to celebrate 90 years since the manufacturer's first Le Mans 24 Hours success. The one-marque race at the Aston Martin Owners' Club June 7 meeting will bring together a range of models, from the 24-litre Napier to the Worthington brothers' Continental GT.

BRANDS RALLY STAGES

The Davrian Dav-Tec of Dean Thomas and Mark Burt won the Brands Hatch Winter Stages last weekend, beating the Royston and Bridge Carey Renault Clio 172 by 12 seconds. The field included historic sportscar driver and ex-Le Mans 24 Hours racer John Sheldon. The 67-year-old drove a Ford Mk1 Escort (pictured) alongside Richard Kirby to 34th overall and 19th in class.



Britcar's flagship race has hit the skids again over local noise nuisance

Britcar

BTCC Focus to join Britcar grid as part of series revamp

AN EX-BRITISH TOURING CAR

Ford Focus will join the Britcar grid in 2014 as part of the series' drive to attract new entries.

Bubble and Kick Racing will run the S2000-spec Focus, built by Arena in 2008 and campaigned by Motorbase until last season, as well as another Focus built in-house, in the 90-minute Endurance Sport and Touring Car races.

Britcar has also attracted a highly-developed Toyota GT86 GT4 entry to its flagship Britcar Endurance Championship.

The five-litre V8-engined car includes a

US-sourced body kit and a custom clam-shell front end. It may also take part in May's Zandvoort 12 Hours, as well as Castle Combe GT championship rounds.

The project, a joint venture between MR2 and Atom Cup racer Nick Holden and Patrick Mortell's Rogue Motorsport, has evolved since the team started with a bare shell more than a year ago.

"We originally planned to use the 3.5-litre Lexus V6 engine but opted for the V8 from its IS-F model," said Mortell.

"It makes 417bhp in stock trim, but we're up to 477bhp. Our goal is 500bhp."



Ex-Motorbase Ford will run in Britcar

750MC

Ex-Stock Hatch aces to Clio grid

Ex-Stock Hatch champions Patrick Fletcher and Jeff Humphries will join the 750 Motor Club's new standalone series for Renault Clio 182s this season.

Organisers hope the Clio class, introduced into Stock Hatch last year, will attract up to 20 cars. Fletcher, the 2011 champion, and Humphries (the '09 title winner) will be joined by long-time Stock Hatch ace Matt Digby.

The 750MC will also incorporate Mazda MX5 and Honda Civic racing for the first time in 2014.

The 5Club Racing Cup, which has its roots in the defunct Ma5da Racing series, will run at nine 750MC events this season, while MX150R kit cars will race on the 750MC Sports Specials grid.

The Civic Cup caters for examples of the Japanese model built between 1990 and 2013. Competitions secretary Giles Groombridge believes the new home for the cars, which have raced on the Time Attack support bill recently, will have similar appeal to the BMW Compact Cup.

"They've got a good base," he said. "[It has moved to] mainstream club racing, which will hopefully help it."

Boxing clever

The Boxster made an underwhelming start to life within the BRSCC's Porsche Championship, but has since made its mark with strong grids and close racing. **BEN ANDERSON** takes a look at the series



ALL PICS: NICK WALKER

Every form of modern racing has to move with the times or get left behind. How many series, conceived many years ago for cars no longer in production, bury their collective heads in the sand instead of making necessary technical updates to keep grids healthy?

The BRSCC's Porsche Championship (then known as the 924 Challenge) was in pretty rude health a few years ago. Porsche 924s were (and still are) cheap, parts for them were abundant, grids were healthy, and the racing was close and competitive. But there were genuine fears for the future of the category if it didn't modernise. That's why the 924s now have to share a grid with a more modern cousin – the Porsche Boxster.

Porsche's mid-engined roadster (which some car nuts harshly lump into the 'hairstylist's car' category) was introduced into the Porsche Championship for 2010. There weren't many to begin with and the racing between them was hit and miss – sometimes very close, other times anything but. By the start of

the second season, the grid was split pretty evenly between Boxsters and 924s, but the racing was still mixed.

Then-AUTOSPORT National Editor Kevin Turner and I watched the first race of the second season at Silverstone in April 2011 and came away feeling pretty underwhelmed as David Clark easily defeated Gerry Taylor, well down the road from an exciting 924 class battle (though the second race between the top cars was, in fairness, a lot closer).

Since then, grids have grown to the point where the Boxsters are numerically as well as competitively dominant. Porsche Drivers Association chairman Nick Hull was one of the first to sign up to the new-world order. The former superkart racer has been at the forefront of helping the Boxster initiative grow from modest beginnings into one of UK club racing's recent success stories.

"This all started in 2008," says

Hull, who races a Union Jack-liveried Boxster in the series.

"Ernie Cheetham and Andy Davies at the PDA decided to introduce the Boxster because the 924s were dying. I built a car off the back of seeing an internet ad and turned up to discover there was only me and one other guy!

"A lot of people were waiting to see how it would turn out, so it's taken a while to get the numbers, but I think we've done really well to get where we are. In 2012 Logson (the business of Boxster and Britcar racer Ian Loggie) sponsored us and now we have Toyo Tires. We've had Motors TV for the past three years and I think there will be another six-to-eight drivers in the championship this year."

One of the ironies of the Porsche Boxster success story is that the 924s have had a recent resurgence. "It's like *Eastenders* on wheels," says 924 racer Philip Waters. "If it's not happening to you it's happening to someone else. The 924s are great cars – they brake better than the Boxsters because they're lighter; it's like driving a go-kart."



Porsche racers are a friendly bunch



“There’s almost a 20-car grid now. Considering where it started I think it’s pretty good”

The dual strength in the series means there are plans to run a ‘Classic Championship’ for 924s if numbers continue to increase.

Series insiders reckon you can find donor road-going Boxsters for as little as £6000, but you’ll need to spend another £6000 fitting a ‘race kit’ (rollcage, dampers, brakes, wheels, tyres) and probably another £6000 to run it for a season. Arrive-and-drive packages are available for £3000 per weekend, or around £35,000 inclusive for the season – which puts Boxster racing at the more expensive end of the club-racing spectrum. You can run three different models, which are equalised with weight to make up for a 26bhp spread in performance depending on the age of your car.

Gerry Taylor runs top team TF Motorsport, which has helped double champion Rick Styrin become the most successful driver in the series over the past two seasons.

“Ironically, this Boxster series is like coming full-circle for me,” says ex-bicycle racer Taylor, who started his car racing career in Porsche 924s and has enjoyed success himself in Boxsters following a fruitful stint in Caterhams and British GT starting in the early 90s. “It seems to be going in the right direction and it’s growing. There’s almost a 20-car grid [among the Boxsters] now and I think there are 25 out there built for racing. Considering where it started [with six cars at Snetterton in 2010] I think it’s pretty good.”

CRASH! BANG! WALLOP!

A WEEKEND OF SPARRING AT DONINGTON

AUTOSPORT joined the Porsche Championship for its final round of the 2013 season at Donington Park, and there wasn’t much that didn’t happen over the course of three races.

An October date brought typically mixed conditions and with them a lot of incident. Ex-Caterham racer JM Littmann (back racing after a decade away) scored his first win in Saturday’s opener, was excluded for contact with double champion Rick Styrin, then re-instated on Sunday on appeal. Phew! AUTOSPORT qualified sixth in the damp and finished seventh in a race spoiled by too many yellow flags.

AUTOSPORT’s TF Motorsport team-mate Styrin wrecked his engine in that one, so borrowed the absent Ian Loggie’s car for Sunday’s contests. Contact between Styrin and former MGOC champion Will Sharpe stopped the second race for a time.

AUTOSPORT was already sitting in the ambulance at that stage, having crashed out at McLeans on lap two! Steven Boyles ended up winning narrowly as Littmann was penalised for an out-of-position start. AUTOSPORT was allowed to re-start from the pitlane and climbed to 10th, but reprimanded for overtaking under yellows. (Sorry boss!)

Littmann refused to start race three, in which Styrin started from reversed grid pole. He beat ex-Mazda MX5 ace Jonathan Greensmith in foul wet weather to win, as AUTOSPORT trailed home a distant third to complete the podium. The victory meant the most successful driver in the history of the series has now won in each version of the Boxster eligible for the series.

“Rick is a proper driver,” reckons 2007 British Formula Ford champion Callum MacLeod, who

coaches TF’s drivers. “Gary Catt is ‘the bollocks’ in karts and Rick finished second to him in the British championships in the ‘90s. I wouldn’t fancy racing him in these cars. I think I’d still win, but it would be a lot of effort!”

Driving these cars well is tricky. They are heavy (around 1300kg) and use ‘cut-slick’ tyres. This means they move around a lot, and judging how much sliding

“The top guys have won a lot and would be quick in anything.

The level is high”

SEAN COOPER

you can get away with in ever-changing weather is not easy. “Traction is the strength of these cars, because 80 per cent of the weight is at the back, and driving them well is all about keeping the car settled and pinned to the road,” reckons Porsche GT3 ace Phil Keen, who was at Donington supporting a friend in the Ford XR Challenge.

“You can’t afford to upset them too much – they’re like fat old ladies!”

With the likes of Styrin, Greensmith, Sharpe and Littmann, plus new British Endurance champion Loggie and emerging frontrunner Boyles, competition is strong at the front. “I raced one of the first Boxsters in 2010 and it’s come on a lot as a championship,” says Track Focused team manager Sean Cooper. “People don’t realise, but the top guys have won a lot and would be quick in any club championship. The level is high.”





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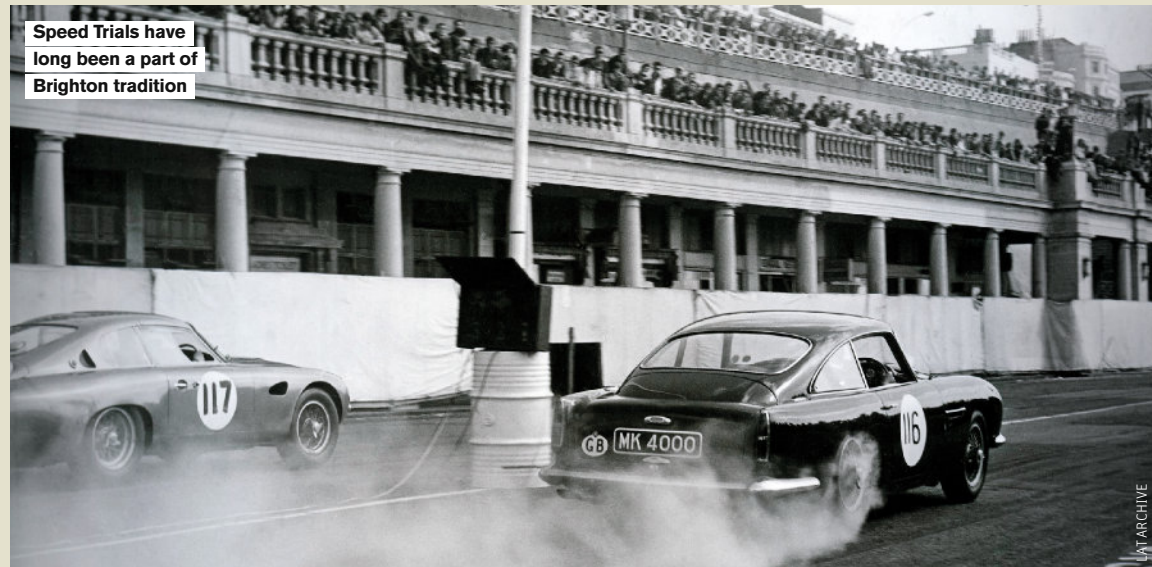
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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Speed Trials have long been a part of Brighton tradition

Brighton's need for speed

In September 2001 I made a round trip of 600 miles with a racing car in tow to compete for just over a minute.

Ten years later I made the same trip to compete for less than half a minute (the course had been shortened), which I repeated four years later.

So what possessed me to drive a total of 1800 miles to go against the clock for about two minutes? The Brighton Speed Trials.

That Brighton and Hove City Council can be seriously considering putting an end to

this British motor sporting institution is unbelievable, and I am heartened by the number of enthusiasts who have signed the online petition to save this seafront sprint.

I understand what the council's governing Green Party stands for. However, their high ideals must be balanced against the economic benefits, prestige, historical significance and sheer pleasure to thousands of people the Speed Trials bring to Brighton, a town traditionally admired for its tolerance.

Peter Herbert, Moulton, North Yorkshire

I am yet to form a solid opinion about F1 going greener. What I do know is I'm looking forward to astonishingly clever solutions and new loopholes.

