

AUTOSPORT

F1 2014 TEST VERDICT

www.autosport.com • FEBRUARY 6 2014

RED BULL CRISIS

CAN NEWY TURN THIS DISASTER AROUND?

“There will be no perfect quick-fix”

Gary Anderson



F1 GK

Where F1 meets Go Karting



“A once in a lifetime Go Karting experience you’ll want to do again and again...”



Come to Italy...be a racing driver for the weekend...

The full F1 experience in specially tuned Parolin karts providing increased speed & handling. Practise sessions, Tag Heuer live timing, in-kart recording, kart adjustment, 3-stage qualifying, grid girls, race, VIP Hospitality and 4-star accommodation.

It's new, it's different, it's fast... GET ON THE GRID!



LIMITED AVAILABILITY
BOOK NOW

F1 GK

Tel: +44 (0) 203 291 3268

www.f1gk.com

info@f1gk.com

POLE POSITION

Now is not the time for Red Bull to panic

DON'T PANIC! LEGENDARY SCIENCE-FICTION AUTHOR

and visionary Arthur C Clarke said this was the best advice he could offer humanity, and I dare say it's the counsel that I'd offer to Adrian Newey and his Red Bull technical team today.

After a disastrous start to its 2014 testing programme, as it racked up a dismal 92km of Jerez running compared with Mercedes's 1386km, it's clear there are some pretty fundamental issues that need solving before RB10 is in a position to complete a race distance. There are five weeks until the Australian Grand Prix, and eight days of track testing available in Bahrain to sort it out.

Of course, the pressure is on – not just on Newey and co, but on Renault Sport's F1 powertrain operation too – but they didn't become world-beaters together for nothing. There's more than enough collective nous at Milton Keynes and Viry-Chatillon to get this right, and that means confronting the real-world data it collected from the shambles of Jerez.

Perhaps the most pressing deadline of all is February 28 (day two of the second Bahrain test), which is D-day for engine homologation. And if all's not right with the power unit by then... man the lifeboats!



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



PRIVATE EAR



"Hello, this is the AA helpline. Press 1 for Renault engine problems, 2 for turbo overheating or 3 for chronic electrical trouble."

FIND US ON



Cover image: Photo4/XPB
Inset: Dunbar/LAT

PIT & PADDOCK

6 **THIS WEEK IN F1**

9 **COLUMN: JONATHAN NOBLE**

10 **THIS WEEK IN MOTORSPORT**

13 **COLUMN: DIETER RENCKEN**

14 **RED BULL IN CRISIS**

Full analysis of what went wrong for the world champion team at Jerez; Gary Anderson's technical insight into what the team must do to bounce back

DEBRIEF

26 **GARY ANDERSON RATES THE TEAMS**

The scores are in after the first F1 test at Jerez

28 **MERCEDES ON TOP AFTER FIRST TEST**

Why things are looking good for Silver Arrows

30 **DTM STRUGGLING TO EMBRACE USA**

Lack of US manufacturer hinders series' growth

FEATURES

32 **BRUNDLE AND TYRRELL, 30 YEARS ON**

Looking back on the British pairing's 1984 effort and why it's not in the record books

36 **CHAMPS BACK TO BTCC, PART ONE**

Alain Menu commits to BMR VW Passat

40 **CHAMPS BACK TO BTCC, PART TWO**

Fabrizio Giovanardi lands Motorbase Focus deal

42 **15 QUESTIONS: PETER SOLBERG**

48 **WHO WE'D LIKE TO SEE IN F1**

The 22 drivers who ought to be on the F1 grid

52 **FRIJNS ON THE FRINGE OF F1**

Dutchman hopes Caterham deal will help him

56 **RETROSPECTIVE: TASMAN SERIES**

Recalling F1's winter wonderland of the 1960s

60 **SIMS LANDS BMW SPORTSCAR GIG**

Alexander Sims talks about his new enduro deal

62 **JACK HARVEY: STATESIDE STAR**

Why the Briton has chosen to chase Indy dream

RACE CENTRE

47 **ERC; TOYOTA RACING SERIES**

SUBSCRIBE FOR A FREE GIFT

78 **FREE MERCEDES F1 THERMO MUG**

Subscribe for a great deal and digital package

CLUB AUTOSPORT

75 **MALLORY PARK TO REOPEN...**

... but not for car racing this season

76 **PRIAULX FOR GOODWOOD BMW**

Tin-top ace to race in 72nd Members' Meeting

79 **MORRIS JOINS CATERHAM ACADEMY**

Brit joins F1 team young-driver roster

80 **RADICAL ACE SHINES AT DAYTONA**

Bradley Smith hopes more US doors will open

THE BACK STRAIGHT

82 **THIS WEEK**

Readers' letters and best pictures

84 **WHAT'S ON**

The best track and TV action in the coming week

86 **RALLY OF MY LIFE: ALISTER McRAE**



THE BIG PICTURE

As Red Bull toiled at the Jerez test, McLaren made a great start to 2014. Jenson Button (pictured) topped day two and Kevin Magnussen was fastest overall





This week in F1

FIA SCRUTINISING NEW NOSES

The FIA is investigating Formula 1's 2014 nose designs amid suspicions that some may not be strong enough.

Although all cars that ran in the first pre-season test at Jerez last week had already passed the mandatory crash tests, there are questions over the way certain teams have met the requirement

for a minimum cross-sectional area.

As a result, the FIA has asked for information on the "cross sectional areas of the nose, taken vertically and normal [sic] the centre car line, at points 50, 150, and 300mm back from the top of the nose itself."

The final two measurements are further back than demanded by the

regulations. They will allow the FIA to judge whether noses have been designed cosmetically to meet the surface-area regulation.

Those with more conventional noses, such as Mercedes and Ferrari, appear to be safe, but those with anteater-style noses, and Red Bull's pod design, could hit trouble.

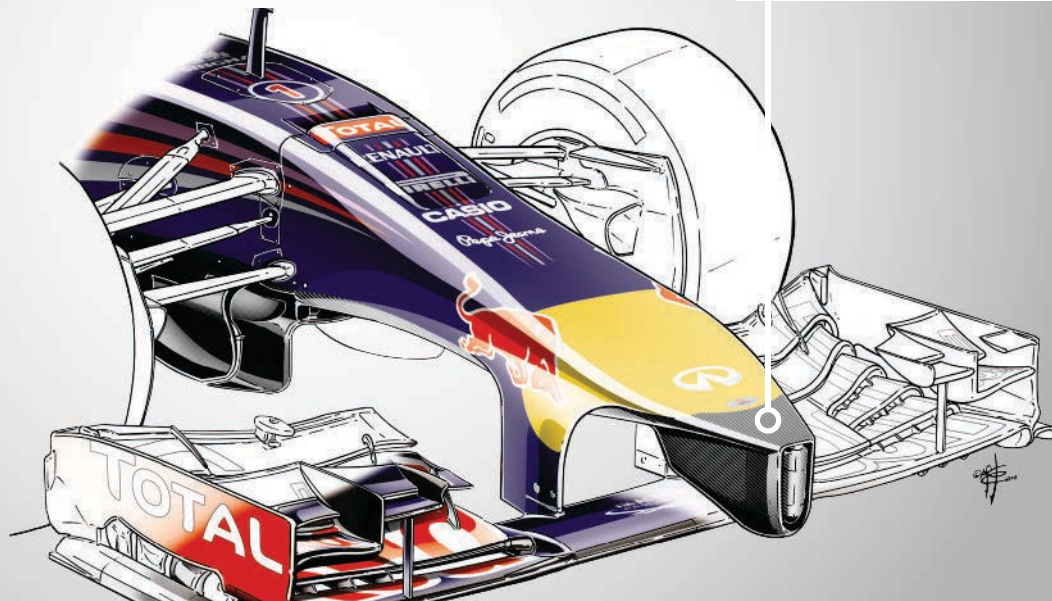
RB10 'pod' nose

The Red Bull design features an aerodynamic 'pod' hanging down from the nose itself to comply with the regulations. It is unlikely this structure plays much of a part in passing the crash test and its tapered sides improve airflow under the car. The FIA wants more data to check the structural integrity.

"The reason that there isn't a single solution is that it isn't actually that sensitive an area, and there are lots of different solutions that work"



Ferrari technical director James Allison on F1's controversial new nose designs

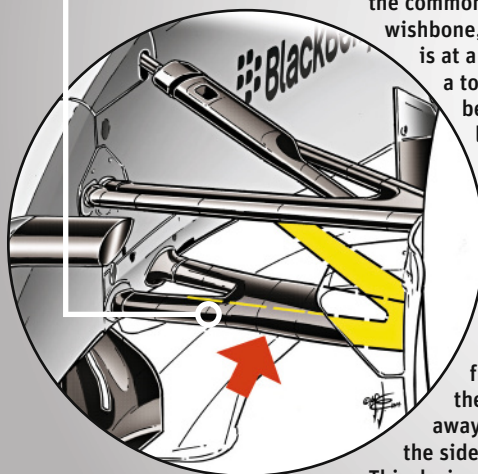


6

MERCEDES TECHNICAL INNOVATIONS

Narrow-angled wishbone

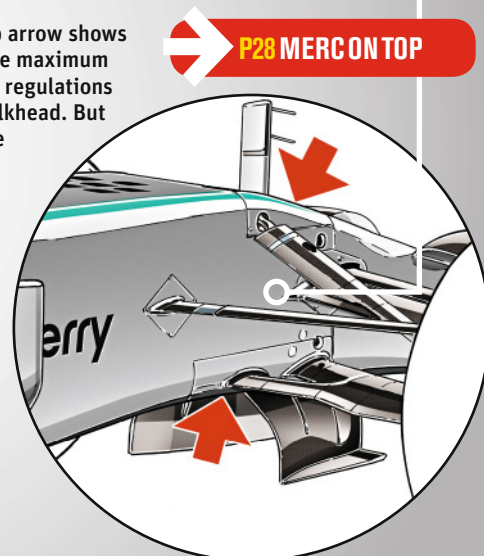
The Mercedes features a very narrow angle between the two legs of the lower wishbone in its front suspension, in order to minimise interference with airflow to the leading edge of the sidepods.



Gary Anderson: In yellow, you can see the common approach to the lower wishbone, but the Mercedes design is at a very narrow angle. This is a tough design to make work because under braking the loads in the wishbone legs and the chassis mounts increase dramatically the nearer they are to each other. Inevitably there will be a weight penalty, but Mercedes must have found a big enough aerodynamic gain from moving the rear leg of the lower wishbone forward, away from the leading edge of the sidepod, to justify doing this. This design will be difficult to copy.

Chassis underside

The Mercedes F1 W05 features an unusual design to the underside of the chassis, which is comfortably within the maximum height demanded by the regulations rather than pushing it to the limit.



P28 MERC ON TOP

Gary Anderson: The top arrow shows that it complies with the maximum height of 525mm in the regulations for the front chassis bulkhead. But instead of sweeping the bottom of the chassis upwards to match the upper-surface profile, as others have done, the lower arrow shows that Mercedes has kept the bottom of the chassis lower than is necessary. This will be to manage the airflow underneath the chassis more consistently before it reaches the leading edge of the sidepod.