I understand F1 and road cars have to follow more or less the same path, but F1 is about sheer speed and elegant aggression. Making 22 cars run on low levels of fuel and use energy recovery systems is not going to save the world – while road cars may have an impact on it.

I hope this kind of rule-making won't continue until all cars are electric.

Brigitta Gyimesi
By email

After reading your top 50 drivers of 2013 (December 19–26), I have to admit I was extremely disappointed in what seemed like

favouritism by AUTOSPORT towards F1.

Saying that Sebastian Vettel is the best driver after winning his fourth title after 19 races is so disappointing. Compare him to Jimmie Johnson, who you placed third after he won his sixth title in seven years after completing a gruelling 38-race season.

There is just no comparison. I just wish AUTOSPORT would realise there is better motorsport out there than F1.

Chris Neeson
Liverpool

Last week's cover proves

one thing: it doesn't matter what shape a racing car is, paint it in Leyton House turquoise and it'll still look good...

Stuart Groves
By email

Watching TV over Christmas, I

was taken aback by an ad for electronic cigarettes. What shocked me was the design is 100 per cent 'cigarette brand' in style and totally legal to advertise.

Is this a potential big-bucks sponsorship revenue stream? F1's iconic cigarette branding brought with it some of the best liveries, and while it's good that the promotion of cigarettes has gone, it was a shame to see the aesthetics lost...

Gary Wills
Deeping St James, Lincs

CORRECTION

The Surtees T57 pictured on page 62 of last week's magazine is being driven by Derek Bell on his way to sixth place in the 1970 US GP at Watkins Glen, not John Surtees at Oulton Park.

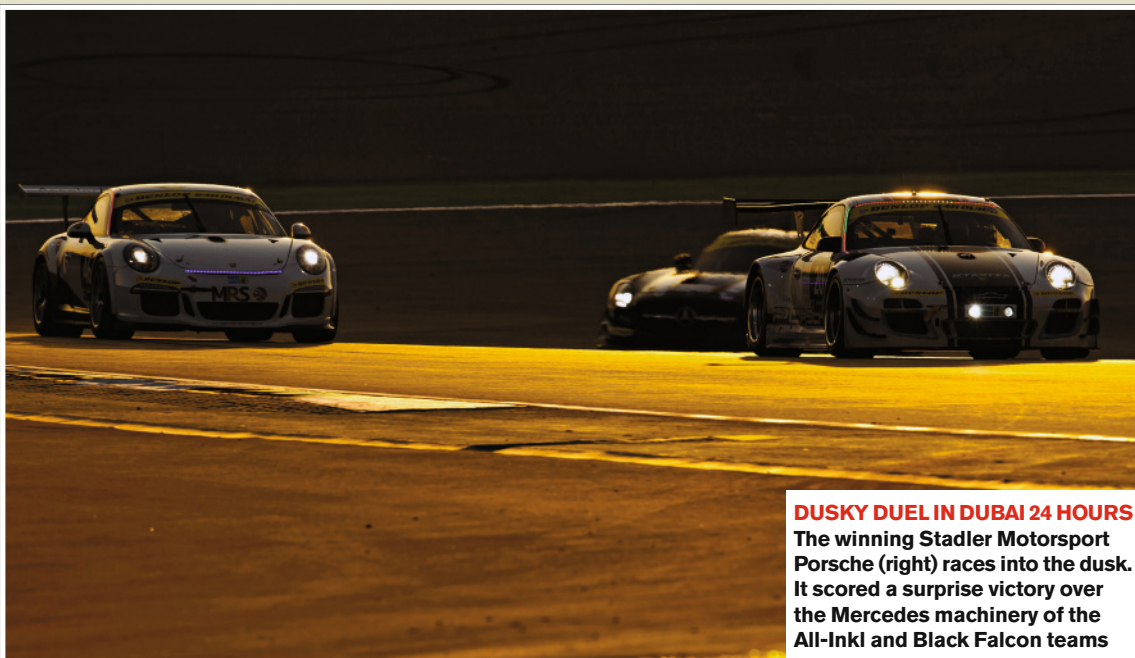
In pictures

Our snappers roaming the globe from Argentina to Dubai via Daytona



A MINI IN A MASSIVE VISTA
The Dakar Rally always produces some stunning scenery – this is Argentina, and the Mars-like terrain between San Juan and Chilceto

LE FLOCH/DPP/PI



DUSKY DUEL IN DUBAI 24 HOURS
The winning Stadler Motorsport Porsche (right) races into the dusk. It scored a surprise victory over the Mercedes machinery of the All-Inkl and Black Falcon teams

DREW GIBSON

HE'S A LITTLE BIT RUSTY, BRAD
The 1989 Winston Cup winner Rusty Wallace returned to the wheel of his #2 car at Daytona last week, under the tutelage of its current driver Brad Keselowski



KINRADE/LAT

FAMOUS NAME, FAMOUS FORD
Roger Clark's son Olly recently tried an Escort Mk2 on a frozen lake at the John Haugland Winter Rally School in Norway to help his Time Attack skills



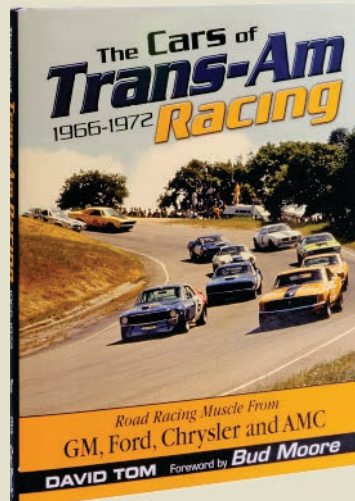
In the shops

Desirable new releases

CARS OF TRANSAM BOOK

£35 – autosport.com/shop

Late-'60s Trans-Am was a golden era of US racing, as big manufacturers fought each other in lairy production-based cars. This book focuses on machines from AMC, Chrysler, Ford and GM, highlighting some of the tweaks and tricks via period photography and rebuild projects.



ALONSO 2013 FERRARI 1:18

£119.99 – autosport.com/shop

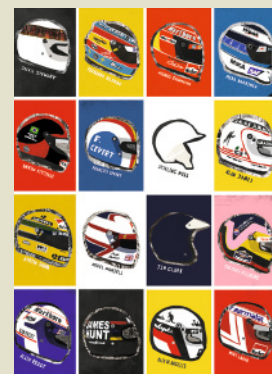
The burgeoning range of large-scale (1:18), diecast F1 replicas from the 2013 season now includes this Ferrari F138 from Mattel, in Fernando Alonso specification. The detail on this model of the Chinese and Spanish GP-winning car is good and includes working steering.



F1 HELMET DESIGN PRINT

From £24 – lisastatham.co.uk

Lisa Statham's giclee print on fine-art paper (available in A2 at £35, A3 at £28 and A4 at £24) highlights how distinctive F1-driver helmet designs used to be. She's recreated some of the most iconic crash-hat colours from F1's past. You can't beat Cevert, Hunt or Senna for a stand-out design. Check the website for the artist's other pieces of work.



WHAT'S ON

ON TRACK AROUND THE WORLD

MONTE CARLO RALLY

World Rally Championship
Rd 1/13
Monte Carlo
January 14-19
wrc.com

Can anyone – including new M-Sport signing Robert Kubica and Citroen's Kris Meeke – stop Volkswagen and Sebastien Ogier in the 2014 World Rally Championship curtain raiser?

DAKAR RALLY

Argentina-Bolivia-Chile
January 5-18
dakar.com
 The final three days of the 2014 endurance rally raid takes in the

Western coast of Chile, as competitors complete more than 600 miles of special stage running on the way from Antofagasta to the Valparaiso finish.

TOYOTA RACING SERIES

Round 2/5
Timaru, New Zealand
January 18-19
toyotaracing.co.nz

AUTOSPORT

Supposing you had the chance to banish your worst nightmares, what would they be? Editorial assistant **SCOTT MITCHELL** gives his arguments to get rid of his pet hates to motorsport's Room 101



Rosberg: uses BlackBerry to good effect



THE WORD 'POTENTIAL'

By this I mean the manner in which the word is banded about without any kind of thought to its meaning. It's impossible to define it, unless you have mastered a remarkable ability to see into the future.

Those that are usually guilty of this do so by assuming age and potential go hand in hand. Yes, younger drivers have more time to develop, but that doesn't automatically mean that the end product is more likely to be much better. If a 17-year-old has three years of car racing under his belt already, with full pre- and post-season testing programmes bookending each campaign, can he be considered as having greater 'potential' than a 19-year-old rookie who steps into a car with nothing more than a couple of pre-season tests and wins a championship first time out?

Every driver starts at the same stage – zero experience in a racing car – and will end up at various points along the spectrum of driving ability. How quickly they accelerate their progress is a different matter entirely. Let 'em learn.

BAD TEAM NAMES

I appreciate there are only a finite number of words in any language to combine and create a team name, but it's not the world's most arduous task. Here's a trio of guidelines to help.

1) Do *not* use 'Team' and 'Racing' together, even if sandwiched by your name, company or the initials of

either. Foreign translations do not help.

2) Operate a three-word limit. Anything longer will be immediately shortened anyway by nearly everyone involved (apart from those who like to appeal to the PR side of the business). Sponsors might like the idea of your team name reflecting the four main supporters of your operation, but it looks rubbish and it sounds even worse.

3) Initials are fine. Surprised that 'XY Racing' is taken? Think outside the box and don't adopt the same suffix that 90 per cent of other teams already use.

COMPLETELY OPEN NUMBER CHOICES

I may be alone on this, but I've always associated #1-10 with the championship's top dogs. So the policy adopted by many championships in allowing number choice to be a free-for-all has always rankled me. In my experience, achieving a 'number' was a great incentive for people who were not realistically fighting for top honours.

Breaking the coveted top 10 has always remained a wonderful goal for the underdog, and it's not difficult to offer reward – numbers 1 through 10 should be unavailable to those who did not finish in that place in the championship the previous year, and be used at the discretion of the drivers who earned it.

MOTORSPORT'S FITNESS DETRACTORS

It takes a lot of things to drive a racing car quickly and, regardless of what sceptics think, fitness is very much at the top of the list.

NASCAR legend Jimmie Johnson made it publicly clear in 2013 what he thought of people who claimed drivers were not athletes, but the detractors don't just stop at oval racing. I guess motor racing can be an easy shot for those lazy enough to settle for the 'you're-just-driving-round-in-circles' argument.

But the level of professionalism shown by drivers and teams, not to mention the increasing efforts being put in on the sports science side, do not deserve to be ridiculed by those who make little effort to understand the rigours of top-level competition.



Mark Webber, fit? Just a bit, mate!

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

ON TELEVISION

THURSDAY JANUARY 16

0625-0900, 1340-1650 Motors TV
Dubai 24 Hours: Highlights
0900-1035 Motors TV
AUTOSPORT International:
Stage Interviews Part 1
1700-1800, 2100-2200 Premier Sports
NASCAR: closest finishes in history
1900-2000 Sky Sports F1
F1 Legends: Gerhard Berger
1925-2100 Motors TV
AUTOSPORT International:
Stage Interviews Part 1
2205-2235 Motors TV
NASCAR Nationwide: Best of 2013
2235-2305 Motors TV
WRC: Monte Carlo Rally Day 1

FRIDAY JANUARY 17

0600-0625, 0900-0935 Motors TV
WRC: Monte Carlo Rally Day 1
0630-0700 BT Sport 1
WRC: Monte Carlo Rally Day 1
1200-1300 BT Sport 1 LIVE
WRC: Monte Carlo Rally Day 2
1545-1720 Motors TV
Andros Trophy: Isola Highlights
1700-1800, 2200-2230 BT Sport 2
WRC: Monte Carlo Rally Day 2
1900-2000 Sky Sports F1
F1 Legends: Mika Hakkinen
2230-2300 Eurosport
Dakar Rally: Stage 12
2235-2305 Motors TV
WRC: Monte Carlo Rally Day 2

SATURDAY JANUARY 18

0600-0625, 0900-0935, 1210-1240 Motors TV
WRC: Monte Carlo Rally Day 2

1240-1545 Motors TV
AUTOSPORT International:
Stage Interviews
1400-1430 BT Sport 2
WRC: Monte Carlo Rally Day 2
1430-1530 BT Sport 2 LIVE
WRC: Monte Carlo Rally Day 3
1545-1650 Motors TV
AUTOSPORT International: Highlights
1700-1800 Sky Sports F1
F1 Legends: Alain Prost
2000-2100 BT Sport 1 LIVE
WRC: Monte Carlo Rally Powerstage
2230-2300 Eurosport
Dakar Rally: Stage 13
2235-2305 Motors TV
WRC: Monte Carlo Rally Day 3

SUNDAY JANUARY 19

0000-0030 BT Sport 1
WRC: Monte Carlo Rally Day 3
0600-0625, 0900-0935, 1210-1240 Motors TV
WRC: Monte Carlo Rally Day 3
0930-1000 Premier Sports
NASCAR Nationwide:
2013 Season Review
1035-1135, 2130-2235 Motors TV
AUTOSPORT International: Highlights
2000-2100 Channel 4
Speed with Guy Martin
2225-2255 Eurosport
Dakar Rally: Review
2235-2305 Motors TV
WRC: Monte Carlo Rally Review

MONDAY JANUARY 20

0900-0935, 1210-1240, 2000-2030 Motors TV
WRC: Monte Carlo Rally Review
1930-2000 Eurosport
Dakar Rally: Review

ONLINE

HOT ON THE WEB THIS WEEK

YouTube ONBOARD FOR KUBICA'S LAST-GASP JANNER RALLY WIN



SEARCH FOR: ERC Jännerrallye / Janner Rally 2014 - Kubica SS18 onboard (16:45)
Ride onboard with Robert Kubica and Maciej Szczepaniak as they overcome a sizeable final-stage deficit to win the European Rally Championship-opening Janner Rally on their M-Sport Ford debut. The commitment is astounding, even with that pesky broken spotlight.