For all the breaking news, visit AUTOSPORT.COM

BRAWN INSISTS HE HAS RETIRED

Ex-Mercedes team principal Ross Brawn insists his retirement from Formula 1 is permanent.

Brawn left Mercedes at the end of 2013 and has been linked with a new role at several teams, but he insisted at a fishing event in Aberdeenshire last Saturday that he would not return to F1.

"What they didn't realise when I was invited here was they had a scoop, because the world's press was trying to find out if

I was retiring or not," Brawn was quoted in *The Telegraph*.

"This is the busiest time of the year for F1 and I said I would come along and open the River Dee.

"If they had put two and two together they would have realised I was definitely retiring.

"I'm retiring – it's not tongue in cheek."

Despite his claims, Brawn is likely to remain a target for F1 teams looking to hire.

THOMPSON/GETTY



DUNBAR/LAT

Massa happy with Williams

Ex-Ferrari driver Felipe Massa praised his new Williams team after driving its new 2014 car at Jerez last week. "It's something that makes me even happier than I expected," he said.

REMEMBER WHEN

Ross Brawn and Adrian Newey briefly worked together in Carl Haas's FORCE operation in 1986



BRAWN IN F1

DATE	TEAM	JOB
1978-1985	Williams	Machinist/aerodynamicist
1985-1986	FORCE/Haas	Aerodynamicist
1987-1988	Arrows	Chief designer
1991-1996	Benetton	Technical director
1997-2006	Ferrari	Technical director
2008	Honda	Team principal
2009	Brawn	Team principal
2010-2013	Mercedes	Team principal

DID YOU KNOW?

This year's Australian GP, his 192nd start, will be the first F1 race Felipe Massa has started with anything other than Ferrari power.



BIG NUMBER

10%

Drop in the global F1 audience last year, according to the official 2013 Global Media Report published by the sport's commercial rights holders.



P14 RED BULL IN CRISIS

STALEV/LAT

Mateschitz: exits haven't hurt us

Red Bull team owner Dietrich Mateschitz insists that recent staff losses have not contributed to his squad's difficult start to the year.

"The current problems arose from the engine side and not from our team," said Mateschitz.

RED BULL DEPARTURES

Peter Prodromou: Chief aerodynamicist who has agreed a move to McLaren.

Mark Willis: Former head of vehicle dynamics who has left for Mercedes.

Giles Wood: Chief simulation engineer, who is also moving to Mercedes.

Lotus/Marussia entries sealed

Lotus and Marussia, whose places for the 2014 F1 season were listed as 'subject to confirmation' in the FIA entry list released last month, now have valid entries. Marussia blamed its delay on cashflow problems caused by prioritising work on building its car.



DUNBAR/LAT

Boullier takes McLaren role

Ex-Lotus team principal Eric Boullier has joined McLaren in the new role of racing director. His recruitment is part of a major restructuring of the team under new McLaren Group CEO Ron Dennis. Boullier will report to the McLaren Racing CEO, who has yet to be appointed. Head of aerodynamics Marcin Budkowski has left McLaren as part of the restructure.

KIMI'S FERRARI RETURN

Kimi Raikkonen's Jerez test appearance marked the first time he has driven an F1 Ferrari since contesting the 2009 Abu Dhabi GP; a gap of 1549 days. The Finn completed 78 laps in two days before handing the new Ferrari F14 T over to team-mate Fernando Alonso.

STALEV/LAT

Haas accepts F1 challenge

Gene Haas, one of three applicants for a place on the F1 grid for 2015 or '16, insists he has not underestimated the challenge of launching an American-based F1 team.

"It's filled with peril and there are a million ways to fail," said Haas. "All of those reasons are why you do it; just to see if it's something you can do."

Silverstone Classic

Rocking and Racing

25 | 26 | 27 JULY 2014



The WORLD'S BIGGEST Classic Motor Racing Festival

800 acres dedicated to
Flat Out Fun for All The Family

- Over 20 races of historic Formula One, sports cars, Group C, 'Le Mans' sports prototype, GT and touring car grids
- Motoring anniversary celebrations and parades
- An 'Access All Areas' policy including paddocks and grandstands
- Over 9,000 classic cars on display across the event
- Live music, Air Displays, Funfair, Shopping Village and much much more!

**ONE DAY
IS NOT ENOUGH!**

TICKETS & INFO

silverstoneclassic.com

TICKET HOTLINE

0871 231 0849

Calls cost 10p per minute plus network extras

**EARLY BIRD DISCOUNTS
UP TO 15% AVAILABLE
UNTIL 31st MARCH**

ADVANCE TICKETS ONLY



1976 McLaren MP26, the type driven by James Hunt



OFFICIAL PARTNERS



The Daily Telegraph





Jonathan Noble

F1's newshound

Any fears that the new generation of turbocharged cars won't sound good have been allayed by our man trackside at Jerez

Louder isn't always better. That's a fitting phrase for Formula 1 right now, after we caught a first glimpse of the new turbo revolution that looks all set to deliver a tantalising season.

We may all lament the demise of the V8s, just as we mourn how F1 used to sound with the screaming V10s and V12s, but life has to move on. Steam trains sound way cooler than today's electric models, but we just can't live in the past.

And in its latest iteration, with the 1.6-litre turbos, F1 certainly doesn't disappoint.

Standing trackside at Jerez last week, it was hard to understand why anyone would think the new cars were a let down.

One can only guess the reasons why Formula 1's own promoter Bernie Ecclestone, the man whose job it is to sell the sport to television companies, attract sponsors and drive up interest, should choose to have a Gerald Ratner moment and call it all a "farce" when he had not even heard the cars in the flesh.

Yes, the new F1 is quieter. Yes, the engines no longer deliver a cacophony of ear-splitting decibels when they are fired up in the garage. But is that any reason to think what we have now is a failure? Not at all.

In fact, a quieter F1 has its benefits. You can now hear yourself think when the cars are out on track, you can better hear the cheers from fans in the grandstands, and



Raikkonen slides his Ferrari F14 T – and now you'll be able to hear him fighting it

And not having to protect my ears with super-strength earplugs to deaden all the sounds had one huge benefit: you could actually hear what the drivers were doing.

As cars scabbled for grip on the exit of the turns, the differences between them were sensed by both sound and sight. You could hear the hesitation as Fernando Alonso waited for the car to square up before feeling he had the confidence to accelerate hard.

“That's what F1 needs to be about – the cars must leave a lasting impression. They still do”

you can carry on conversations with the great and the good in the paddock. That's not such a bad thing, is it?

More than that, there's something quite futuristic about the new cars. As they zoom into view – with the rear ends twitching as drivers battle with torque and less downforce – and get closer, it's not the throaty V6 engine that stands out.

Instead, it's the sweet whistling of the turbo as it whirs its way up to 125,000rpm. The cars have a space-age appeal; and you're left in no doubt that you're in the presence of a spectacular piece of racing machinery.

That's ultimately what F1 needs to be about – the cars have to turn heads and leave a lasting impression. They still do that.

Watching from behind the guardrails at Turn 1 and the exit of the chicane last Friday afternoon, it had been a long time since I'd been entertained so much by what was on display in front of me.

You could listen to the commitment of Felipe Massa as he blasted sideways out of the bends to find the limits of the new Williams. And you could eavesdrop on Adrian Sutil's frustrations as his cold rear tyres offered no grip and he agonisingly feathered the throttle in response.

Heck, you could even hear the screech of the tyres as the drivers locked up their fronts on entry, or spun up the rears as they disappeared from view in a flurry of sideways action. Each of the engine manufacturers' products sounded unique.

The different sounds of the cars has helped deliver a better overall experience. Rather than take away from the spectacle, it's added an extra dimension to it all.

I really can't wait to hear what the cars sound like as those turbos whirr up on the grid in Melbourne, and the field is let off the leash for the charge down to Turn 1.

Let's not be Luddites to the sound of F1's new generation. Come on, feel the (quieter) noise. ☞

This week in motorsport

NASCAR in radical winner-takes-all shake-up

This year's NASCAR Sprint Cup title will be decided by a winner-takes-all finale as part of a radical revamp of the series' Chase format.

Previously, the top 12 drivers in the points – 13 last year – progressed after the first 26 races into the Chase, which then decided the

championship over the final 10 races. Under the new system 16 drivers will progress to the Chase, based primarily on win tally before overall points. The 16th spot will be reserved for the points leader if he has not yet qualified by winning a race.

From there, four drivers at a time will be

eliminated from the Chase under the system below.

The changes have proved divisive with fans and also drawn criticism from some drivers. Kyle Busch said: "You've got NASCAR telling you everyone will race differently with this new format. You're kidding yourselves. Explain how."

P84 AUTOSPORT DEBATE: HAS NASCAR GONE TOO FAR?



NASCAR'S NEW SPRINT CUP CHASE FORMAT

16

DRIVERS – CHALLENGER ROUND

Chicagoland
New Hampshire
Dover

12

DRIVERS – CONTENDER ROUND

Kansas
Charlotte
Talladega

8

DRIVERS – ELIMINATOR ROUND

Martinsville
Texas
Phoenix

4

DRIVERS – SPRINT CUP CHAMPIONSHIP

Homestead

Giovanardi rejoins BTCC

Double British Touring Car champion Fabrizio Giovanardi will return to the series this season with Motorbase. The 47-year-old will race one of the team's three Ford Focuses, with the other two drivers to be confirmed soon. "I believe straight away that we can be one of the teams fighting for the championship," he said. "I need to win my third one!" If Colin Turkington is confirmed at WSR, it will mean the BTCC will include seven series champions.



STILL/PSP

“I'm concentrating fully on my testing for Caterham in F1



New Caterham reserve Robin Frijns – a GP2 race winner last year – rules out adding a race campaign to his 2014 test programme in Formula 1



FERRARO/LAT

➔ P52 FRIJNS INTERVIEW

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

Di Grassi replaces McNish at Audi

Lucas di Grassi will take Allan McNish's Audi seat and partner Tom Kristensen and Loic Duval as they attempt to win a second straight World Endurance Championship crown. The Brazilian moves up to a full-season drive after outings in Audi's third car at last year's Le Mans 24 Hours and the Spa WEC round, both of which he finished on the podium.

DI GRASSI'S CAREER IN NUMBERS

5 VICTORIES IN GP2

1
MACAU GP WIN, IN 2005

3RD PLACE FINISH ON LE MANS DEBUT

7 SECONDS OFF VICTORY AT SEBRING LAST YEAR

12 POINTS SHY OF 2007 GP2 CROWN

100% CONVERSION OF STARTS TO PODIUMS FOR AUDI

18 GPs STARTED FOR VIRGIN IN 2010



Ouinipohja axed for 2014

Ouinipohja, one of the world's most famous rallying stages, will be missing from this year's Rally Finland after organisers tweaked

the route of the event. Former winner Mikko Hirvonen said: "It's a shame, but we're not short of good roads to use in Finland."

Jarvis adds Super GT

Briton Oliver Jarvis is to dovetail a Super GT campaign for Toyota brand Lexus with his Audi World Endurance Championship commitments. The Briton, who raced in Japanese Formula 3 in 2007, will share a SARD-run Lexus RC F with Hiroaki Ishiura. He is set to race for Audi at this year's Spa and Le Mans 24 Hours WEC events.

Peugeot to rallycross

Peugeot will enter the newly-formed World Rallycross Championship this year in partnership with multiple title-winning squad Hansen Motorsport. The team, which took Timur Timerzyanov to the past two European Rallycross titles, will be renamed Peugeot-Hansen and will campaign the 208 T16 model.



Gronholm's Swedish lesson

Five-time Rally Sweden winner Marcus Gronholm took a ride with Robert Kubica to give the Pole some pointers ahead of this weekend's rally. "This guy can drive," Gronholm said. "He is the most talented driver I have ever sat with."

In brief



INTERLAGOS MOVED

The Interlagos round of this year's World Endurance Championship has been moved from its August date to become the series finale at the end of November. The Brazilian event was rescheduled after a request from promoter Emerson Fittipaldi.

ORDONEZ FOR ZEOD

Lucas Ordonez is the first driver named for Nissan's ZEOD RC experimental racer for the Le Mans 24 Hours. The Spaniard, who will be returning to Le Mans for the fourth time, was already the nominated test driver for the car.

ACCELERATION TEAMS

Seven teams confirmed their participation in the new A1GP-based FA1 Acceleration championship at a launch event last week. Germany's GU-Racing, which ran an entry in A1GP, will be joined, among others, by Performance (Sweden) and Provily Racing (Luxembourg).

MINASSIAN TO SMP

Nicolas Minassian will remain in the World Endurance Championship with the Franco-Russian SMP Racing squad. The Frenchman will race one of two ORECA-Nissan O3 LMP2s, to be run by AF Corse, along with Maurizio Mediani and Sergey Zlobin.

TINCKNELL JOINS JOTA

European Formula 3 race winner Harry Tincknell will make a switch to sportscars with Jota Sport in the European Le Mans Series and the Le Mans 24 Hours. The Briton will share the team's Zytek-Nissan Z11SN with team regular Simon Dolan and a yet-to-be-announced third driver.

GIDLEY SURGERY

Memo Gidley underwent further surgery last weekend as he continues his recovery from the injuries sustained in this year's Daytona 24 Hours. The American all-rounder suffered multiple leg and arm injuries and a compression fracture of his lower back in the crash.



MAINTAIN



PH NEUTRAL WHEEL CLEANING WITH A DIFFERENCE.

Cleaning chromed or polish rim wheels has always been difficult. Standard pH neutral product just don't cut the brake dust, acids and Alkaline cleaner can damage your finish and make your new wheels look worn and old. In comes dragons breath pH neutral wheel cleaning with a difference. Dragon's breath causes a chemical reaction with the baked on brake dust causing the contamination to change colour and state. The new state of these contamination are now water soluble and rinse freely from you paint or metal finish safely and effectively.



Phone **01892 277001** or go online for your local stockist



WWW.VALETPRO.CO.UK

Valet PRO
PROFESSIONAL VALETING SUPPLIES

FIRST PRINTING SOLD OUT IN EARLY JANUARY!

AUTOCOURSE 2013-14

LIMITED QUANTITY
REPRINT NOW
AVAILABLE ...
ORDER NOW
TO AVOID
DISAPPOINTMENT

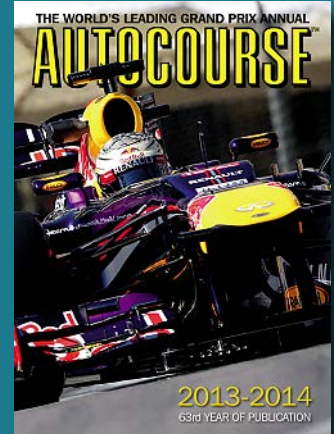
ONLY
£43.50*
FREE P & P
*RRP £49.95

Now in its 63rd year, AUTOCOURSE continues to go from strength to strength, maintaining its position as the world's most respected and sought-after Grand Prix annual.

In-depth coverage of yet another thrilling F1 season is covered in minute detail, with complete race-by-race statistics complementing the entertaining race reports.

Chief photographer Andrew Hone contributes his beautifully crafted images, and he is supported by some of F1's most talented photographers from around the world.

The most complete record of the F1 season, AUTOCOURSE also covers GP2, GP3, Formula 3, WEC Sports and GT racing, Touring cars, Indycar and NASCAR in the United States, Karting and more.



**GRAND PRIX WHO'S WHO & AUTOCOURSE
2013-14 FOR JUST £80 POST FREE
LIMITED TIME PRE-SEASON OFFER!**
Call, or visit website for full details

To order visit: www.autocourse.com
or call our hotline: +44 (0)1753 689693

OFFICIAL AUTOSPORT MERCHANDISE



Just visit www.autosport.com and click the t-shirt link.





Dieter Rencken

F1's political animal

With such dramatic chassis and engine changes for 2014, F1 should have run the Jerez test in secrecy to avoid bad press

CVC Capital Partners, the venture fund that holds a controlling slice of Formula 1's commercial rights, manages a diverse portfolio of global entities, including blue-chip companies operating in the postal/communications, transport, hospitality, chemical and utilities sectors. One of the companies it acquired and restructured before listing on an Asian stock exchange – much as CVC has (twice) intended doing with its F1 holdings using a business model virtually identical to that for F1's commercial rights – is Samsonite, the luggage manufacturer.

Imagine that during CVC's watch a variety of commercial and environmental concerns plus plummeting market acceptance forced not only the company but also the entire luggage industry to totally revamp its products through the introduction of environmentally friendly hi-tech materials and processes. Four years' notice is granted, albeit with an already extended regulatory deadline of 15 March 2014.

Now imagine the unimaginable: Rather than enthusiastically embrace the future, the CEO of CVC's subsidiary publicly slams the best efforts of hundreds of highly qualified, totally committed engineers and blue-chip suppliers who have developed a full spectrum of market-relevant products under tightly controlled conditions and stringent budgetary constraints, mainly

Yet, far from being fantasy, these scenarios are precisely those endured by F1 this past week at Jerez as the sport prepares for its crucial switch from 2400cc 'old-iron' V8s which have their roots in the past millennium to 1600cc hybrid-drive cars with similar outputs (750bhp), yet are 35 per cent more efficient. True, they are more costly, but that is the inevitable price of progress – and in overall terms the budgetary increase is but 15 per cent.

F1, though, has little experience in handling wholesale change, for the last major power-unit switch occurred in 1966, when the sport moved from 1.5-litre to 3-litre engines – and even then the sport hedged its bets by permitting 1500cc forced-induction engines, an option eventually taken up by Renault some 11 years later in turbocharged form.

Crucially, back then there were no demands that engines suppliers service a number of teams nor were there restrictions imposed on private testing, enabling Ferrari, BRM and (later) Cosworth to test to their hearts' content behind closed gates, away from TV's unrelenting glare. Chassis regulations, too, were crude, with restrictions on weight and need for open wheels and open cockpits being the only major constraint.

Fast-forward to 2014, and the technical regulations demand not only massive chassis changes, but that engine

“F1 should have ordered a lock-down of Jerez or rented Paul Ricard for its stringent security”

imposed from the very top.

Worse, said CEO brands the product 'a total farce' in a national English newspaper, having previously highlighted any disadvantages to the media. That after a year ago having actively encouraged suppliers, luggage outlets and retail chains to denounce the change and associated price increases, thereby effectively killing the market before products hit the streets...

Consider another scenario: Car manufacturer develops revolutionary technology, and shortly prior to going to market subjects its new-fangled products to intensive testing in southern Spain and the Middle East. Does it invite TV broadcasters to televise proceedings, throw proceedings open to an already sceptical media, sell tickets to prospective customers to defray costs or invite VIP guests to test venues despite the risk of inevitable failures becoming global knowledge in this age of instant information?

suppliers treat their teams equally. For example, Renault provides parity for four teams, one of which is new to the fold, and needed to do so from the off. Mercedes, too, has a new customer in Williams, while Ferrari has no previous experience of working with Marussia.

Any wonder 2014's cars are seven/eight seconds slower than the fastest car in the history of F1 (Ferrari's F2004 of a decade ago) at first time of lapping?

Rather than run in public, F1 should have ordered a total lock-down of Jerez – or better, rented Paul Ricard, where security is stringent – and invited only media with histories of responsible reporting to the first running of the most crucial cars in F1 history. Live TV? Forget it, despite the possible effect on CVC's coffers...

Yes, F1's first week of testing its new technology was, as Bernie Ecclestone said, a "total farce", but only because of the manner in which the sport conducted itself, from the very top down. ❧

Red Bull in disarray

Last week's Jerez test was one of the worst in history for the world champion team.

JONATHAN NOBLE explains what happened and the challenge it now faces

14



Red Bull has fires to fight on the reliability front



THOMPSON/GETTY

Troubled test for champion Vettel



THOMPSON/GETTY

“We’ve had a compressed schedule. We kept pushing last season and that has reduced our time for R&D on this year’s car”

ADRIAN NEWEY

15

Barely a few hours into the first pre-season Formula 1 test of 2014, Red Bull realised the extent of its troubles. When four-time champion Sebastian Vettel, a man unbeaten since last August’s Belgian Grand Prix, spoke of his chances of extending that run to five titles, he was already wary about the plight of his team.

“I think at this stage, what would make us very confident is to run,” he said. “At the moment we’re not running, so we have to catch up.”

The initial worry was that the RB10’s debut was delayed by the team needing to refit a part that had placed incorrectly during its build, but it would evolve into a much bigger drama: a combination of major overheating problems as well as numerous reliability issues with the Renault power unit left the team in the mire.

It was hard to believe that the all-conquering squad from Milton Keynes ended the Jerez test not only at the bottom of the time sheets, but with the fewest laps completed of everyone present – just 21 over four days was a disaster.

PREPARING FOR THE NEW TURBO ERA

A few months ago, the talk had been of the radical 2014 regulation changes being a good thing for Red Bull. It posed a fresh challenge that would keep the troops motivated and pushing hard to retain their dominance. Yet equally, digging deeper into the new rules, it was clear that what was coming

for this year would also wipe away some pretty substantial advantages enjoyed by the team.

Gone were the blown floors, in which area Red Bull had proved the master of using exhaust gases into the diffuser to boost its car’s performance. The coming reduction in downforce, with the smaller wings, would also negate some of the aero advantages of Adrian Newey’s technical team.

Even subtle changes such as having to place the ERS batteries under the fuel tank this year had an impact – Red Bull had gained some hefty weight-distribution advantages through cleverly placing its KERS batteries under the gearbox housing up until the end of last year.

But perhaps the greatest difficulty for Red Bull has been that the arrival of the new turbo engines means rival ‘works’ teams have a tremendous advantage from the off. Mercedes and Ferrari have been boosted by the fact that their engine and chassis teams can work together to mould their concepts as one, and their power-unit designs grew with impact from the chassis men regarding aerodynamic and packaging benefits.

As Ferrari’s James Allison pointed out last week: “They were bending over backwards for us on the chassis side to make sure that they produce an engine that is packageable, and that allows itself to be cooled with radiators that are manageably packageable in the car.”

While Red Bull is Renault’s *de facto* works team, it has not had the benefit of working under the same roof as its French car-manufacturer partner.

LATE DEVELOPMENT DRAMA

In the days before the first test, Renault revealed that it had faced its own dramas over the winter as the concepts of its power unit evolved in ways that meant its teams had to alter their chassis-design plans.