AUTOSPORT+
Exclusive content coming up in our premium website this week

AUTOSPORT's guide to the first World Rally Championship event of 2014 is followed by coverage of the Monte Carlo Rally itself. Can Britons Kris Meeke or Elfyn Evans stop the might of Sebastien Ogier and VW? Plus, an extended version of our top 25 drivers never to win the Formula 1 world title.

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- IN THE IPAD ISSUE THIS WEEK
- WATCH HIGHLIGHTS FROM AUTOSPORT INTERNATIONAL
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

Download it now from autosport.com



Revved up over what's on the box

Now that climate change has thrown the traditional differentiators between the seasons into disarray, in the *Revved Up* household at least, you can tell the time of year by the sport that's on the telly.

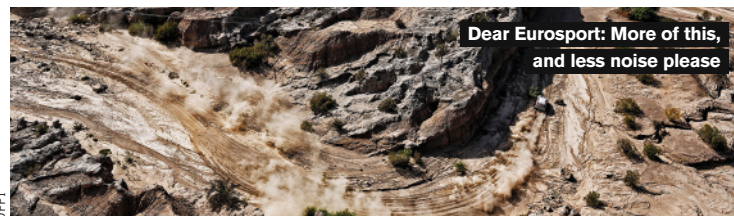
If the darts are on, it's that period in between Christmas and New Year. If it's tennis, it's those rainy summer weeks in June and July. And if there's rally raiding, it has to be the Dakar and thus early January.

Starved of motorsport action – I'm not falling for the minimum lap-time reference nonsense of the Dubai 24 Hours again – the Dakar is an oasis of action in an Actacama desert on Eurosport's schedule.

With the event moving into its second week – and over the border into Bolivia – the Dakar resumed on the weekend in

gentle fashion. A foggy start to the day meant the helicopter couldn't take off, and for safety reasons the stage was delayed.

Given that the Paris-Dakar was created by one man being lost in the Sahara, and that entrants flock from all over the world due to the gruelling nature of the event, there's a certain irony in health and safety considerations playing an interfering role.



Dear Eurosport: More of this, and less noise please

The scenery was spectacular. The locals turned up in droves and for the quad entrants in particular, the stage looked like it presented an uncomfortable challenge.

But given the highlights were afforded only a 45-minute slot, there was simply far too much time devoted to looking back to previous event memories – 'ah, do you remember the time when the Dakar used

to finish in Dakar?' – and going behind the scenes at the bivouac (seriously, when you've seen one camper van, you've seen them all).

The star of the show is clearly the backdrop, and with a (shortened) stage of way over 300km, surely there was enough action to fill 75 per cent of the run time?

I appreciated the insight into the world's largest salt lake, and the time spent with the quarryman who was excavating blocks for a restaurant made entirely of salt – surely one to avoid if you have high blood pressure – although it was all undermined by the postscript that overnight rain meant it was unlikely to be used as part of the following day's staged as planned.

Revved Up

Stephane Ortelli

“I looked down and saw Porsche legend Norbert Singer wiping away tears”

■ Spa 24 Hours ■ July 26-27, 2003 ■ Porsche 911 GT3-RS ■ Anchoring first win for N-GT car at Spa



The Dumas/Lieb/Ortelli Porsche, run by Freisinger, crosses the line to win

I SUPPOSE A LOT OF PEOPLE would expect me to choose the 1998 Le Mans 24 Hours that I won with Allan McNish and Laurent Aiello in the Porsche GT1. For sure it was a special race but there is another that was special for me – the Spa 24 Hours in 2003.

That year I was doing the FIA GT Championship with Freisinger Motorsport. They were the team that I joined after Bob Wollek, my mentor, friend and ‘racing father’ died. Bob taught me so much the first time I went to Spa.

In 2002 I finished on the overall podium in an N-GT car, so we knew that under the right circumstances a win might just be possible. The big boost for us in 2003 was that Norbert Singer joined us. The legend! Porsche had won Le Mans with Norbert’s expertise and it was an honour to be a part of that.

For Spa, the spirit was very good with Marc Lieb and Romain Dumas who are both great guys. We had a very intelligent race with Norbert

calling most of the shots. Early on I remember Mike Hezemans crashing and I thought if a driver of that experience can go off I need to be careful. As Bob used to say, ‘A 24-hour race, starts at midnight, before that you are a taxi driver!’

From the start we were saving fuel and getting laps back on our opponents through better economy. It was classic endurance racing.

Spending as much time away from the pits is the way to go, especially when the weather is poor and there are safety cars, which is exactly how it transpired in 2003. As the race went on we were still in the top three. Nobody thought we could get an overall win.

There were crashes during the night with many safety car periods and this actually became the key point.

I had just got into the car before one of the accidents. The safety car would be out for a long time and I heard Norbert say on the radio, ‘Stephane, I don’t want to see you back in the pits before the race actually restarts.’ So, I started to switch the engine off at Les Combes to see how far I could go down the hill free-wheeling. And then I would accelerate to join the group of cars.

I also turned off the lights to save the battery. I was doing the same trick lap after lap. And the only thing Norbert said was, ‘Great job. You did what I asked you to do, well done Stephane, intelligent!’

We won the race – the first win for an N-GT car in FIA GT. It was very satisfying. The podium was fantastic. I was so pleased for the Freisinger guys who were real racers and deserved the win so much. I looked down and saw Norbert wiping away a tear. It was his first Spa win too and he was very emotional. ✪ *Stephane Ortelli was talking to Sam Smith*

PROFILE



MONEGASQUE STEPHANE

Ortelli began his international career in French Formula 3 in the early 1990s before a lack of funds led to a switch to touring cars and sportscars. He has since won in every discipline in which he has competed, including at Le Mans, FIA GT, ALMS, LMS, Blancpain, Porsche Supercup and in the Spa 24 Hours. He won the 2013 FIA GT title in an Audi R8 at the age of 43.

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Monte Carlo Rally



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The Korean firm has been away from WRC action for a decade. Now it's back – and means business

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Victory on the 1964 Monte changed Mini Cooper driver Paddy Hopkirk's life. He explains why

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Jari-Matti Latvala takes you under the skin and behind the doors of Volkswagen's Polo R WRC

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We join VW during its rigorous pre-event test as it bids to add Monte victory to its WRC success tally

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...or would you be better off with slicks? Tyres make the Monte, as the experts explain

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Rally diary: a week to view

The Monte Carlo rally is a 10-day blur for drivers and teams, making it easily the most taxing on the WRC calendar. Here's a day-by-day guide to this week's event – including what will have happened already

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Monte men to watch

World champion Sebastien Ogier won't have his nemesis and fellow Seb Mr Loeb to worry about as he bids for his first Monte win, but who else in the field might trouble the Volkswagen ace?

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4

MONTE CARLO: RALLYING ROYALTY

The legendary Monte Carlo Rally remains one of the toughest motorsport events of the year. **DAVID EVANS** charts its history and picks out a few highlights that validate its status

Were the Monte Carlo Rally a member of the royal family, it would be Prince Philip. Oops. At a stroke, I fear I may have offended the great and the even greater of the Automobile club de Monaco.

I'll start again.

Being royalty, the Monte Carlo Rally is just like the Duke of Edinburgh.

Better? Good.

And it is. While the Queen's other half might not be delivering quite the number of show-stopping one-liners he once managed, controversy's never that far away. Remember his consideration of London's traffic issues?

"The problem with London is the tourists," says the Prince. "They cause

congestion. If we could just stop tourism, we could stop congestion."

Fortunately for our economy, more than 26 million tourists come and clog London's city streets every year.

Such words would appear to come from a similar ill-considered vein to the ACM's 2000 communications after the FIA elected to cancel the L'Epine stage following crowd safety concerns.

"The Automobile Club does not approve of this decision," said the ACM's press release soon after the governing body issued its stage-stopping dictate. "Judging that, contrary to the Observer's assessment, the size and alleged unruly behavior of the crowd, usual at the start, tends as experience has shown to normalise itself once the first car is running."

That's a beauty. Basically, let them stand where they want and once the first car has scared them witless, they'll move

of their own accord.

But, just as Prince Philip is appreciated for a failure to conform, the Monte's *laissez-faire* attitude certainly comes as a refreshing change from time to time.

As the Automobile Club is well aware – and is more than willing to point out – this is the Monte. And there is only one Monte.

First conceived 102 years ago as a push to improve the Principality's dwindling winter tourist trade, drivers were encouraged to make their way through the Alps from six different starting points throughout Europe including Berlin, Brussels, Vienna, Geneva, Boulogne and Paris. Twenty cars started and Henri Rougier won. Or, should we say, was declared the winner. Documented evidence of the rules for the first event are hard to come by. It's fair to say there was more than a degree of idiosyncratic intervention in the results – witness the driver who made it



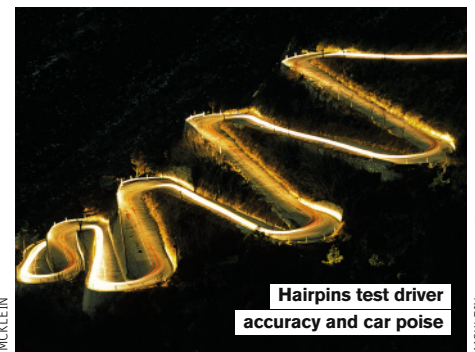
Sebastien Ogier and VW took P2 in 2013, their first Monte together



Sebastien Loeb mastered the Monte seven times



Ceremonial start comes outside famous Casino



Hairpins test driver accuracy and car poise

“This is a rally that truly tests the nerve of the world’s best. Racing up a bone-dry mountain road and back down a north-facing, ice-laden descent”

from Estonia to Monaco on the 1912 event and finished in good time and supposedly inside the top 10, only to be penalised for his car being too dirty. He wasn’t in the top 10.

While the first Monte ran more than a century ago, this week will ‘only’ be the 82nd edition of the event. It has been halted for a variety of reasons ranging from the loss of its sponsor to the Great War. But it survived and developed as a sporting contest into what is now, without a doubt, the World Rally Championship’s blue-riband event.

Not that the Monte needs the world championship. Tired of what it felt was overly oppressive regulation from the FIA, the Monte organisers walked out of the WRC in 2009 and signed up for the freedom of the Eurosport-promoted Intercontinental Rally Challenge. The IRC offered no regulation over the rally itself and the ACM happily gave a two-fingered salute to the WRC’s

obsession with the cloverleaf format of central service.

The Monte’s three-year absence from the WRC not only gave the IRC worldwide recognition, but it also offered Eurosport the opportunity to set a new benchmark in the live coverage of rallies. When the rally returned to the WRC in 2012, it did so under what it considered far more relaxed regulation. Essentially, the rally was allowed to do what it wanted. Broadly speaking, rallies start on a Friday, after a Thursday shakedown, and finish midday Sunday.

You’ll notice the Monte starts on Tuesday afternoon and the competition is completed around midnight on Saturday.

It’s hard to define exactly what it is that

makes the Monte great. Some of the stages used on the event were also employed on the Sanremo Rally, traditionally an Autumn event that ran just across the border in Italy. Despite offering a similar challenge in terms of roads, the Sanremo withers while its winter rival just down the road goes from strength to strength.