Renault F1 deputy managing director Rob White warned before the test: “We’ve created some moving targets as we’ve gained knowledge of the power units and how they will behave, in terms of the power unit, all the heat rejection and all the electrical circuits.

“It’s been quite a big challenge on the chassis side to deal with a moving target on our side.”

Bear in mind too that while Renault was imposing some evolving demands on its leading team, Red Bull was facing a race against time to get the car ready for the test. Its domination during the second half of the 2013 campaign was in part down to it electing to push on with developing the RB9 as long as possible, rather than switching all focus towards this year’s car.

“We’ve had quite a compressed schedule because we were in a championship battle last year,” said Newey. “While in the second half of the season we could have thought to have stopped developing the car a little bit sooner, we weren’t to know that at the time. So we kept pushing through last season, and that has reduced our time for R&D on this year’s car.”

Red Bull had been late in previous seasons, even missing the first test of 2010, but perhaps ▶



Newey is known for his tight packaging, but must now find fix

FERRARO/LAT

“It’s been a Herculean effort by every member of the team, and to have a car here at the first test is an achievement in itself”

CHRISTIAN HORNER

► there was an element of having underestimated the complexity of the 2014 packages.

As team boss Christian Horner reflected on the opening day of the Jerez test: “It’s been epic this winter to be honest with you, because the car is an awfully lot more complicated. There are probably 40 per cent more drawings required to produce the car, and therefore more necessary parts that go along to be manufactured as well.

“So I think the effort that’s gone in from the team behind the scenes has been quite outstanding and, when you think we only started our crash testing 10 days ago, others have been doing that for several months. It’s been a Herculean effort by every member of the team in Milton Keynes, and to have a car here at the first test is an achievement in itself.”

To put the lateness of Red Bull’s crash-test procedures in context, some of its rivals had done that part of the FIA homologation process as long ago as December.

Red Bull therefore arrived at Jerez perhaps not in the shape in which it hoped to be, but just getting the car there seemed essential, for it was vital for teams to begin unlocking the secrets of the power units and addressing the reliability issues that are likely to plague the start to the campaign.

But Red Bull’s test never really got going...

HOW THE NIGHTMARE UNFOLDED

Day one in Spain was ruined by the delays in getting the car finished and the power unit ready to go, but Vettel at least managed to get a few laps

in late in the day. Alarm bells weren’t ringing too loudly, for the opening had been a difficult one for all the teams, with even Mercedes calling it quits early following a front-wing failure for Lewis Hamilton.

But by day two the situation for Red Bull was looking pretty bleak, and it found itself fighting a war on two fronts. On the one hand, it had to battle serious problems from Renault, which confessed afterwards that what it delivered for Jerez was ‘unacceptable’.

The control systems for its engines were not working as planned in the hot confines of the car, due to a combination of software and mapping issues. It led to faults in the turbo and engine controllers, plus the energy stores. A hardware fix did at least solve the energy-storage problem for the second half of the test.

Renault introduced work-around software to get its power units at least able to run, but that only allowed them to be operated in a state of reduced performance, with excessive vibrations contributing to further problems. Had Red Bull produced a fully working car with no problems on its side, then it would have fallen foul of the separate issues Renault’s other two teams had.

But in the end, it could barely manage to string a full lap together.

Although the team has not offered a detailed explanation of its ‘cooling issues’, a source with good knowledge of the situation explained that the situation was ‘severe’. In the tight confines of the RB10, there was massive overheating, which

was leading to parts produced by the engine supplier and the team burning and failing. There were suggestions that the RB10 could barely get out of the garage before trouble hit.

That was why whenever the car stopped, it appeared to be smoking. And it could be an explanation for the mysterious sparks that were seen flying out of the back of the Red Bull on the rare occasions when it was out on track.

Even a temporary hack job for the final day of Friday, with a square opening cut into the sidepod, didn't appear to help.

A JOINT RED BULL/RENAULT DECISION

It would be all too easy to jump to the conclusion that a packaging problem and lack of cooling must lay at the door of Newey. He is, after all, a man not known for compromise when it comes to creating the fastest possible racing car.

Drivers and engines are viewed as an inconvenience to the weight and aerodynamic characteristics of his creations. You can be sure that everything will be packaged as tight and low as possible, in and around the engine bay.

Yet the Red Bull issues that appeared at Jerez were not a case of Newey going too far in defiance of Renault. Instead, they were the result of miscalculations from both engine maker and team.

A source close to the French car manufacturer emphasised that it had worked in close harmony with Red Bull on the creation of the car, and there was 'full support' for the cooling demands and packaging ideas that were put together.

The issue is that they both got it wrong. The cooling and heat-rejection figures that Renault had given out, based on information garnered in high-tech air-cooled dyno rooms, had clearly been too optimistic. Both parties had simply been caught on the hop.

No matter how much work was done on the engine and gearbox dyno, there's nothing like running an engine in an actual car – with real heat and real airflow in and around the engine – for delivering the true answer to what's needed.

TIME IS NOW THE BIGGEST ENEMY

Why the errors were made is a question for later; the big task now is to get things turned around in time for the second pre-season test in Bahrain. Renault has work to do to get its control systems working properly, while Red Bull itself is going to have to revise its packaging and cooling designs so the car can run for more than a few miles at a time.

There are just two weeks to go before the Bahrain test, and if Red Bull wants a realistic hope of heading into the season with a genuine chance of victory in the Australian opener, it's going to have to hit the ground running and complete a lot of laps. It can't afford another Jerez disaster.

Red Bull has offered no clues about the scale of the repackaging and revised cooling that need to be done to fix its ills. They're unlikely to be easy jobs, and it may be that the team needs to put together a temporary fix in time for Bahrain before a more extensive overhaul comes for the start of the season.

The scale of the work for both parties is immense but not impossible. Both Renault and Red Bull have the resources and skills to get their houses in order. It will get sorted, but the real problem is the one thing that they have no control over: time.

As White said about the inevitability of the need to go racing in Australia on March 16: "It's like missing a train. To get to the station you can always run a bit faster, or leave home a bit earlier, but you can't change the time the train goes."

The clock is ticking for Red Bull and Renault. ❧



Even Ricciardo's permasmile is gone



Vettel had plenty of time for media duties



New RB10 only completed 21 laps

What Red Bull

must do next

With the champion squad's problems now apparent, former F1 designer GARY ANDERSON reveals what Red Bull needs to do and analyses how soon it may be able to react

18

The raw statistics paint a bleak picture for Red Bull. Formula 1's dominant team of recent years completed a grand total of 21 laps in last week's Jerez test before packing up and heading home to make the most of the 18 days before the first of two four-day Bahrain tests gets underway on February 19.

That, along with the scope for mileage using the two available 'promotional events', allowing a maximum of 100km of running on demo-specification tyres, is all Red Bull and Renault have left to get themselves into shape for the season-opening Australian Grand Prix on March 16.

Effectively, Jerez was a write-off for Red Bull and, with testing so restricted, it's time it won't get back. This means it's essential that a workable fix is found in time for Bahrain, even if it is an inelegant one. Its rivals, in particular Mercedes, will have gathered a vast amount of data and understanding both of the new 1.6-litre turbocharged V6 powerplants and the 2014 cars. Already, Red Bull is behind.

Renault has its own problems, as we saw with the struggles of Scuderia Toro Rosso and Caterham. But all the indications are that Red Bull has also created its own packaging difficulties on top of Renault's issues.

On Wednesday night in the middle of the Jerez test, Renault had been confident of resolving its problems for the following day, but that did not happen. The problems being scrutinised at Renault's Viry-Chatillon base are in particular related to the battery pack and the energy recovery systems.

F1 is all about pushing things to their limits. But if you go beyond those limits, which is where the RB10 packaging appears to be, it can cause huge problems. Red Bull will need to take a step back in order to go forwards, even if that sacrifices performance because with so much work to be done it cannot afford not to be racking up the miles in Bahrain.

The next few weeks can define Red Bull's 2014 campaign. The absolute, number-one priority is to recognise what the problem is and to define whether it's a short-term or a long-term one. That means understanding the root cause, not just the symptoms. As for timescales, were you to have a crankshaft braking, that equals three months' work, if it's an air-valve seal problem, it's a much quicker fix. Those aren't Red Bull's problems, but everything we are hearing points to the fact it is overheating in the garage in the turbo area. There are any number of factors that can contribute to this with a wide range of lead times required to implement a fix.

If you look at the RB10, there are indicators ►



Team in trouble: this photo shows a large spark flying off Daniel Ricciardo's Red Bull at Jerez



FERRARO/LAT



As part of quick-fix at Jerez, this duct appeared in the RB10's sidepod

“Jerez was a write-off for Red Bull. That means it’s essential a workable fix is found in time for the next test in Bahrain”

GARY ANDERSON



► as to why there might be a problem. It's very tightly packaged, particularly around the engine cover area. Certainly, if you compare it with the bulbous packaging of the Scuderia Toro Rosso engine cover, or the boxy Caterham, there is a dramatic difference. While the Ferrari isn't dramatically different, by all accounts the Scuderia has put a lot of effort into getting the lowest possible heat-rejection figures out of its power unit. That makes the more aggressive packaging possible and suggests Renault has not been so successful.

So the most direct solution for Red Bull is to re-package the engine installation to prevent what overheating problems there are. This is far more difficult than it sounds. When you lay out one of these cars, if you have designed it well there should be next to no space to adapt and to change. The best illustration of that is the Sauber cutaway car (below), which shows just how much there is packed into these cars and little capacity for adding anything.

KEEPING COOL

If Red Bull's problem is simply about heat build-up, you can fit some ducting to move some air around the problem areas but it will compromise the packaging and you have to find the space to do it.

In terms of the timescale for fixing this, it's a two-part question. Red Bull needs to overcome the problems in time for the Bahrain test and the early races. It's into the unknown and it will have to be conservative. So it will need to aim for more like 110 per cent of the required cooling rather than 100 per cent because Red Bull cannot afford to have an unreliable car.

We've heard from lots of the small teams that the launch-specification cooling was on the conservative side because they didn't want to have problems early on. From there, you can back off the design because you are making things smaller rather than trying to find more space.

Things can change. Mercedes did all those

"It's a big test for Adrian Newey. We know how successful he's been in F1, but the word 'compromise' is not in his dictionary"

GARY ANDERSON

miles at Jerez but every time you take an F1 car out on track there's someone with a cricket bat waiting to smack you around the back of the head with it! You can never be sure what will happen and the Mercedes-powered cars could hit trouble in Bahrain while Red Bull does 100 laps a day.

But in my book, for a championship-winning team, Red Bull has, along with Renault, had a hugely embarrassing test. Add in the problems its junior team, Scuderia Toro Rosso, has had and it's doubly embarrassing.

We're hearing of some dissatisfaction with each other on both sides but now is not the time for recriminations, now is the time to work together to solve the problems. Fault doesn't matter, fixing it does. And it must be a robust fix.

People talk about a b-spec car. But the b-spec car will probably have to be a short-term fix for the problem. Thereafter any c-spec car will have to overcome the problems caused by the b-spec because it will compromise things. So that process will take time. It could take months to make a complete recovery so Red Bull will be less competitive than it expected because some of that performance will have to be given away.