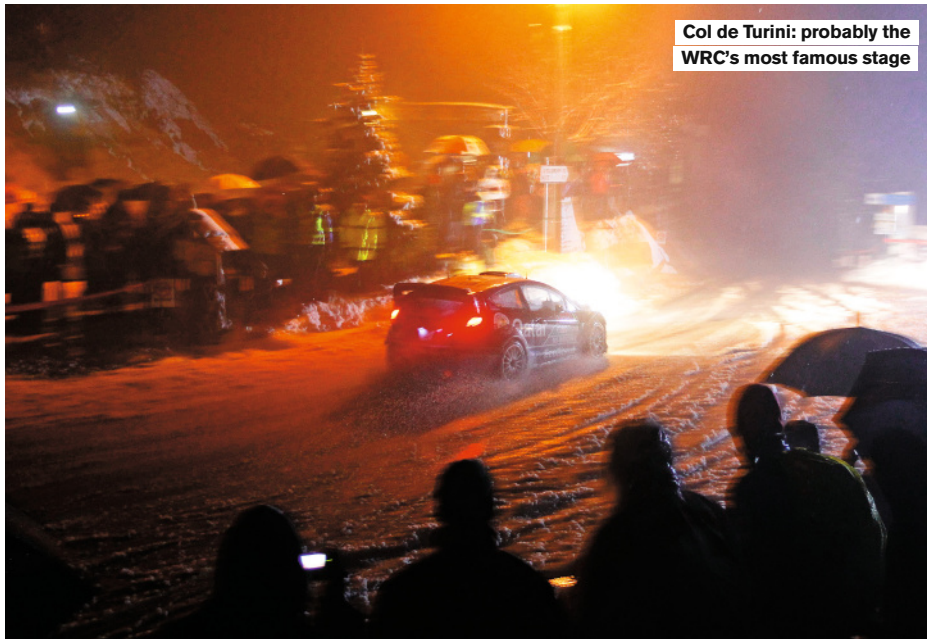
The winter element and the challenges of winter are a real strength for the Monte Carlo Rally. The roads are a challenge, but they become a unique test in the world of rallying when they are tackled in January, complete with conditions changing from corner to corner. This is a rally that truly tests the nerve. Racing up a bone-dry mountain road is well within the capabilities of many rally drivers, it’s when you crest the Col and head down a north-facing, ice-laden descent that the world’s best show what they’re made of.

There’s a romance about the Monte. It’s an event that comes full of legend and tradition. It’s different to the pre-packaged predictability of more recent rounds of the WRC.

You could never call the ACM predictable.

Or maybe you could. After successive victories for BMC’s Mini in 1964 and 1965, there were a few who wondered how the ▶





Col de Turini: probably the WRC's most famous stage



Vatanen overcame a huge deficit to triumph in 1985



Timo Makinen gave Mini its second win in 1965



6

► impending hat-trick would be met among the Club's stiffened collars. After a degree of head-scratching, a rule was found. The rule stated that, in straightforward terms, a car had to be capable of driving with dipped as well as main-beam headlights. The three works Minis (and Roger Clark's Lotus Cortina) were excluded for the particularly heinous crime of driving with single-filament bulbs.

A Citroen was declared the winner. Predictable? You decide.

Nobody predicted the knee-jerk reaction to a Burzet blizzard in 1973. Numerous cars went off the road and eventually the stage became blocked, leaving 144 cars stranded at the startline. What was the decision? They were disqualified for not making the next control on time!

That event was Patrick Tambay's first-ever Monte. It wasn't an experience the future

Formula 1 race winner was going to forget.

"I must have been one of the last cars to pass the stage," he says. "It was a nightmare with a snowstorm. Cars were stuck everywhere."

Sixty-four cars started the stage, led by leader Bernard Darniche. And Darniche's Lancia Stratos was one of the first to go off. Followed some while later by Tambay's Renault 12 Gordini.

"I had studded tyres," says Tambay, "but I didn't even make the corner. I just went to the field. When I got to the end of the stage I looked at my co-driver and we started laughing. It was like a nervous breakdown! There were a lot of cars stuck and there were big fights with the organisers and the police – a lot of controversy."

Confident they had dealt with the matter, the ACM continued running the rally with a significantly smaller field of cars. But the

next day, some of the 144 affronted and indignant crews blocked the route close to Digne. Further chaos and confrontation ensued as the still competing drivers took to the fields to avoid the blockage.

That Jean-Claude Andruet won the inaugural round of the World Rally Championship in an Alpine A110 was somewhat overshadowed by the mutinous events of earlier in the week. In the immediate aftermath there were those who questioned whether the event could survive in the newly former series. In the end, the Yom Kippur War and resultant quadrupling cost of fuel stepped in to give the ACM a season to think about what it had done.

When 1975 came around, the Monte opened the world championship again, but there was little appetite for the world famous event. Two years earlier 278 cars took the start, but that number dropped to 96 in 1975.



Picture-postcard backdrop but the Monte can be fickle



Monte victory puts a shine on any driver's WRC CV



Ogier put 300-plus Polo ponies to good use in '13

"I must have been one of the last cars to pass the stage. It was a nightmare with a snowstorm. Cars were stuck everywhere"

PATRICK TAMBAY ON 1973 MONTE

Many teams boycotted the event and the ACM did little to help itself. It had offered the 144 disqualified crews a free entry for the following year, but when they presented themselves at the next Monte to run in 1975, they were told the free entry was for last year – the rally that never ran.

Entries did recover and were regularly north of 200 again within a couple of years. But the ACM's haughty approach to who could come and start its rally has never changed. This week, for example, entries are limited to 80 for logistical reasons of getting the whole field through a loop of stages before the leaders return to start it again. But in its communication about the 2013 rally, the organisers talk about: "... the 80 competitors allowed to take part."

As time passes, the idiosyncrasies and eccentricities of the ACM become part of the fabric of the event; they're integral.

The fact that you never truly know what's going on behind the doors of rally control makes this event that little bit more special.

But if you want to know what makes it truly sensational, there's only one place to be next Saturday and that's the intersection of the D2566 and the D68 – commonly known as the Col de Turini.

The most famous Col of them all sits on the stretch between La Bollene and Moulinet, which means standing at the junction of the 2566 and 68, facing the hotels, and watching the cars dance across the top – hopefully in deep snow – before diving down the Route de Turini and through the famous hairpins to the finish.

The atmosphere up there rivals anything any sport can offer. Dusk when the cars come through first time around, it'll be turned nine and pitch black for the second run – and it's then that you begin to grasp why people have been sleeping in tents for a couple of days just for that moment. Fireworks and flashbulbs light the route while a combination of stage-side fires and Pastis keep the cold out. The soul is warmed by the setting and the scene.

And the competition. The Monte is a rally every driver wants to win. Richard Burns and Colin McRae both approached it with a deep loathing, but both would love to have won it. By his own admission, Paddy Hopkirk's 1964

success changed his life (see page 10). It's that kind of rally.

And, as such, it's an event worth fighting for on roads that bring out the best and the bravest. And there were no better or braver than Ari Vatanen in 1985. The Finn had forced his Peugeot to the front of the field and built the T16 a three-minute lead over Walter Rohrl's Audi Quattro. Then disaster struck. A timing error from Vatanen's co-driver Terry Harryman dropped them four minutes behind the German.

Vatanen tightened his belts and charged through the Alps like a man possessed. Rohrl, a man who had mastered the Monte on four of the previous five occasions, was powerless to stop the onslaught. Caught and passed in the Col St Raphael stage, Rohrl sat and watched as Vatanen built himself a five-minute lead. There are those who rate Timo Makinen's 1965 Monte triumph as the drive of the century, after the Finn and his Mini totally outclassed the field on some of the most difficult conditions the rally has ever run under. But surely, Vatanen's fightback drive 20 years on would have to rate even higher.

And it's a combination of all of the above that keep people coming back through the mountains to the Principality year after year.

What makes it special? It's the Monte. Pure and simple. ❧

Welcome back

Ten years after it quit WRC, Hyundai's back.

But this time, says **DAVID EVANS**, it's serious

Hyundai

For two years, read 10. But it doesn't matter, it's been worth the wait for Hyundai fans. The Monte Carlo Rally marks the start of a new chapter in the Korean firm's World Rally Championship history.

New chapter?

Hmm, maybe make that a new book.

The first incarnation of the Hyundai World Rally Team provides a painful position for new boss Michel Nandan and his squad. They are careful not to ignore what went on before, but there's much more comfort to be found looking forwards rather than backwards. It's hardly surprising. The split between Hyundai and Motor Sports Developments was about as acrimonious as they come.

When the programme was halted mid-way through the 2003 season, Hyundai director BH Lee saw little more than a blip.

"We'll be back in 2006," he said at the time. "In fighting form with a completely new engine and car to mount a more credible challenge for the WRC crown."

It might not be 2006 anymore, but his prediction has come true. And the Hyundai challenge is more credible this time around. That's no sleight on MSD. David Whitehead and his team did a very good job given the tools at their disposal and the breadth of technical regulations they had to work in. Back in the days of the Accent WRC, money still turned the world.

Trying to get Korea to commit to the kind of budget the likes of Peugeot and Citroen were forking out to turn French



L to r: Neuville, Hanninen
Sordo and Atkinson

family cars into sport-shaping world title-winning rally cars was a non-starter. The Accent was a handy WRC machine, but it was never going to take a title.

Times change. And so, more importantly, do technical regulations.

Prescriptive rules mean money has less to say these days, it's about taking the stock parts and making the most of them. And finding freedom where you can; suspension, for example, is an area where creativity still counts.

The feeling is that it's quite difficult to make a bad World Rally Car these days. But, as Volkswagen has shown, making a world-beater is not the work of a moment.

Which is where Hyundai's new kids on the block might come unstuck. At the start of the summer, the i20 WRC hadn't turned a wheel in testing. Yes, there had been a Korean mule kicking around 12 months ago, but it bore little resemblance to what was launched in Frankfurt last month.

Nandan, his team manager Alain Penasse

and the other 88 employees of the hastily put together Hyundai Motorsport squad deserve significant recognition for getting two cars built and into Casino Square for the ceremonial start on Tuesday. Quite how those cars will run this week is a bit of an unknown.

The i20 WRC has evolved rapidly since July and has toured France, Finland, Spain and Germany clocking up just short of 5000 miles. It's a lot, but it's not enough.

Volkswagen, for example...

There's that word again. Nandan's heard it a lot. And, while he wouldn't admit as much, it's beginning to wear a bit thin.

"It is difficult to compare what we have done so far to what Volkswagen did last year," he says.

Certainly is. VW topped 50,000 miles and ran test Polos into the ground on more than one continent. That kind of preparation was the foundation for winning 10 of the 13 rallies and both world titles.

"We can't expect to be on the same level



as all the manufacturers who have done more than one year of testing," he adds. "Really, next year, we are continuing our development process. One thing we can say is that the best way to develop the car is to do proper rally conditions, so we are hoping that we can grow up quickly."

There are also significant pitfalls with such a policy, especially when one does ones washing outside the utility room...

Reading between the lines, it's possible this programme has come online competitively a season too soon. To complicate matters, the car Thierry Neuville and Dani Sordo will drive in Monte Carlo this week is an interim World Rally Car. Hyundai's real world challenger is the all-new i20 WRC, which comes in 12 months, ready for 2015. So, not only is the team having to gel in next to no time while preparing for its first season in the sport, it's also having to research, test and develop a completely new car as well.

"It's the Hyundai way," says Nandan.

"The best way to develop the car is to do proper rally conditions, so we are hoping that we can grow quickly"

"Things get done so very quickly in Korea – there's no wasted time at all."

So what should we expect this week? It's almost impossible to say. This is the Monte Carlo Rally and anything can happen. On a rally that can turn on a tyre choice, it's not out of the question to think of a win – Sordo's been on the podium there three times in his past four starts. But, if the conditions are consistent and there's no gambling to be done, the i20 WRC is unlikely to cause an upset.

A finish would undoubtedly be a result. And that's the aim for both cars.

Nandan talks about podiums later in the year, but you get the feeling he's doing that out of necessity. This season's important, but it's 2015 and beyond that's the future. And that's what attracted Neuville.

"Hyundai is the perfect fit for me, it is young and ambitious," says the Belgian. "Everything is done to focus on the long-term project and that's important."

Having stepped out of a Fiesta RS WRC, probably the world's most finely fettle World Rally Car, and into the i20 WRC, how did he feel?

"The first time I drove the i20, there were no expectations," he says, "but it was a very positive feeling. The first two days of testing we did were on asphalt and I felt very comfortable in the car. When I could see how much work the team has done in such a short space of time, I knew I had made the right choice."

There's no doubt Hyundai's optimistic timescale has brought new thinking to the WRC. Let's see what can be done. ❧



Hopkirk and Liddon attack rallying's most celebrated special stage

10 PADDY'S BIG PAY DAY

Paddy Hopkirk, Mini Cooper, Monte Carlo – probably rallying's most famous trinity.

Fifty years after the success, DAVID EVANS looks back with the help of the great man

Generally speaking, 50 years ago, it wasn't a bad year. Four lads left Liverpool and conquered America with a song about wanting to hold your hand, while a 22-year-old Statesider called Cassius clinched the heavyweight boxing world title.

But, for rally fans, 1964 meant the Monte, a Mini and a man called Paddy from Belfast.

Fifty years ago, shortly after midnight on Saturday, Paddy Hopkirk and Henry Liddon eased their Mini Cooper S out of Minsk and headed west. They faced a long, long drive to Reims. And, once they'd completed the 1200 miles through Poland and Germany, they could start the 1964 Monte Carlo Rally.

The journey from Russia had been a warm-up – the so-called concentration run. Just getting out of Minsk had been an achievement in the days before the iron curtain had been pulled back.

"I remember Stuart Turner – the BMC team manager – asking who wanted to start from Minsk," says Hopkirk. "I put my hand up. Why wouldn't you go there? What an adventure! But when we got there, jeez, it was a sinister place. The Russian soldiers had never even seen a British car before. I was pleased to get to the Austrian border, but at that time there was a lot of paranoia about

people trying to sneak out of Russia. We had some spare wheels with a sheet over them on the back seat of our Mini and this huge Russian soldier leaned in at what he thought was somebody hiding under the sheet and made to stick his bayonet in. I stopped him and told him to put his hand under the sheet. He cut himself on the spikes in the tyres!"

Hopkirk wasn't the only BMC representative in Minsk. He was joined by then BBC motoring correspondent Raymond Baxter who was driving another works Cooper S. He would finish the event 43rd.

The nine concentration runs (including one from Glasgow) converged on Reims and then set out for the 870-mile route to Monaco. Of the 342 cars that set out from the nine points across Europe, 299 made it over the line to start the rally proper.

Hopkirk already had Monte form, having taken a Sunbeam Rapier to third in 1962. A year on he was sixth in a Mini Cooper.

"Winning changed my life. I was watched by 27 million people on Sunday Night at The Palladium"

PADDY HOPKIRK

But now BMC arrived with an evolution. Abingdon worked in conjunction with acknowledged race engine tuner Daniel Richmond – who produced the first large-bore 1071cc motor – in early 1963. In May of that year, the Cooper S was unveiled. It was an immediate hit with Rauno Aaltonen winning the Coupe des Alpes soon after the launch, while Hopkirk took a podium on the Tour de France and fourth on the RAC.

A couple of months later and the Cooper S faced its toughest test in the shape of another new car. But the car coming from America, via Surrey-based firm Alan Mann Racing, had almost five times the displacement, four times the power and twice the number of cylinders. Ford had a new Falcon ready for the 1964 Monte and it looked – and sounded – mightier than ever.

Swede Bo Ljungfeldt had come within an ace of winning the rally 12 months earlier. Fastest on all the stages, he plummeted down the order when he lost time on one of the event's final road sections.

The 1964 route had six competitive tests, the first three of which were during the night. Fortunately for the crews, the horrendous wintry weather of '63 was missing, with much of the route clear of snow and ice, thus offering a considerably more straightforward approach to tyres and ice notes.

Even in those days, the lead drivers had crews running ahead of them to warn them of the worst of the conditions.

On dry roads, the Falcons stretched their legs and Ljungfeldt moved into an early lead. It wasn't plain sailing for all the Fords, though. The throttle stuck open on former Formula 1 world champion Graham Hill's car and sent it through a wall.

Obviously, the 70bhp Mini was never going to be able to truly take on the Falcon, but the Automobile Club de Monaco had found a way to level the playing field. The Monte ran with a handicapping system, which gave an advantage to cars with smaller engines.

Hopkirk says: "We were very grateful to the handicap system. Our Mini wasn't able to cope with the power of the Ford Falcon, but where we made up the time was in the twisty sections and where the snow plough had cut through, making the road quite narrow."

And, as the event moved into the mountains, so the roads got twistier and twistier. Granted, the Mini might have been a touch breathless on the way up the hills, but coming down the other side, Hopkirk and Liddon simply flew. Their 600kg car stood on its nose as the late-braking Northern Irishman took full advantage of the Cooper's nimbleness. And, as the event crossed the Col de Turini, Hopkirk moved into the lead.

Despite running in an early second place, even Erik Carlsson (Saab 96), winner of the rally a year earlier, couldn't keep up with the top two as they headed for a showdown in the Principality. The sixth and final test was a three-lap run around Monaco's F1 track.

Ljungfeldt let rip and his V8 roared across the line in 5m50.5s. Hopkirk was equally as brave and undoubtedly quicker through the Loews hairpin, but there appeared to be no replacement for displacement. The best he could manage was 6m24.1s.

Acknowledged rally writer Graham Robson recorded the times from the six stages and noted that Hopkirk would win only one stage – the third test that he halved with Ljungfeldt. On the clocks, the Falcon was 1m55.6s faster, but taking into consideration the organiser's handicapping system, Paddy's Mini was ahead.

And that was what counted. A Mini had won the Monte – at the time (and probably still) the world's most famous rally.

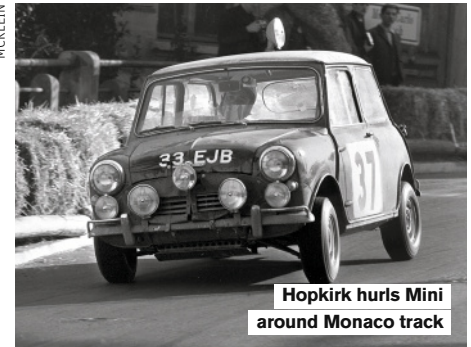
"Winning that rally changed my life," says Hopkirk. "I came home and went on the



Ljungfeldt took the fight to Hopkirk in massive V8 Falcon



Winner in '63, Carlsson (!) was no match for top two



Hopkirk hurts Mini around Monaco track

television show *Sunday Night at the London Palladium* with Bruce Forsyth. That show was watched by 27 million people. It was fantastic. The Monte had always been special for me. I remember listening to Ronnie Adams winning in a Jaguar in 1956 – these were people from my part of the world winning *that* rally. And now I'd done it too.

"Part of the appeal of the event was the glamour of Monaco. It was a world away from where we were. In those days just getting there was a really big deal and Monaco was light years ahead of anywhere else."

Success meant everything to BMC, not

least because of the level of competition from other manufacturers, which included Mercedes, Lancia, Citroen, Volvo and, of course, Ford and Saab. And not only did BMC win the rally, but it also took the manufacturers' award courtesy of Timo Mäkinen bringing the sister car home fourth.

Some consolation for Carlsson missing out on back-to-back wins was that his wife, Pat Moss Carlsson, took the coveted Coupe des Dames trophy and fifth place in another 96.

Hopkirk's hopes of a double were wrecked when he crashed in the snow. Fortunately for BMC, Mäkinen stepped up to take back-to-back Mini wins. And that 1965 effort was truly magnificent. Forget the handicapping system; heavy snow levelled the playing field and Timo slaughtered everybody.

The hat-trick was completed in '66, when Mäkinen led home team-mates Aaltonen and Hopkirk for a BMC lock-out of the podium.

Until the Automobile Club de Monaco saw things a little differently and pointed out that running non-dipping, single-filament quartz iodine bulbs instead of double-filament dipping bulbs made the Minis ineligible.

They were hooped out in what remains one of the Monte's most controversial decisions.

Pauli Toivonen's Citroen was declared the victor, but the Finn was not celebrating.

But nothing could spoil Hopkirk's magic Monte moment 50 years ago. Soon after, the Beatles sang about a long and winding road; on the longest and windiest road of 1964, Paddy and the Mini really had floated like a butterfly before stinging the Ford like a bee. ❧



Trophy time! Winning the Monte was huge for BMC

Inside VW's world-

JARI-MATTI LATVALA reveals the secrets of his VW Polo R WRC Monte challenger

“**W**hile Volkswagen doesn't build a specific Polo R WRC for certain rounds of the World Rally Championship in the way a manufacturer might have done 20 years ago, there are subtle differences to the car for some of the rallies. And the Monte is one of those.

The Monte Carlo Rally is not like any other event. You have the possibility of full snow, a lot of ice or completely dry asphalt. To make a car which works well in all of these conditions is very difficult. The Monte is all about having a car with compromise: you want it to be fast, but also giving good feedback and good grip.

Finding this compromise is one of the keys to winning the Monte Carlo Rally. We have done a good test with the Polo R WRC, which has really moved on from when I was preparing to make my debut with the Volkswagen team 12 months ago.

I feel ready for the Monte now, I feel much more at home and much more confident with the car. Here's what we have done to the Polo R WRC to get it ready for next week...”



LIGHTS

“We have some night stages, so we use six gas discharge spotlights on the front of the car: four across the bonnet and one at each corner. Lights have made a good step forward in the last 15 years, but the most important are the bumper lights which pick out the apex of the corner.”

ENGINE

“For this rally, we will play with the engine mapping a little bit and make sure we have a softer setting for the turbo anti-lag system. When you have icy or snowy conditions, you don't want the power to come through so aggressively when you get on the throttle.”

-beater

WARM COAT

"It's important to have this in the car in case you have to stop – it gets very cold in the mountains. I found this out last year when I crashed. Fortunately, we met some very nice Italian people who let me sit in their warm car!"

ROOF VENT

"If the rally is very cold, some people will have the vent closed. When I drove the Ford Focus we didn't have the vent here or in Sweden at all – but I always have it open. I want fresh air in the car to stop my glasses steaming up."



13

TYRES

"We have two choices for this rally – asphalt and winter tyres. The winter tyre comes with or without studs and the asphalt tyre can be taken soft or very soft. It's more choice than any other round of the championship, but nothing like the choice there used to be on this event!"

SUSPENSION

"We will run the car softer here. When it's dry, we really like the stiffer set-up we run in Catalunya to give us more speed when we have the grip. But we have to be ready for the ice and snow – a stiff car won't turn at all in those conditions. The soft car gives more grip and more confidence."

Practising for Polo perfection

VW secured both world titles in 2013, but a Monte Carlo victory eluded its team and drivers. **DAVID EVANS** joined the pre-event test to witness its redemption plan





The sun's coming, but it needs to get a move on. In the meantime, cold hands are blown into. Or wrapped around cups of coffee. Sebastien Ogier steps from the team's motorhome and the chatter stops.

The boy is back in town.

And he's here for a reason. He's here to put himself and his Volkswagen Polo R WRC on the right road to winning the one he wants the most this year: the Monte Carlo rally.

Here is the heart of Monte country; south of Gap and west of Sisteron. The event's roads are all around us, but for now it's the D170 stretch of asphalt on which Ogier and the Volkswagen team are focussing.

For the world champion, it's a slightly odd feeling. He's working from home today. Gap, the town closest to the village where he was born and brought up, is just up the road. There are smiles, handshakes and hugs.

His engineer Jan-Gerard de Jongh waits patiently. The pair haven't been too far apart since breakfast in a Nice hotel at six in the morning. They debated the benefits of roll bars and rebound up the road from seaside to stage-side and it's now time to talk tyres.

He catches Sebastien's eye. It's time. The Michelin boots are removed from their blankets and bolted on. The Volkswagen is fettled and fired and looking oddly dull, naked of its usual livery.

In no time Ogier fades the polar Polo to grey. He's been up and down the road and he's happy.

"There's not so much to change for me," he says. "We will do some work with the suspension, maybe a bit with the diff as well, but it's just small adjustments for me."

The big thing for Ogier is tyres.

"We want to go over all the conditions we can have," he says. "It's always the same story with this rally – you have to know how the tyres are going to work in all conditions."

Depending on the length of run the team wants Ogier to complete, the studless winter tyre in its soft or supersoft form is just perfect. There is the odd patch of snow and ice here and there, and Ogier goes out of his way every now and then to have a little dabble. He needs to know what works and what doesn't. One thing is for sure, he'll have to have the answer when the same question is asked in the mountains on the event.

After lunch (salad nicoise, big bowl of fruit and single espresso) the car's backed out again. But this time there's the scratch of studs on asphalt. Another question is about to be answered – the question of how the ►

"We want to go over all the conditions we can get. It's always the same with this rally – you have to know how the tyres are going to work in all conditions"

SEBASTIEN OGIER

► wrong tyres work on the wrong surface. Again, this scenario will be all too familiar during the rally itself.