Renault's Rob White faces a media grilling at Jerez

This is great for the championship. Mercedes, McLaren and Ferrari all look to be in reasonable shape, as does Williams. We haven't seen any sign of the true potential of the Red Bull yet, but I'd be very surprised if the car doesn't perform well once running right. This could lead to it playing catch-up as the season goes on.

It's a big test for Adrian Newey. We know how successful he has been in F1, particularly under the past rules cycle from 2009-2013 with Red Bull. But the word 'compromise' is not in his dictionary. While the packaging was tight, Red Bull will have had good reason to expect it not to be a problem, so this fix will require a change of mindset. Bigger cooling capacity is one thing, but if there are other contributing factors it will require a lot of head-scratching.

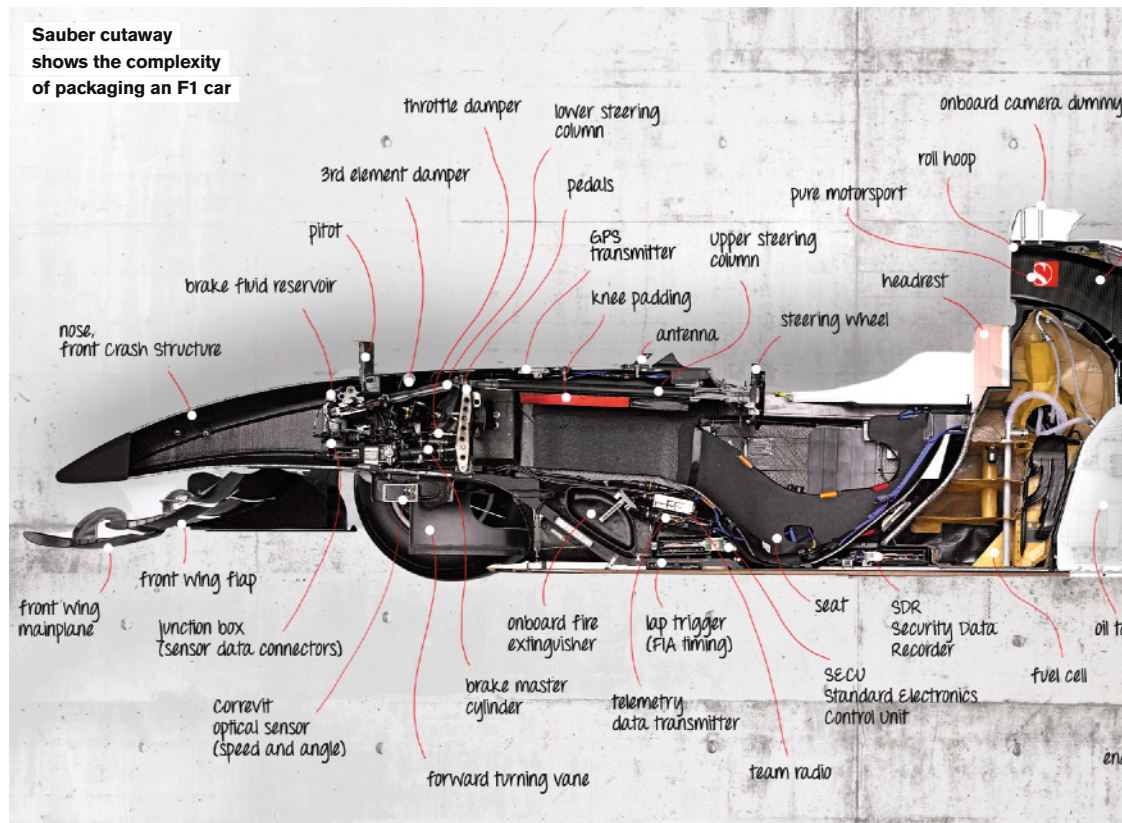
Adrian is very good at thinking through these problems and understanding them. But all the time Red Bull is troubleshooting, the other teams are pulling ahead in terms of understanding how the rest of the car functions. Mercedes, McLaren and Ferrari can all go to the Bahrain test with a job list primarily focused on simply going better. Red Bull's priority is to get going.



Ricciardo inspects the damage out on track



Renault is under pressure ahead of the next test



Sauber cutaway shows the complexity of packaging an F1 car

- throttle damper
- lower steering column
- onboard camera dummy
- roll hoop
- 3rd element damper
- pedals
- pure motorsport
- headrest
- pitot
- GPS transmitter
- upper steering column
- steering wheel
- brake fluid reservoir
- knee padding
- antenna
- steering wheel
- nose, front crash structure
- front wing mainplane
- front wing flap
- junction box (sensor data connectors)
- onboard fire extinguisher
- lap trigger (FIA timing)
- seat
- SDR Security Data Recorder
- Correxit optical sensor (speed and angle)
- forward turning vane
- telemetry data transmitter
- team radio
- brake master cylinder
- SECU Standard Electronics Control Unit
- fuel cell

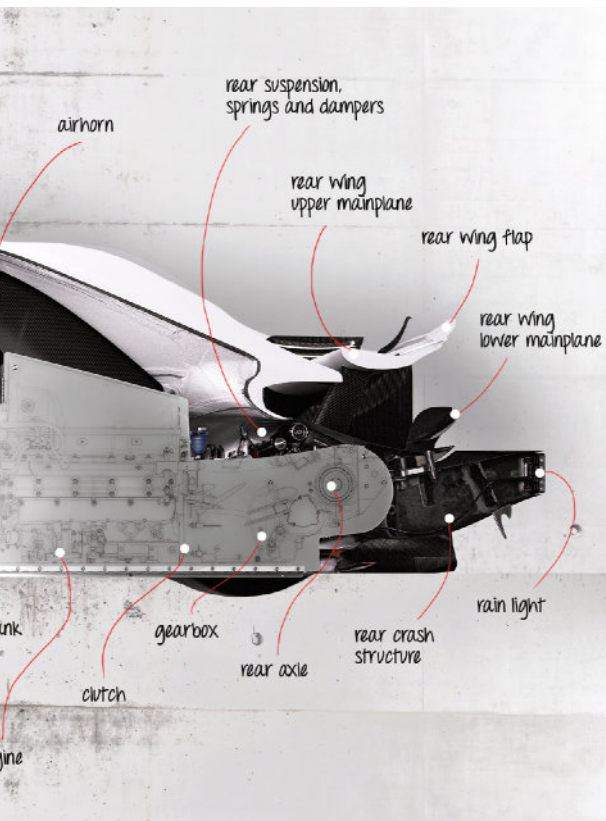
This is not an insurmountable task, but it's all about approaching it in the right way. It will be a real test of the relationship between Red Bull and Renault. Ferrari has worked on its car and engine together at Maranello, Mercedes has its engine operation at Brixworth, 30 miles up the road, and while Red Bull is effectively the works Renault team, the relationship is very different.

When Red Bull switched to Renault engines in 2007, it was a well-established powerplant that had already been designed and raced for a year, so it was a case of designing the car around it with little scope for changes because of the engine freeze. And one of the main reasons for moving to Renault in 2007 was that it required less cooling than the Ferrari, and airflow used for cooling can't be used to create downforce. What was an area of strength with Renault's 2.4-litre V8 is currently a weakness with its 2014 engine.

What happens now will tell us a lot about the extent to which Red Bull really is a works team rather than a customer. Red Bull is in Milton Keynes and Renault is in France, so even with 21st-century communication there are limitations to that. The engine is now a bigger proportion of the competitive equation. Last year, let's say the chassis and aerodynamic package was responsible for 80 per cent of the performance and the engine 20. The engine could let you down in terms of reliability, but the car would win you the race. This year, it's more like 50/50 so the works advantage is more significant.

All of this adds up to a huge test for Red Bull, even though you can never underestimate Newey. After all, it's not down to luck that Red Bull has been staggeringly successful over the past half-decade. But while a big part of the problem should be fixable in the short-term, the team's performance throughout the entire 2014 season could be compromised by its disastrous start. There will be no perfect quick-fix.

We've seen how great Red Bull is when things are going well. Now let's see it show its mettle with its back to the wall. ❧



FORMULA 1 ROGUES' GALLERY

It's far too early to write off Red Bull for 2014, but there have been several examples of drivers' or constructors' championship-winning teams that failed to win a race the following season during the past three decades.

MERCEDES MGP W01 (2010)

Mercedes thought it had acquired a turn-key championship-challenging team when it acquired Brawn, which had won the 2009 drivers' championship with Jenson Button as well as the constructors' crown. But with Nico Rosberg and Michael Schumacher on board, it managed only three podiums all season. Team principal Ross Brawn believed its struggles were a consequence of the savage cuts in the team after Honda pulled out.

"Honda was a pretty big entity and then it was reduced in size to Brawn GP but we still had the benefits of that operation [in 2009]," Brawn told AUTOSPORT in 2011. "Now we have to build it back up to the side where we can be competitive."

RENAULT R27 (2007)

After claiming back-to-back drivers' and constructors' titles, Renault was the victim of a perfect storm in 2007. Fernando Alonso's move to McLaren, Michelin's withdrawal from F1 and windtunnel problems mean it started the season poorly. Heikki Kovalainen's second place in the wet at Fuji was its sole podium finish.

WILLIAMS-MECACHROME FW20 (1998)

Two factors contributed to Williams's slump from having dominated F1 from 1992-1997, winning nine out of 12 titles. The first was Renault's decision to pull out of F1 amid question marks over its spend, with Mecachrome continuing to develop the

Renault design but on a reduced budget.

The second was Adrian Newey's defection to McLaren. Newey had stopped working for the team in late '96, but the '98 car was the first since 1990 not to have his influence.

BENETTON-RENAULT B196 (1996)

After winning back-to-back drivers' titles, and the 1995 constructors' crown, Benetton failed to win the following season. This was largely down to Jean Alesi and Gerhard Berger's struggles to adapt to an understeering car suited to Michael Schumacher.

"Benetton at the time certainly had the potential to win one or more world championship and had I stayed there I am pretty sure I would have been winning the world championship the year after," said Schumacher in an interview with AUTOSPORT at Interlagos in 2011. "It sounds a bit arrogant, but I am almost certain about this."

WILLIAMS-JUDD FW12 (1988)

The loss of Honda thanks to the team's refusal to take on the Japanese firm's favourite, Satoru Nakajima, condemned Williams to a winless campaign in 1988. This despite still having Nigel Mansell on its books. Expediency forced Williams to run the underpowered Judd V10, which was no match for the Honda turbos in the back of the McLaren. The car was unreliable but was sporadically quick, with Mansell finishing second on the two occasions he reached the chequered flag.



Renault, 2007



Williams, 1998



Benetton, 1996



Williams, 1988



Mercedes, 2010

When Newey got it wrong

Adrian Newey is a design legend of F1, but even he gets it wrong sometimes. **EDD STRAW** looks back at five Newey creations that were at best successful, and at worst a total nightmare



Capelli could be a near-winner, or a non-qualifier

MARCH-JUDD 891/LEYTON HOUSE-JUDD CG901

Adrian Newey's first technical directorship was with the Leyton House-owned March team. In 1988, the March 881 had set the template for the modern era of aerodynamics and was one of the few cars to occasionally trouble the McLaren-Hondas. But the team struggled in '89 with the March 891 and the following year with what was dubbed the Leyton House CG901, but what was to all intents and purposes the same as the previous year's car.