This is probably the only rally in the season when so much preparation goes into everything being wrong. Such is the capricious nature of the Monte.

Ogier doesn't mind. He completely sees the benefits.

"Testing is really an important part of what we do," he says, "and it's different now. When I was just testing the Polo all the time in 2012, after about three months, I was longing to get in the car and validate what we had done in the test by doing a rally. But now, we know where the car is, we know we have good performance and now we are just working to make it even better. For sure, this is more relaxed this year, but at the same time we have to push with the car. We can be sure, our competitors have not been asleep."

Sleeping is something Ogier is looking forward to doing. His schedule over the past week has been... interesting.

"It's been bad," he laughs, "but bad in a good way! I started in London for the AUTOSPORT Awards [Dec 1], which were really nice and then I came here for the test on Tuesday. I test Wednesday and Thursday, then drive to Paris on Friday for the FIA awards. On Saturday morning, I fly to Bologna for some more awards, fly back to Nice on Sunday night and then test again on Sunday. The day after that, I drive back to Paris for the FFSA awards. The calendar is full right now, but I have to say it's nice to have so many celebrations. But, at the same time, I am impassioned to be on holiday now. I have two weeks in the sun over Christmas when I recharge the battery. I think this is quite necessary now."

But before Thailand, there are friends and family closer to home. More smiles, selfies and signatures.

"It's nice to be close to home," he says, "but I am here for the job. I have many friends coming to see me and it's tough that I don't have so much time to give them. When everything is busy, it's true you would like to have more time to stay with the people you like, but I'm not going to complain. It's one of the difficulties of my job, but this is the job that brings me so much

Latvala meets young fans who came to see the test



satisfaction and happiness. This is the job that gives me the chance to live my dream."

And with that, busy boy Ogier is away.

But this is a busy team. In total, Volkswagen is running the test Polo R WRC for seven days in preparation for the opening round of its championship titles defence.

Same road, different driver. It's Jari-Matti Latvala's turn today. And the first thing you notice with the Finn is that he's relaxed. Much more relaxed. In fact, in comparison with last year, he's practically horizontal.

"I was," he smiles thinly, recalling last year's Monte test, "a little bit stressed last year. The weather was difficult, all the time a lot of ice and snow and I was trying to learn the car. It's different now. I feel really good with the team, really comfortable and happy with everything."

And he looks it. But, like Ogier, he doesn't want to waste a minute of his precious Monte preparation.

The seat's been moved, the settings switched, the Polo converted from French to Finnish.

Through the afternoon, there are minor tweaks, nothing more. There's more downtime for the mechanics than the car – always the sign of a good test. As the light begins to fade, the lights are fitted and adjusted. Back out there. But not for long.

"We have to finish at six," says Latvala, with the look we've all worn when we've heard the words: "Come on in now, supper's ready..."

He continues: "It's been nice driving in the dark, it's definitely more of a challenge. Especially with the black ice..."

Those two words, 'black' and 'ice', almost stop Latvala in his tracks. Another facet of this rally is its shocking ability to change its face at the drop of darkness. What was damp becomes black ice. Or does it? That's the challenge. That's the chance.

In the 12 months since he was here last, the Latvala-spec Volkswagen has changed quite a lot. The biggest evolution is a more tailored front differential which offers him a different approach to turn in than Ogier. That transmission switch transformed the car for him. And he'd like to know how it's going to work on the rally. In the snow.

"We have had good conditions with this test," he said. "It's been cold with some ice, but it would be good to get some snow – to know how the car is going to feel on this surface. Maybe we need to go higher, but the trouble is, if you go high you can lose the characteristic of the road."

Like everything, Latvala takes this problem away with him and gives it some thought. He's a deep thinker and a problem solver.

And so is the team. By the time Andreas Mikkelsen's day is done in this area, the high road has been found. It's close to Roquesteron and Ogier's happy. As a qualified ski instructor, he knows where to find the best snow for skiing and setting up a World Rally Car. This is his patch, remember.

"There hasn't been too much snow," he says, "not yet. But the road is in the shade. It's good."

And he can't wait to get there – not least because the snow takes him one step closer to the Thai sun. ❄️



The livery-free Polo WRC racked up many miles...

THE ROADSIDE VIEW

This could be the perfect place. The car will come into view from a medium-speed left-hander, through a couple of curves and into a hairpin right. None of that sounds too taxing, but the twist here is that apex of the first corner is in the sun; the exit and the rest of this particular stretch are all shaded.

Behind the first bend is quick, audibly quick; the distant gun-shot crack of a Polo moving through the gears is accompanied by the now familiar, almost five-cylinder, Quattro-esque rumble. Into sight, there's a squeak of complaint from four Michelins squabbling with the dry asphalt under them.

In a split second, the attitude of the Polo changes; aggressive turns... less aggressive. Sebastien Ogier in a rally car

Ogier, Latvala and Mikkelsen
all got a turn during the test



...to help its drivers to
second-guess fickle event



Ogier confers with his
engineers over set-up

Testing continues in the
dark. Mind that black ice...



is never going to be defensive or passive.

The touch is more delicate now, the car's not quite tip-toeing, but there's much more respect and consideration being given because of the lack of traction. But even in the damp, the car is ultra-impressive. Even to my untrained eye, the mechanical grip is clear. This car has squared the circle of subtle stiffness.

Immediate delivery of power and torque's no problem either as the car goes from handbrake to hard on the throttle in the blink of an eye at the hairpin.

Predictably, it's the momentary drift that raises the biggest cheer from the fans gathered. The afternoon's pressing on and the sun has long ducked back behind the mountains, bringing a crisp, clear chill that is dealt with by another log on the fire and slug of pastis. We're ready for another run.

If the difference between dry and damp asphalt was big, it's nothing compared with the approach a couple of days later. The team's moved south, much closer to the sea, but much higher up a mountain. This is Roquesteron. *Avec neige*.

The day commands a bigger coat, but delivers an even bigger smile. This road tells the Monte story perfectly. But it's Jari-Matti Latvala who's taken the lead now. The stage is 90 per cent snow cover (and even has banks on some bends) and the car would certainly benefit from a much softer Swedish set-up. But that's not possible. This week, Jari-Matti could face a mile or two of this before rounding a corner for bone-dry black top. Right before me lies the very essence of the compromised Monte conundrum.

And it is super spectacular. The car's rarely in a straight line and looks ill-at-ease as it

skates from corner to corner. Behind the wheel, there's the fixed, determined stare, but you just know that's a mask for the mile-wide smile sitting beneath. It would be impossible not to be having the time of your life. This is the impossibly high-tech, shiny version of a ropery old kart wearing tatty slicks on a wet-but-drying track.

Where the snow is deep, Latvala slices the car into the apex at 45 degrees, nibbling more and more off the apex; the front spoiler catches and ploughs the snow, widening the road and narrowing the verge. The car never stops moving as the Finn hustles it up the road.

There's no need for a fire this time, watching the Polo totally takes you in. It's only when silence descends that you realise permafrost has set in just beneath the knee.

But it's been worth it.

ROUND-THE-CLOCK ROLLING PNEUS SERVICE

In keeping with its fickle nature, the Monte Carlo Rally throws up plenty of headaches when it comes to tyre choice. **DAVID EVANS** explains how teams and drivers go about it

Dilemma time. It's raining. At least it's raining here. Up there, it's snowing. But on the far side of the mountain, the sun's out. But there's ice around. And it's bone dry at the finish. Pick a tyre...

This week's Monte Carlo Rally remains one of the most challenging motorsport events in the world – but for a tyre engineer it can be like trying

to do the Rubik's Cube with their eyes shut.

The use of tyres on the Monte is one of the few areas in which the rally has really evolved and almost followed the rules to the letter regarding tyre restrictions. The trouble is, you can't pigeon-hole the Monte. It's not the Acropolis, where you need bulletproof boots for the duration or a damp Rally GB where the softs will suffice.

The mountains make the Monte a

meteorological conundrum. Instead of the two choices (hard or soft) all the other WRC rounds have, the Monte has four choices: soft and supersoft asphalt tyres and a winter tyre with and without studs. If you think that's quite a big choice, rewind a few more years and you'll discover 21 different options.

George Black is M-Sport's tyre guru. He's a man who has been there, seen it and covered it. And Black well remembers the days of 21 choices.

"In many ways," he says, "it was easier back then. OK, you had this huge choice of tyres, but you were usually making the choice for the next stage and you had a pretty good idea of what was coming; you knew if it was going to be an asphalt-based tyre or something for the snow and ice. Once you'd made the choice you were then down to refining the option: if there's snow, how much snow? If there's ice, where is it and do you want a full stud, half-stud, stud on the inside of the tyre or the outside?"

"The difference between those options was quite small, so you rarely made the catastrophic choice of being on ice on a dry tyre. It was more a case of: "We didn't get that one quite right, but it wasn't too far out."

That nightmare scenario of finding



M-Sport's Black is surrounded by options...

MCKLEIN

"Tyre choice was easier back then – the difference between options was quite small so you rarely made catastrophic choices"

M-SPORT'S GEORGE BLACK



Sebastien Loeb was a tyre-choice master



Snow causes many a tyre-choice conundrum



King Carlos used sticky Pirellis to great effect

yourself wearing racers on sheet ice was a regular feature of the event – at least in small doses. And it's that scenario that's at the heart of this rally's challenge.

And Sisteron is a microcosm of that challenge. This Friday afternoon, the drivers will leave town on a 22.86-mile adventure. Anything can happen. And it will. Starting at around 600 metres, the road rises rapidly. And the temperature drops even quicker.

And then, through the village of Authon, the last push comes in the rise to the Col de Fontbelle. And then the ice. Lots of it. Always. There are two hairpins on the final ascent to the Col and those two corners were always the cause of much concern to Francois Delecour. In 1992, the Frenchman was on slicks, but he knew what was waiting. So he made plans.

"I telephoned 10 of my friends," he says, "I told them to go there and wait for me to help

me... but only me. They had to be ready to push, because on the slick I didn't know that I would make it to the top."

Delecour's Monte stories are always worth listening to, but for a real Sisteron hero, look no further than Carlos Sainz, current record holder for the stage (a minute quicker in a Delta HF Integrale than Sebastien Loeb's Citroen DS3 WRC last year).

"Sisteron is one of the classics of Monte Carlo," says Sainz. "Historically, I have always gone quite well in this stage and this was because of the very soft slick tyres that Pirelli made – especially in my Toyota days. The Michelin drivers had to take the studs, but on the Pirelli you could climb this section and make up so much time up on the asphalt."

Even on dry Montes, there's always ice on that stretch. The key was knowing how much and when to switch slicks for studs.

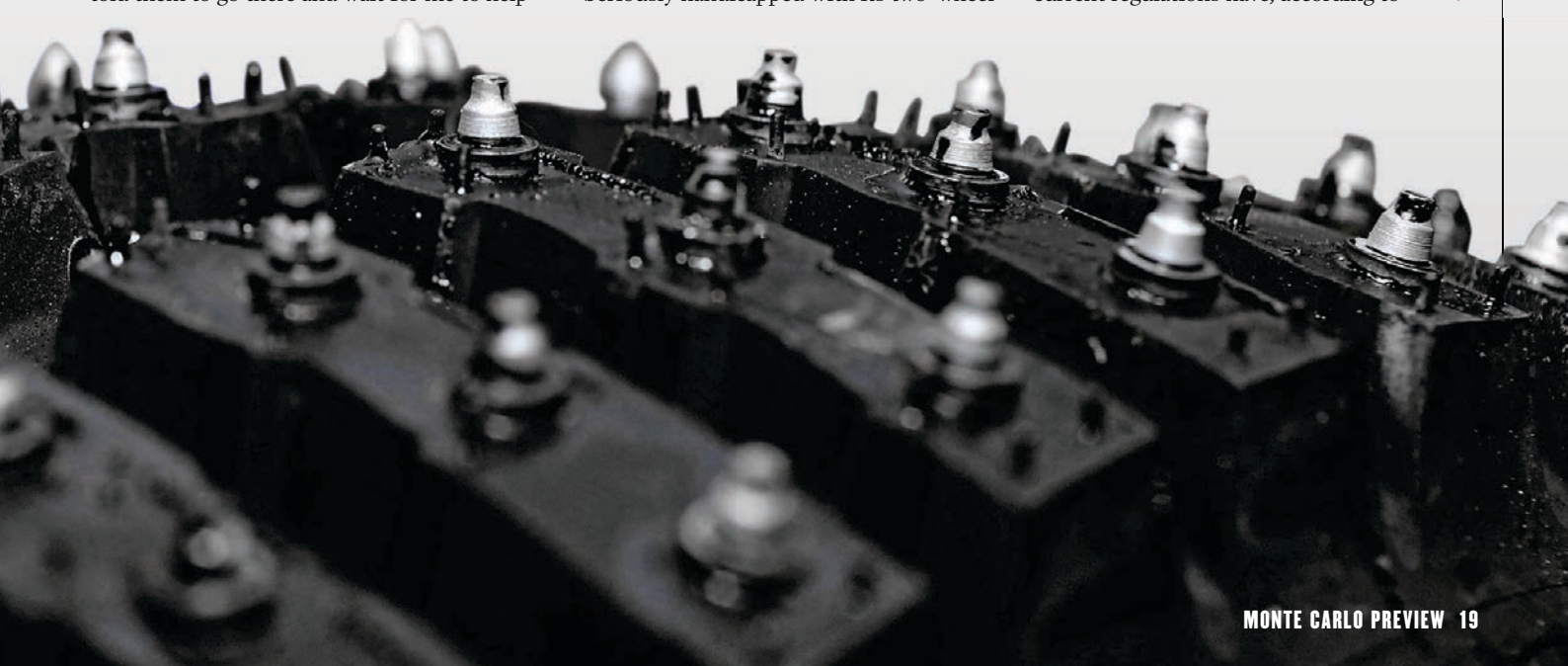
Seriously handicapped with its two-wheel-

drive 037, Lancia found a novel way around the problem of changing conditions – by changing tyres in the middle of the stage.

The team did it for the first time in 1983 on the stage from Pinet to Uriage les Bains. The first two miles of the test were a steep climb full of snow and ice. Over the top and onto a south-facing descent, snow gave way to dry asphalt. On a straight stretch of road, the Italian team waited for the factory 037s and pounced. The cars were still for less than a minute, but it was agony for Walter Rohrl.

"It was horrible just sitting there," he said, "but without the studs we just wouldn't have got up the hill."

It was reckoned to work on some stages, but across the spread of a rally, nothing could match the four-wheel-drive cars. Such out-of-the-box thinking has long since departed the WRC. And the current regulations have, according to



MCKLEIN

MCKLEIN



Touareg. The 4x4 one.
There's a Volkswagen for all of us.

Discover the full range at volkswagen.co.uk/dogs



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Das Auto.

Official fuel consumption in mpg (litre/100km) for the Volkswagen Touareg range: urban 23.7 (11.9) – 34.4 (8.2); extra urban 35.8 (7.9) – 44.8 (6.3); combined 31.0 (9.1) – 40.4 (7.0). CO₂ emissions 239 – 184g/km.



BLIND FAITH REQUIRED

The tyre calls coming from M-Sport this week will be made by George Black and the drivers. But, behind the scenes, there are two more people who have the lives of their drivers in the palm of their hand.

These two are the ice-note crew. Every one of the manufacturer drivers has their own crew who will go through the stages before the roads are closed to spot the potentially lethal patches of ice. They take an exact copy of the driver's pacenotes and add the information in. Or take it out if a patch of ice found on the recce has melted and subsequently disappeared.

It's not a nice job. Especially on the Monte. Francois Delecour did it for the first time last year, working with Evgeny Novikov.

Delecour says: "My wife Priscille used to do ice notes for me and she would tell me before the start, 'Francois, I cannot sleep, I am so worried.' I didn't understand at all. Now I understand. With this job, you cannot win the rally for your driver, but surely, you can lose it. It's a very, very hard job."

Knowledge and the ability to interpret the incoming weather is vital for ice-noting on the Monte. The other thing you need is the ability to get up very, very early in the morning; alarm clocks will be ringing out at around 0200 or 0300 this morning as these unsung heroes head out to the rally's first loop of stages.

Black has the utmost respect for them.

"I'm blind without them," he says. "I make decisions on what they tell me – they've seen the stages, I haven't. A classic example of when they get it right came when Juha Kankkunen was going out on the 18-inch snow tyre with a stud. Timo [his brother] called from the first stage and said there was a lot of fresh snow. He told us Juha needed the 16-inch snow tyre – this is the traditional bicycle-style narrow snow tyre. We only had a 10-minute service to change the brakes and suspension, which you had to do when going from 18 to 16-inch tyres, but we did it and Juha went from sixth to second in one stage. That's the difference a good ice-note crew can make."



Delecour now acts as weather interpreter



VW Polo's Michelin boots get a once-over



Ice-crew feedback has always been crucial



Latvala/Anttila effect tyre change during 2013 event

"The ice crews cannot win the rally for their drivers, but surely, they can lose it. It's a very, very hard job"

FRANCOIS DELECOUR

► Black, made the job harder than it was.

"The trouble is that you are now making a decision on what tyres to use for a group of stages," he says. "And trying to predict what will happen in the mountains in a few hours' time is very difficult."

It's not just the weather that Black is trying to second-guess, it's what will happen to the surface itself. What time, for example, does that damp patch on the outside of a fast left-hander stop being a moment-inducing inconvenience and freeze to lead to a potentially rally-ending shunt?

"There's much more chance of making that catastrophic choice these days," says Black. "The difference between the options we have is so much wider; if you get caught in a lot of snow on the asphalt tyre then you're going to lose an awful lot of time."


Less, then, is definitely not more. These days it's all about compromise. Unless the weather is absolutely dry or it's a full-snow

rally, the perfect tyre simply doesn't exist for a loop of stages.

"The event's not the same challenge it once was," says Black. "When I started we would be running around the countryside with a Transit van loaded with tyres to offer all the options at the start of every stage. The numbers of tyres we were using was fantastic, but it simply wasn't sustainable. Think about it, if you needed to cover every base, you'd have 84 tyres. And don't forget, we were running two cars so sometimes we'd have to have two of everything. We were getting beyond a Transit van then!"

Logistically, the Monte remains Black's biggest challenge of the season, but at the same time it offers the greatest reward.

"A win here still means the most," he says.

And nobody's going to win this week without picking the right covers for the right corners. Or is it the least wrong covers for the right corners? 

A route to ruffle a

As if the Monte Carlo Rally doesn't have a big enough sense of occasion, the event takes three

Saturday January 11

The crews arrived in Monaco on the Friday (10th) and settled into their hotels before attending various team meetings. Today, however, they were in the car and out on the road. This was day one of the recce, when the crews drove through SS1/4, SS2/5 and SS3/6. The crews stayed in Gap overnight.

Sunday January 12

More recce for the crews, staying around Gap (SS7/9 and SS8) for the morning before they headed south to loop through Sisteron (SS10) twice. After that it was a 120-mile dash down the road to Monaco.

Monday January 13

The crews started their day with a run through Clumanc-Lambruisse (SS11) before they got their first look at the Col de Turini (SS12/14 La Bollene Vesubie-Moulinet) and the rally's final stage (SS13/15). While the finishing touches were being put to the recce, the cars were taken through scrutineering in Monaco.

Tuesday January 14

There was a morning off for the drivers who were not attending the FIA's pre-event press conference. The co-drivers were likely working on tidying up their pacenotes. The official start ceremony was at 1430 in Casino Square. After that came the 'class of 2014' group photo. The day's final job fell to the team managers, who convened for an event-based meeting at 1900.

Wednesday January 15

The 2.18-mile shakedown stage at Chateaufieux (north of Grasse and south of Castellane) opened at 0800. The lead drivers had two hours before the stage was handed over to the WRC 3 runners.

Thursday January 16

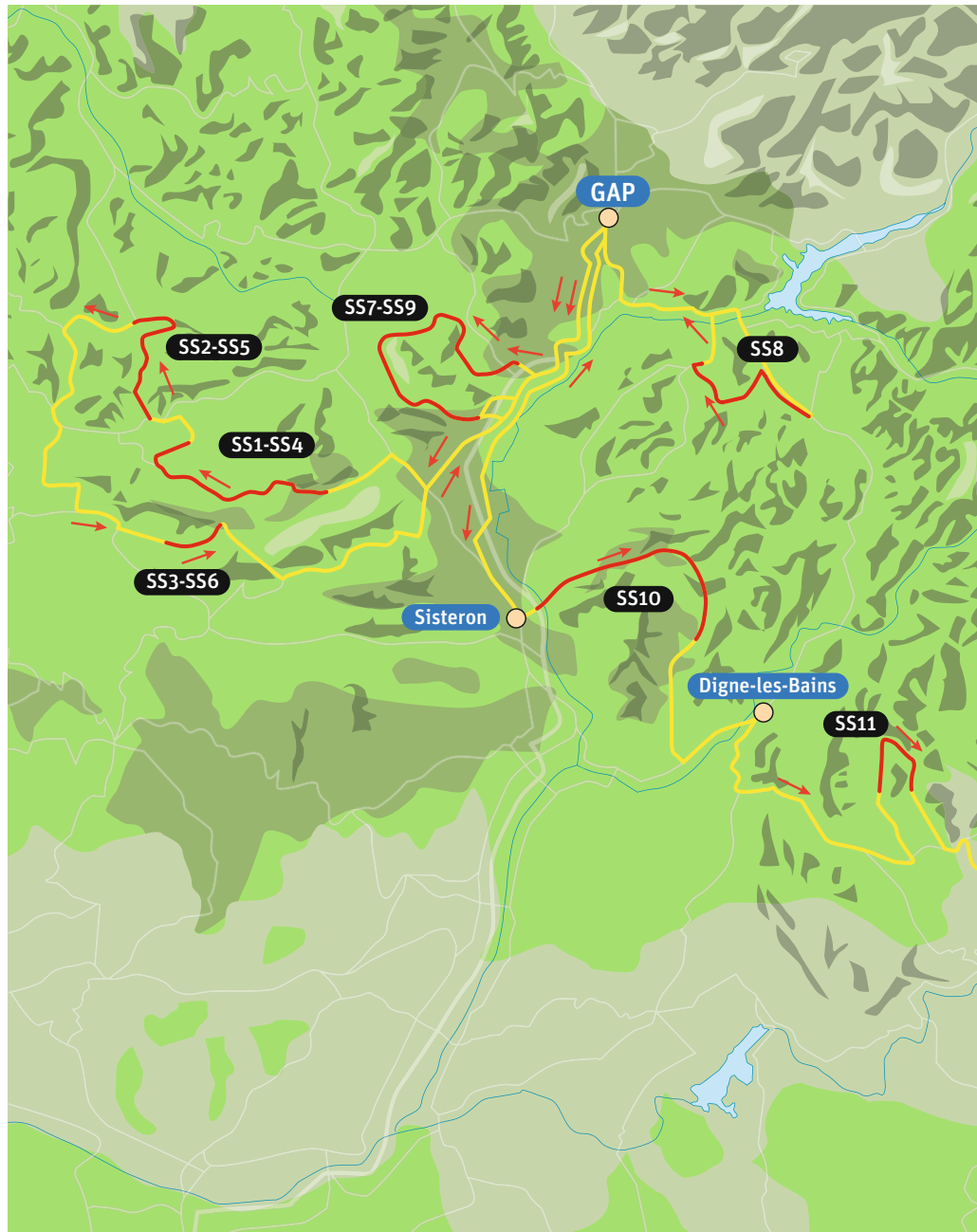
Good morning Gap... Sebastien Ogier left town at 0620 and started the first stage at 0728 this morning. After a morning loop of three stages, they are back in Gap for lunch at 1154 and back for the night (after the re-run stages) at 1753.

Friday January 17

After a decent lie in, the first car's out of parc ferme at 0752 and into the event's longest stage (the 30-miler from Vitrolles to Faye) at 0848. Two stages this morning before one more service in Gap at 1211. Another shot at the long one and then it's south to Sisteron, a refuel in Digne les Bains and onto the final Friday stage before arriving in Monaco at 2045.

Saturday January 18

A proper lie-in... The first car leaves parc ferme at 1327 for the first loop of two stages. Back in Monaco for early-evening service at 1801 before the final loop which gets them back harbourside



at 2318. The classification is expected to go provisional an hour after the cars arrive with final classification declared at 0100.