In the first six races of 1990, Ivan Capelli and Mauricio Gugelmin failed to qualify as often as

not and, amid management turmoil (team principal Ian Phillips was laid up with meningitis), Newey saw the writing on the wall and accepted an offer to join Williams as chief designer. Effectively, he jumped before he was pushed.

"The 891 was troublesome to start with and that was mainly aerodynamically," said Newey of the car. "We had some gearbox problems at first but, once we had sorted those, the car wasn't as stable as the 881 had been.

"It wasn't until the first part of 1990 that we looked at the windtunnel itself and realised that

the floor had bowed over a period of time and was giving completely false readings, sending us in the wrong direction."

Ironically, Capelli came within an ace of winning the race after Newey left, the French GP at Paul Ricard. In Mexico, a new floor/diffuser package had been introduced but the combination of bumpy track and poor readings from the windtunnel meant it didn't work. At ultra-smooth Paul Ricard it was another matter, and only a late fuel-pressure warning led to Capelli lifting, allowing Alain Prost's Ferrari to pass him for victory.

WILLIAMS-RENAULT FW16

It seems harsh to describe a car that took the constructors' championship as anything other than a success. But the ban on driver aids, specifically active ride, made life very difficult for Newey, then Williams chief designer, in 1994.

"The rule change banning active ride was a big problem," said Newey of the car, which in the first half of the season was capable of being rapid but was all too often on a knife-edge.

The dominant FW14B and FW15C of 1992 and '93 relied upon fine-tuning of ride heights for the aero platform to work and the '94 car proved too critical and prone to stalling.

Significant upgrades at Imola and Magny-Cours made the car more consistent and laid the foundation for Damon Hill's run at the world title.



Hill led the team after Senna died in FW16 in San Marino GP

McLAREN-MERCEDES MP4-18

The unraced MP4-18 of 2003 lives in infamy on Newey's record. A series of delays while the MP4-17D – a highly evolved version of the '02 McLaren – raced on eventually turned into the permanent mothballing of the troublesome car.

When it first tested, at Paul Ricard, the short-sidepodded MP4-18 was instantly faster than its predecessor but managed only 28 laps. Hydraulic problems were a particular difficulty, and things turned from bad to worse in testing in June when Kimi Raikkonen

and Alex Wurz suffered big accidents in Spain.

There were positives about the car, which was tightly packaged with a Mercedes engine that was planned to be lighter and more potent. But it struggled to pass its crash tests. "I wouldn't say it's radical," said Newey, but with innovations such as its exhaust chimneys it was distinctive.

Ron Dennis described the MP4-18 as the "mother" of the following year's MP4-19, with many design features carried over, although that machine only won once in 2004.



Wurz shunted the unraced MP4-18



De la Rosa replaced Montoya in MP4-21

McLAREN-MERCEDES MP4-21

The 2006 McLaren failed to win a race and, while Newey had left the team for Red Bull by the time it finally raced, he did contribute to the design. The MP4-21 lacked downforce and aero efficiency and did not develop as well as needed throughout the season, but it would be harsh to hold Newey responsible for the overall failure of the car.

THOMPSON/GETTY

RED BULL-RENAULT RB3

The 2007 Red Bull was the first pukka Newey-designed car produced by the team, and did allow it to get to the front of the midfield fight. But with the Red Bull team still immature and Newey only having joined early in 2006, it was still raw.

The fundamental concept was good aerodynamically, but what Newey described as the "hurried" commissioning of the Bicester windtunnel by Jaguar (which became Red Bull ahead of the 2005 season) held it back.

"We had significant differences between how the windtunnel suggested the car should behave and

how it actually did behave," said Newey. "And given the very short time we had, we just looked at the parts that might be misbehaving and redesigned them based on my previous experience."

That went some way to solving the aerodynamic problems. But, and this will sound very familiar, the tight packaging of the seamless-shift gearbox caused major problems. The result was overheating bearings as a result of too much compromise for aerodynamic advantage, and the majority of Red Bull's technical problems during 2007 were caused by the gearbox. ❏



Early days for Newey-Horner

LENNON/GETTY



Webber's first Red Bull gave him one podium

MASON/GETTY

Minnows aim for the midfield

Last year's Caterham-beater now has a Ferrari engine to power its no-frills design, offering it more hope to climb up the grid. By **GARY ANDERSON**

MARUSSIA-FERRARI MRO3

This is the first time that we can really compare Marussia on equal footing to its rivals. It's still the smallest team, with just under 200 people, but after its difficult start in 2010 with the all-CFD car it now has a stable foundation to build from.

The feeling in the team is that it now has a 'complete' car with everything it needs to compete with some of the other smaller

teams. The switch to Ferrari engines means it has a proper manufacturer partner as well. While Cosworth did a good job previously, its engine programme wasn't on the same scale and this was a relative weakness.

This is a fresh start for Marussia, which has produced a solid starting point and it should be possible to make some decent developments on a cost-effective basis.

24



NOSE

The nose is probably best described as the offspring of an anteater nose and the Red Bull vertical pod design. It's a conservative approach and has simple lines, although the upper corners are pretty square and that will compromise the airflow coming off the nose. I'd like to see it more blended.

FRONT WING

This is a conventional but neatly-done front wing that seems to be a step forward in terms of endplate detailing in comparison with previous Marussias.

SIDEPODS

The Marussia has a good, clean Coke-bottle area, although the sidepods and rear floor are lacking some of the winglets and turning vanes you see on other cars. They will come as they are currently in the research and development or production phase. The sidepods themselves are tightly packaged as Marussia is benefitting from the good heat-rejection figures of the Ferrari power unit. This makes it much neater than the bulky sidepods of nearest rival Caterham, with its Renault engine.



FERRARO/LAT, THOMPSON/GETTY, STALEY/LAT, DUNBAR/LAT

“This is the smallest team in F1, so for it to get the car up and running for the first test, even a few days late, was a miracle”

REAR WING

Marussia has got a Red Bull-style rear wing, with a single central support stabilised by the endplates being mounted on the floor. Most of the load will be taken by the pillar, which is curved around the exhaust. There's also a monkey seat that works with the exhaust, which is something we're seeing on several cars and I am sure it will become common.



SUSPENSION

The MR03 has pushrod front suspension and pullrod rear suspension. The rear suspension will be defined by the pickup points on the Ferrari gearbox, which is the one downside of the team having an external supplier.

ROLLHOOP

This is the one area of the car that looks a bit primitive. The detail work and the airflow management off the driver's head is not very ornate. The rollhoop itself is a simple structure that can actually provide an advantage because that means it's probably very light relative to some of the more elaborate ones.



FERRARI ENGINE/GEARBOX

Marussia's deal to take the Ferrari power unit and gearbox represents a big percentage of the package of a racing car. This effectively makes the team bigger and means that it can forget about all the throttle mapping and gearchange detail and systems work as it has Ferrari to do that. It will also allow the team to focus its resources on aerodynamic development.

Gary Anderson's test verdict

AUTOSPORT's technical expert runs the rule over the 10 cars that ran at Jerez last week, with each team getting a rating out of 10

Red Bull

Red Bull had a troubled test and will have gone home very disappointed (see p14-23). Right from the start it had problems. It appears the car has its own packaging issues on top of the Renault engine difficulties over getting its energy recovery systems (ERS) working properly. This means it was impossible to draw any conclusions, although looking at the design of the car itself there are plenty of positives if the engine difficulties can be solved.



THOMPSON/GETTY

Mercedes

This was a great test for Mercedes, which managed a full race distance on the final day. The team did more laps than anyone, and the Mercedes power unit did more miles than rivals. So Merc has the best baseline

possible to take to Bahrain. On track, the car looks reasonable, if a little lazy. It had good traction in the wet as well, which is a good foundation. The front-wing failure on day one, which caused Lewis Hamilton's crash, was a set-back but otherwise the car ran reliably.

P28 WHY MERC IS ON TOP

10/10



FERRARO/LAT

Toro Rosso

It's impossible to make any judgements of how the car is going on track because it had

lots of problems with the cooling and the electrical system of the Renault engine. But it did at least manage more laps than Red Bull.

2/10



STALEY/LAT

Sauber

Sauber has got work to do with the car because it just doesn't grip front or rear. It understeers, then goes to snap oversteer and breaks traction too easily. Adrian Sutil had a spin and an accident, and Esteban Gutierrez also had a small crash. It also seems that the Sauber couldn't build tyre temperature. There

were problems with the new braking-by-wire system and that could be contributing to its problems. The handling problems do seem to be chassis-based rather than anything to do with the engine. There is a substantial aerodynamic upgrade package planned for the Bahrain tests, which will need to dramatically improve the car.

4/10



DUNBAR/LAT

Force India

The team had a few problems, but on the final day with reserve driver Daniel Juncadella it managed plenty of laps so those reliability glitches seem to have been dealt with. Juncadella looked like he could have an accident at any point; that he didn't is encouraging because it suggests there's good feeling in the car. It's well-balanced, the traction seems good and there are plenty of aero upgrades to come.



6/10

DUNBAR/LAT

Ferrari

The Ferrari power unit ran faultlessly and seemed strong, which was perhaps a surprise given the negative rumours about it over the winter. On track, the car does not look like it has quite as much grip as the others and the rear end is always the thing that gives up

and snaps into oversteer. On corner entry, it looked a bit dodgy initially but improved as the test went on and that's probably down to getting the energy-harvest strategy right. It was also ultra-smooth on the downshifts, which makes me wonder if Ferrari has developed a seamless shift downchange.



7/10

FOX/GETTY

Marussia

The car is neat, tidy and simple and the team is delighted with the contribution Ferrari has made. Effectively, this is the real start for Marussia and everything is coming together. The car

looked good from trackside. Jules Bianchi was able to lean on it during Friday. There are still plenty of parts to come, so the team can go to the next test ready to start exploring the performance of the car.



5/10

FERRARO/LAT

Williams

After a terrible 2013, Williams was impressive at Jerez. The car has a very positive front end. In the damp with Massa on the final day, it was a bit oversteery, but in the dry the front end was very strong. It might lead to the

car becoming an oversteery package and you have to be careful about leaning on the rear tyres too hard. Williams has also gained from the switch to Mercedes engines, which helped it to complete significant mileage and log good lap times.



8/10

DUNBAR/LAT

Caterham

Of all the Renault-powered cars, Caterham managed the most running. But it wasn't at competitive speeds – just to put some laps in. But as a small team

that's a good achievement. The car doesn't look great and from what you can see on track, it doesn't have an abundance of grip. However, in the damp there were times when it looked OK.



3/10

STALEY/LAT

McLaren

McLaren has made huge strides since last year. On-track, the MP4-29 looked very good. With Kevin Magnussen at the wheel on days three and four, he was definitely able to push it to the limit. He did have a couple of offs on the final day, but he was confident enough to let the car move around. The team has clearly learned a lot and the car is very well-detailed aerodynamically, so it's looking like it will be back where it should be in 2014.



9/10

DUNBAR/LAT

Mercedes in best shape after Jerez

There's still a long way to go, but the Silver Arrows squad has good reason to be happy after the first pre-season test in Spain.

EDD STRAW explains why things look so good at this stage



28

Were the 2014 Formula 1 season to start now, you would have to put your money on Mercedes. While its best lap during last week's four-day test at Jerez was 0.676s off McLaren newcomer Kevin Magnussen's quickest, the new Mercedes F1 W05 was the only car to complete a race simulation and covered significantly more laps than any other team.

None of this means that Mercedes will still be in the box seat come the season opening Australian Grand Prix on March 16. But with only eight days of pre-season running remaining, Mercedes will be the most advanced with mastering the complex new engines and understanding the set-up demands of its car. But it's still early days.

"If we happen to look good next week, that doesn't mean much," Mercedes executive director

(technical) Paddy Lowe warned AUTOSPORT before the Jerez test. "Even if we look good three weeks later, that doesn't mean much. If we happen to look good in Australia, that doesn't mean much because it will be a very dynamic season in terms of progress. If somebody is in a lot of trouble, they should recover and vice versa."

FULL RACE DISTANCE

Nico Rosberg's 74-lap race simulation on the final day was the most eye-catching aspect of the test for Mercedes. It was completed in damp conditions, meaning it is impossible to judge the overall pace beyond noting that it was a consistent run.

But the fact that Mercedes was able not only to complete a full race distance of 69 laps with only two pitstops, but then run an extra five laps is extremely encouraging given the car is designed around the 100kg-per-race fuel limit.

"We managed to do an entire race



Lowe thinks it's too early to judge

STALEY/LAT

simulation with a couple of laps on top, and that's a really good start to the year," said Rosberg shortly after his race run. "The aim here was to do a lot of laps and we achieved that. I expected it to be a lot worse than we managed to do."

ENGINE PROMISE

That the Mercedes engine completed nearly twice as many laps at Jerez as Ferrari's powerplant, and almost six times the Renault tally, is arguably the most significant statistic from the test.

While Mercedes had the

advantage of having four cars running at Jerez compared to three each from Ferrari and Renault, it was generally the most reliable. Force India was the exception, suffering a number of minor, fixable problems and causing a red flag on each of the first three days, but its new reserve driver Daniel Juncadella managed 81 laps on the final day.

Other than the front-wing failure that pitched Hamilton into the wall at Turn 1 – a problem that was given a short-term fix overnight and that can be permanently resolved by increasing the strength of the support pillars – Mercedes' works car did not cause a single red flag.

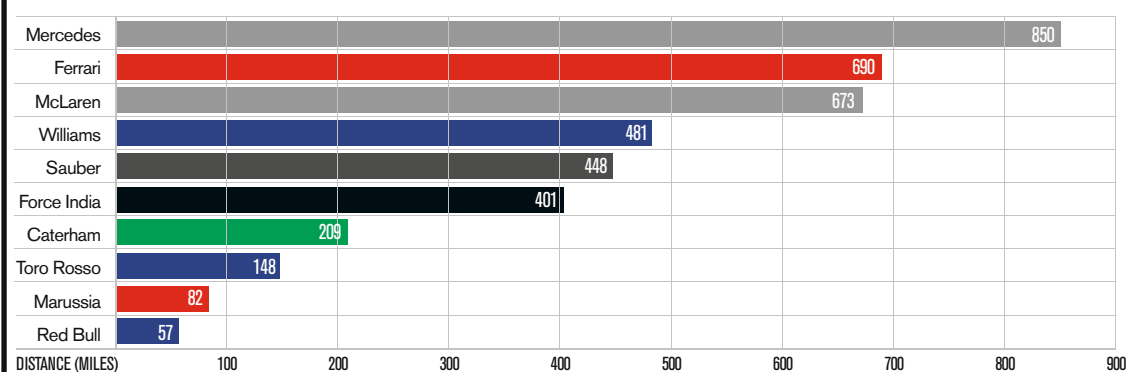
Mercedes will have accumulated more data than any other team thanks to the work done at Jerez, although Ferrari is not far behind. As Lowe has pointed out, being in so strong a position this early does not mean much, but if Mercedes can have as smooth a run in the next two tests in Bahrain, Hamilton and Rosberg could go to Australia as favourites.

New Merc clocked up the laps in testing last week

F1 TEST TIMES, JEREZ, JANUARY 28-31

POS	DRIVER	CAR	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
1	Kevin Magnussen (DK)	McLaren-Mercedes MP4-29	-	-	1m23.276s	1m30.806s
2	Felipe Massa (BR)	Williams-Mercedes FW36	-	-	1m23.700s	1m28.229s
3	Lewis Hamilton (GB)	Mercedes F1 W05	1m27.820s	-	1m23.952s	1m30.822s
4	Jenson Button (GB)	McLaren-Mercedes MP4-29	-	1m24.165s	1m25.030s	-
5	Kimi Raikkonen (FIN)	Ferrari F14 T	1m27.104s	1m24.812s	-	-
6	Valtteri Bottas (FIN)	Williams-Mercedes FW36	1m30.082s	1m25.344s	-	-
7	Fernando Alonso (E)	Ferrari F14 T	-	-	1m25.495s	1m29.145s
8	Nico Rosberg (D)	Mercedes F1 W05	-	1m25.588s	-	1m36.951s
9	Nico Hulkenberg (D)	Force India-Mercedes VJM07	-	-	1m26.096s	-
10	Sergio Perez (MEX)	Force India-Mercedes VJM07	1m33.161s	1m28.376s	-	-
11	Daniel Juncadella (E)	Force India-Mercedes VJM07	-	-	-	1m29.457s
12	Jean-Eric Vergne (F)	Toro Rosso-Renault STR9	1m36.530s	-	1m29.915s	-
13	Adrian Sutil (D)	Sauber-Ferrari C33	-	-	1m30.161s	1m36.571s
14	Jules Bianchi (F)	Marussia-Ferrari MR03	-	-	-	1m32.222s
15	Esteban Gutierrez (MEX)	Sauber-Ferrari C33	1m42.257s	1m33.270s	-	-
16	Marcus Ericsson (S)	Caterham-Renault CT05	no time	1m37.975s	-	-
17	Sebastian Vettel (D)	Red Bull-Renault RB10	no time	1m38.320s	-	-
18	Kamui Kobayashi (J)	Caterham-Renault CT05	-	-	-	1m43.193s
19	Daniil Kvyat (RUS)	Toro Rosso-Renault STR9	-	-	-	1m44.016s
20	Daniel Ricciardo (AUS)	Red Bull-Renault RB10	-	-	no time	1m45.374s
21	Max Chilton (GB)	Marussia-Ferrari MR03	-	-	no time	-
22	Robin Frijns (NL)	Caterham-Renault CT05	-	-	no time	-

DISTANCE COVERED BY TEAM



McLAREN REAR SUSPENSION: A SECRET WEAPON?

When the McLaren-Mercedes MP4-29 made its public debut at Jerez last Wednesday, the 'blockers' mounted to the rear suspension attracted a lot of attention. While some questioned its legality, it appears that the design does comply with the regulations.

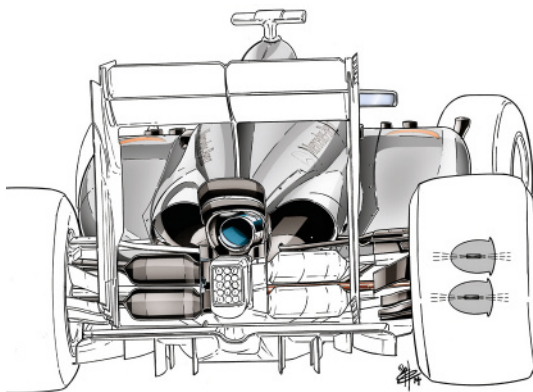
Gary Anderson:

"The 2014 regulations ban the rear beam wing, so teams have been looking for ways to reclaim the lost rear downforce. Four of these aerodynamically profiled blockers are incorporated into the rearmost suspension links.

This allows them to be regarded as part of the suspension rather than independent shrouds, which would be illegal.

"They are designed to block the airflow emerging from the Coke-bottle area when it gets to the back of the diffuser. This creates an area of low pressure behind them that pulls more air through the diffuser and allows it to generate more downforce.

"At higher ride heights, these blockers will almost completely close the gap to the top of the diffuser, meaning it's particularly effective at low speed. This kind of system of course comes with the penalty of



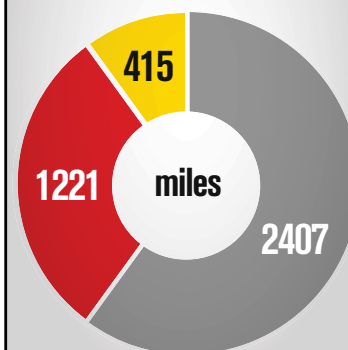
added drag, but at higher speed, because of the suspension deflection, this gap will open up and reduce that.

"It will be very difficult to copy because you have to design the whole rear end

of your car, including the suspension geometry, to accommodate it. The design appeared to work well for McLaren at Jerez, so it may prove to be something of a secret weapon."

DISTANCE COVERED BY EACH ENGINE

■ MERCEDES
■ FERRARI
■ RENAULT



DTM America fate rests on US manufacturer

If a US series for cars built to DTM regulations is to become a reality, it needs at least one American firm to enter the fray – something that appears unlikely, says **GARY WATKINS**



Hopes of DTM America becoming a reality appear to rest on a US manufacturer signing up for the series — a possibility that appears remote with only three years to go to the projected kick-off for the series in 2017.

The message coming from the current trio of competing DTM manufacturers — Audi, BMW and Mercedes — is that a North American series for cars built to rules shared, to a great extent, by the German-based series and Super GT in Japan would not be viable without the participation of one of the 'Big Three' players in the US automotive industry. Yet General Motors, Ford and

Chrysler do not seem sold on an idea that first saw the light of day nearly four years ago.

BMW Motorsport boss Jens Marquardt told AUTOSPORT that persuading a domestic manufacturer to get involved was the most significant hurdle to be cleared on the road to a DTM-style series in America.

"The main task is to see if we can get an American manufacturer to buy into the idea," he said. "To come and race in America for one or two races is one thing, but if you want a series that runs to 10 or so races and you want it to be appreciated by the fans, you need a US manufacturer to be involved."

Audi has taken a similar, if less

dogmatic, position.

"We, at the very least, need the Japanese manufacturers but it would be better to have a domestic manufacturer," said Audi Sport head of DTM Dieter Gass.

"A series with only German manufacturers would be very difficult to imagine."

The US manufacturers are keeping no more than a watching brief on the goings-on within the steering committee set up to guide the 'internationalist' of the DTM by series boss Hans Werner Aufrecht. They are all understood to have been present at the most recent meeting, on the eve of the Daytona 24 Hours



German marques are unlikely to engage fans

TIMELINE: DTM AMERICA

JULY 2010

Meetings between Grand-Am, owned by the France family, and DTM organiser the ITR first come to light.

OCTOBER 2010

Grand-Am and the ITR announce plans for 'DTM America' for 2013.

DECEMBER 2011

DTM and Super GT agree to bring their rules into line, paving way for Japanese makes to race in DTM America.

MARCH 2013

Collaborative agreement signed between the ITR, Grand-Am and IMSA to launch an American series within three years.

JULY 2013

First meeting of steering committee sets 2017 as the target date for common rules across Europe, Japan and the USA.