Sunday January 19

The traditional champagne spraying is done outside the Prince's Palace of Monaco at 1100 before the FIA's post-event press conference starts at 1230. After that, there's an afternoon off before the gala dinner starts at 2030. Then, on Monday morning, 10 days after arriving in Monaco, the crews head home – the longest round of the season done.





few rally feathers

days longer than any other World Rally Championship event. Here's your guide to the 10 days



MONTE CARLO RALLY ITINERARY

Thursday January 16

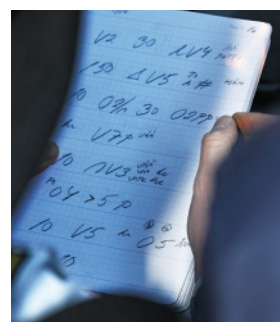
- SS1** Orpierre-St Andre de Rossans 1 (15.83 miles) Start time: 0728
- SS2** Rosans-La Charce 1 (11.17 miles) Start time: 0816
- SS3** Montauban sur l'Ouveze-Laborel 1 (12.01 miles) Start time: 0949
- Service** (Gap) Time: 1154
- SS4** Orpierre-St Andre de Rossans 2 (15.83 miles) Start time: 1332
- SS5** Rosans-La Charce 2 (11.17 miles) Start time: 1420
- SS36** Montauban sur l'Ouveze-Laborel 2 (12.01 miles) Start time: 1553
- Service** (Gap) Time: 17:43

Friday January 17

- SS7** Vitrolles-Faye 1 (30.46 miles) Start time: 0848
- SS8** Selonnet-Breiziers (14.09 miles) Start time: 1041
- Service** (Gap) Time: 1141
- SS9** Vitrolles-Faye 2 (30.46 miles) Start time: 1319
- SS10** Sisteron-Thoard (22.89 miles) Start time: 1442
- SS11** Clumanc-Lambruisse (12.90 miles) Start time: 1800
- Service** (Monaco) Time: 2045

Saturday January 18

- SS12** La Bollene Vesubie-Moulinet 1 (14.54 miles) Start time: 1548
- SS13** Sospel-Breil sur Roya 1 (10.28 miles) Start time: 1641
- Service** (Monaco) Time: 1801
- SS14** La Bollene Vesubie-Moulinet 2 (14.54 miles) Start time: 1548
- SS15** Sospel-Breil sur Roya 2 (10.28 miles) Start time: 1641
- Service** (Monaco) Time: 2318





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Das Auto.

Official fuel consumption in mpg (litre/100km) for the Volkswagen Tiguan range: urban 23.9 (11.8) – 44.8 (6.3); extra urban 42.2 (6.7) – 58.9 (4.8); combined 32.8 (8.6) – 53.3 (5.3). CO₂ emissions 199 – 139g/km.



Monte's mountain masters

1 SEBASTIEN OGIER (F)



VOLKSWAGEN MOTORSPORT POLO R WRC
CO-DRIVER: JULIEN INGRASSIA

Monte wins: 1 (IRC 2009)
Monte starts: 4
What he will do: win
What he won't do: not win

Second last year, the reigning World Rally Champion leaves Monaco bound for Gap as the hot favourite to win this rally. Ogier has shown on previous occasions that he has speed to spare in his Volkswagen. Providing the right tyres are found at the right time and for the right weather, there should be nothing to stop the other Frenchman called Seb winning this event. He's from the mountains and he's among his people in this corner of the Alps. He won't disappoint.

9 ANDREAS MIKKELSEN (N)

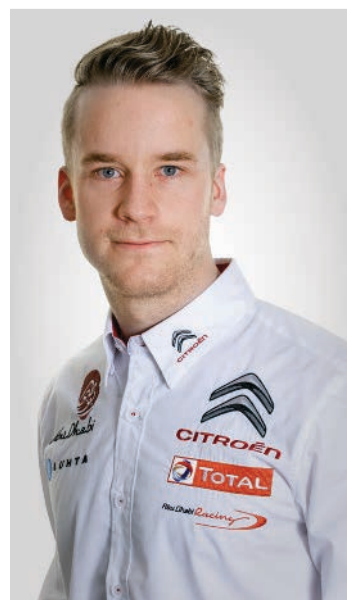
VOLKSWAGEN MOTORSPORT POLO R WRC
CO-DRIVER: MIKKO MARKKULA

Monte wins: 0
Monte starts: 1
Best Monte finish: n/a (rtd, 2011)
What he will do: drive sensibly and have incredibly white teeth
What he won't do: sport a double-chin

Given that he didn't compete on the first three rounds last year, Monte probably still counts as part of his learning season. And with that in mind, he's unlikely to set the lanes alight. He tried that in a Skoda a few years ago... and lasted, er, one corner. Expect a middle-of-the-road run to a middle-of-the-table place come Saturday night's dark hours.



4 MADS OSTBERG (N)



CITROËN TOTAL ABU DHABI WORLD RALLY
TEAM DS3 WRC
CO-DRIVER: JONAS ANDERSSON

Monte wins: 0
Monte starts: 1
Best Monte finish: 6th
What he will do: experience French cuisine regularly for the first time
What he won't do: get any more of Mick the chef's famous M-Sport meatballs

Ostberg makes his debut with the Citroën team on one of the French team's key rallies – which also happens to be the event he has the least experience of. He got quicker and quicker on last year's Monte and would do well to approach this year in the same way. The DS3 is a different and, some say, more difficult beast to tame than the Fiesta, so a sensible start would serve him well. ▶

2 JARI-MATTI LATVALA (FIN)

VOLKSWAGEN MOTORSPORT POLO R WRC
CO-DRIVER: MIIKKA ANTILA

Monte wins: 0
Monte starts: 6
Best Monte finish: 12th
What he will do: talk about a lack of confidence
What he won't do: talk about loving the event

Dislikes this rally in the same way Colin McRae and Richard Burns did in a previous generation. Latvala struggles to come to terms with the fact that you simply can't trust this place from corner to corner. By his own admission, he's looking a top-five finish and nothing more. Even if he's leading at the end of day one, he'd do well to keep reminding himself of that top-five thing. The Monte has a habit of luring you in and spitting you out. And Latvala's been spat out on the past two occasions.



3 KRIS MEEKE (GB)



CITROËN TOTAL ABU DHABI WORLD RALLY
TEAM DS3 WRC
CO-DRIVER: PAUL NAGLE

Monte wins: 0
Monte starts: 5
Best Monte finish: 11th
What he will do: smile and drive sensibly (hopefully)
What he won't do: crash (even more hopefully)

The Northern Irishman's dream has come true, but now he has to deliver. He must understand that he can't beat the Monte and, therefore, has to drive accordingly. Points and a top-six will do. If he chases any more his lack of experience in these mountains dictates that he might live to regret it. He's shunted the last two times he's been here (on IRC rounds), but took 11th and won JWRC last time he was here on WRC business in 2005.

5 MIKKO HIRVONEN (FIN)



M-SPORT WORLD RALLY TEAM FIESTA RS WRC
CO-DRIVER: JARMO LEHTINEN

Monte wins: 1 (IRC 2010)
Monte starts: 8
What he will do: love being back in blue
What he won't do: remember the past two years with any great fondness

Now for the acid test. He tried red and it didn't suit him. Back in blue, what can he do? This is the start of a very big year for Hirvonen. He's fast running out of chances, but he's always been at his fastest when he's been in a team with Malcolm Wilson at the helm. He won this event as an IRC round, but he's never shown that well in the WRC – now's his chance. The Fiesta is the proverbial pair of slippers and the Finn needs to wear them well this week.

6 ELFYN EVANS (GB)



M-SPORT WORLD RALLY TEAM FIESTA RS WRC
CO-DRIVER: DANIEL BARRITT

Monte wins: 0
Monte starts: 0
Best Monte finish: n/a
What he will do: listen intently to everything Malcolm Wilson says
What he won't do: try to win every stage

Look up baptism of fire and you'll find a picture of 25-year-old Welshman Elfyn Evans just nosing his factory Fiesta RS WRC over the Monte start ramp. Evans's deal to partner Mikko Hirvonen and Robert Kubica came late last season and is, undoubtedly, the golden ticket for WRC 2014. His is a long-term deal with the British team, so there's zero expectation from the former WRC Academy winner – which is just as well as the Monte is about as tough a place to start as there is. Welcome to the deep end...

10 ROBERT KUBICA (PL)

M-SPORT WORLD RALLY TEAM FIESTA RS WRC
CO-DRIVER: TBA

Monte wins: 0
Monte starts: 1
Best Monte finish: n/a (rtd, 2013)
What he will do: impress even more than last year
What he won't do: give up on the dream of a return to F1

He won't remember the Monte particularly fondly, having made it to the start of the 2010 IRC round, but then failed at the prologue when the engine on his Renault Clio went pop. For a driver with such innate natural ability, the Monte's ever-changing conditions should be entirely manageable. Where he might struggle is in trying to read the conditions and what the mountain weather means. But there are plenty to help him with that. A top six is possible.

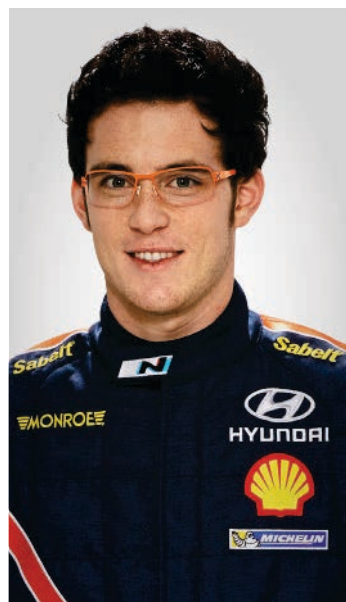


7 THIERRY NEUVILLE (B)

HYUNDAI MOTORSPORT i20 WRC
CO-DRIVER: NICOLAS GILSOUL

Monte wins: 0
Monte starts: 3
Best Monte finish: n/a (crashed every time)
What he will do: be the first man into a stage in an i20 WRC
What he won't do: conduct interviews in Korean. Yet

The absolute curveball. The Belgian is probably one of only two drivers who – on speed – can challenge Ogier. That's the upside. The downside has to be the car (and the fact that Neuville has crashed on each of his three Monte starts). Nobody knows what to expect from the i20 WRC. The good thing is that the car comes to the event with zero expectation from the watching world. But you never know. Spin the wheel...



8 DANI SORDO (E)



HYUNDAI MOTORSPORT i20 WRC
CO-DRIVER: MARC MARTI

Monte wins: 0
Monte starts: 6
Best Monte finish: 2nd
What he will do: give his team-mate a run for his money
What he won't do: look forward to the event's changeable conditions

The only other driver who has the speed and ability to give Ogier a run – although there are a couple of conditions attached. Grip will have to be constant with not a snowflake or raindrop in sight. If it's a dry Monte, a racer's Monte, then Sordo has good experience and the ability to find life and grip from the tyres. Could he win? Potentially. Then again, he's driving an i20 and nobody knows what to expect from Alzenau's latest creation.

MONTE CARLO RALLY ENTRY LIST

- 1 **Sebastien Ogier (F)/Julien Ingrassia (F)** Volkswagen Polo R WRC
- 2 **Jari-Matti Latvala (FIN)/Mikka Anttila (FIN)** Volkswagen Polo R WRC
- 3 **Kris Meeke (GB)/Paul Nagle (IRL)** Citroen DS3 WRC
- 4 **Mads Ostberg (N)/Jonas Andersson (S)** Citroen DS3 WRC
- 5 **Mikko Hirvonen (FIN)/Jarmo Lehtinen (FIN)** Ford Fiesta RS WRC
- 6 **Elfyn Evans (GB)/Daniel Barritt (GB)** Ford Fiesta RS WRC
- 7 **Thierry Neuville (B)/Nicolas Gilsoul (B)** Hyundai i20 WRC
- 8 **Dani Sordo (E)/Marc Marti (E)** Hyundai i20 WRC
- 9 **Andreas Mikkelsen (N)/Mikko Markkula (FIN)** Volkswagen Polo R WRC
- 10 **Robert Kubica (PL)/TBA** Ford Fiesta RS WRC
- 21 **Martin Prokop (CZ)/Michal Ernst (CZ)** Ford Fiesta RS WRC
- 11 **Bryan Bouffier (F)/Xavier Panser (F)** Ford Fiesta RS WRC
- 12 **Francois Delecour (F)/Dominique Savignoni (F)** Ford Fiesta RS WRC
- 22 **Jaroslav Melicharek (SK)/Erik Melicharek (SK)** Ford Fiesta RS WRC
- 31 **Yurii Protasov (UA)/Pavlo Cherepin (UA)** Ford Fiesta R5
- 32 **Armin Kremer (D)/Klaus Wicha (D)** Ford Fiesta R5
- 33 **Massimiliano Rendina (I)/Mario Pizzuti (I)** Mitsubishi Lancer Evo X
- 34 **Jourdan Serderidis (GR)/Morgan Rose (B)** Ford Fiesta R5
- 35 **Julien Maurin (F)/Nicolas Klinger (F)** Ford Fiesta RRC
- 37 **Lorenzo Bertelli (I)/Mitia Dotta (I)** Ford Fiesta R5

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