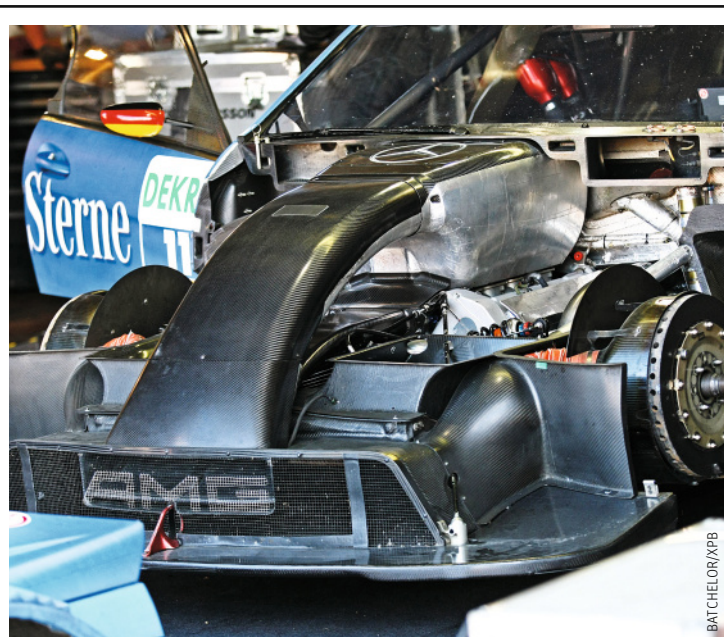
JANUARY 2014

The possibility of a one-off invitation race in the USA for 2016 is raised.



Chevy and Ford battle in NASCAR

CZOBAT/LAT



BATCHELOR/XPB

NUANCES OF JAPANESE TIE-UP

Super GT has brought its chassis regulations into line, rather than adopting them word for word, with those of the DTM for 2014. The DTM, meanwhile, is unlikely to take the rules for the new breed of two-litre, direct-injection turbo engines in Japan on grounds of cost.

The replacement of the DTM's current four-litre normally-aspirated V8s (pictured) had already been set back from 2016 to 2017 for that reason and a drive for the use of common components, one of the mantras of its regulations, is likely to result in differences with Super GT.

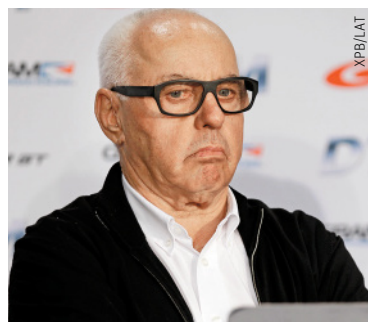
Audi Sport's Dieter Gass said: "We have to keep costs under control: we have to agree about the life of the engine and we would like to have many common components. These factors would have a big impact on the engine."

Likely differences in the engine rules would not be an obstacle to cars from the DTM and Super GT racing each other in Europe, Japan or the US, according to BMW Motorsport boss Jens Marquardt.

"Two-litre and direct-injection would be easier to balance than V8s and four-cylinder engines," he said.



Merc, Audi and BMW fill the current DTM grid



XPB/LAT

AUFRECHT: "The product must convince the [US] manufacturers that getting involved pays off. I'm confident it's going to"

earlier this month, along with representatives of the German and Japanese marques.

GM Racing supremo Mark Kent questioned whether his company needed an additional programme at a time when it is racing in two fronts in the new United SportsCar Championship.

"We keep watching it to see how it develops, but right now we are quite happy with our Corvette Racing programme and our Corvette DPs," he said. "We have a great marketing platform in the USC, so there would have to be compelling reasons to add some kind of DTM programme to that."

Jamie Allison, Ford's director of North American motorsport,

offered only a one-line response to AUTOSPORT's questions on his company's potential interest in DTM America: "Our full attention is on our EcoBoost [engine] programme in the United SportsCar Championship right now."

No comment was available from Chrysler, but it is known to have a similar position to GM.

Yet there is a belief among the German constituents of the steering committee that the prospect of a US manufacturer building a car for DTM America and being able to race it in Europe and Japan will sway one or more of the 'Big Three'.

ITR boss Aufrecht said that he is leaving discussions with the US

automotive industry to his colleagues within IMSA, the sanctioning body of the USC, but he does believe that the moves towards an international set of regulations offer a persuasive marketing case to a newcomer from the US.

"There's no doubt that the concept behind the technical regulations and the option to use a car built to these regulations in Europe, Japan and the USA against other globally-renowned car manufacturers will be attractive for American companies," he said. "The product must convince the manufacturers that getting involved pays off, and I'm confident that this is going to happen."

Marquardt, meanwhile, suggested

that DTM America would be the perfect environment for GM brand Cadillac to showcase its CTS model, a competitor in the US marketplace for BMW's M3.

Jim France of the NASCAR-owning family, who is chairman of USC sanctioning body IMSA, believes that it is too early for a domestic car marker to sign up for DTM despite the protracted gestation period for the series.

He pointed out that at present a manufacturer wouldn't know what it was signing up for: "There isn't a clear picture of what is going to happen and there isn't a clear car spec. We are working through that process with a lot of collateral effort. I remain hopeful."

Comprehensive motorsport insurance products to keep you on track;

- Worldwide On Track
- Personal Accident
- Storage and transit
- Track day
- Liability
- Commercial



Please complete an online quote request form at – www.ryanmi.com

Email – info@ryanmi.com Tel – +44 (0) 1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

Tyrrell in '84: a team that wasn't there

32

On the podium one month, in hospital the next – and all, quite literally, for nothing. ADAM COOPER talks Tyrrell and F1 exclusion with Martin Brundle

On June 24 1984, a jubilant Martin Brundle stood on the Detroit Grand Prix podium alongside Nelson Piquet and Elio de Angelis. Recently turned 25, he'd beaten the odds to secure a stunning second place in only the eighth start of his Formula 1 career with Tyrrell.

Just two weeks later, Brundle found himself in hospital after shattering his ankles when he crashed in practice in Dallas. He was still incapacitated when, a few weeks after that, his team was thrown out of the world championship, and all his results – the Detroit podium included – were expunged from the history books. As far as the statistics are concerned, his F1 career didn't start until 1985.

"I get up every morning limping," says Brundle today. "And then I see the Detroit trophy in my trophy cabinet. And yet I didn't exist that year!"

Tyrrell's 1984 season featured some magnificent highs as its rookie drivers, armed with an outdated Cosworth engine, took on a field full of turbo cars. "It was David and Goliath, wasn't it?" says Brundle. Alas, two superb podium finishes were followed by a controversy that very nearly forced Ken Tyrrell, one of the most respected men ever to field an F1 team, to quit the business.

At the end of 1983 Brundle had been invited to test for McLaren at Silverstone, alongside his

Formula 3 rival Ayrton Senna and Formula 2 and sportscar star Stefan Bellof. There was no vacancy to be filled, and Senna was already set to drive for Toleman in '84. For his part, Brundle had his eyes on a seat at Tyrrell.

"Ken had already declared that he was going to test the highest-placed British driver in the F3 championship," Brundle recalls. "Which was me, basically, because by a few races in no one was going to pass me. So that was always scheduled for November."

Brundle made such a good impression in the older 011 that Ken then let him out in the team's recently introduced 012: "I drove that for the afternoon and broke the lap record or something. But I didn't get the drive, because Ken kept saying he hadn't got any money."

Meanwhile, Tyrrell signed Bellof, who brought funding guaranteed by his mentor and F2 boss Willi Maurer. Brundle took a step closer to the second seat when he tested again at Rio. But he needed some cash.

"I offered Ken an imaginary sponsor with £150,000, on the basis that if I got into F1, I'd somehow find it. Then he called me down in February to say, 'Bad news I'm afraid, I still don't have any sponsorship. But the good news is I'm going to sign you anyway. And I know you don't have the 150 grand, so let's forget it and go racing.'"

"It was a three-year deal with an option on his



Brundle stood on podium after second in Detroit

LAT

side annually, on November 30. I just sat in his office wanting to jump and scream and shout."

The big question was what could Tyrrell, now the lone Cosworth runner, achieve against the might of the turbo brigade? Brundle showed what was possible when he finished fifth first time out in Brazil.

"We must have been 250bhp down in qualifying – probably more than that – and 150 down in the races. But it was super-driveable and nimble, and we didn't have turbo lag. We could just thrash it to within an inch of its life, every lap of the race. As the turbos struggled to get off corners, we could nip past them. We were like an annoying fly!"

TYRRELL'S INGENUOUS SYSTEM

Brundle was initially unaware of a clever strategy the team had come up with, namely a water-injection system that allowed the car to run light. It would then be made legal by a late pitstop to replenish the tank with a combination of water and hefty amount of lead-shot ballast, delivered by a device that for obvious reasons was nicknamed the 'duck gun'.

"I was a bit naive, greener than grass. We kept running out of water for the injection, and we would top up this tank partway through the race. So I just said, 'Why don't we put more water in?' Why do we have to keep pitting?' Then Barry Griffin from Goodyear came up to me and said, 'I



Horrific accident for MB in Monaco qualifying...

nearly fell over in the pitlane on those ball bearings that fell out of your car.”

This was the era of pushing the rules to the very limit, and similar tricks were commonplace, and generally regarded as gamesmanship.

It was obvious that street races would play to the strengths of the 012, but at Monaco Brundle’s hopes were dashed by a huge crash in qualifying at Tabac: “The brakes went all soggy and the bias cable hit the throttle, and I hit the barrier. It was an accident that no one had a right to survive, to be honest.”

Tyrrell’s weekend was saved by a brilliant drive by Bellof in the soaking-wet race. As many of the big names crashed out the German was catching Senna – who was catching leader Alain Prost – when the race was controversially stopped. Even with half-points, third place was a superb result.

On the bumpy city streets of Detroit, Brundle had his chance to make his own mark: “Ken always thought Bellof was quicker than me, but he wasn’t. He was always on my gearbox, or I was on his. He was more flamboyant than me, and was probably pushing the limits of the car more than I was, but then he made a lot of mistakes.

“Ken had come up with a system, ‘If one of you thinks you’re being held up, put your hand up coming past the pits.’ There was no ship-to-shore radio in those days. In Detroit, Bellof was behind me, and I was behind a queue of turbos, all sorts

of household names. He put his hand up, so Ken pulled me in and put some new tyres on, and next time around Bellof hit the wall.

“I had fresh tyres, but I often wonder what would have happened if Ken hadn’t called me in, how much further I would have got. I came through on Piquet’s gearbox, although he was coasting on the last lap, to be honest.”

A PAINFUL LESSON

Brundle was flying high, but he came down to earth in Dallas the following weekend.

“We’d been super-quick in the morning, and I was convinced I was going to be on pole,” he says. “But I’m pretty sure I picked up a left-rear puncture. It was a right-hander, and I just clipped the apex wall, and that pushed me across the track into the opposite wall, which took the front off the car. Then I ricocheted back to the right-hand side again, and by now my feet were sticking out the front. I tried to walk off until I realised my foot wasn’t attached to my leg properly, it was just the tube of my skin holding it roughly in the right place. Makes me squeamish to think about it now!”

Even before the Dallas weekend, the wheels had been set in motion for the controversy that would rock the sport. In Detroit, governing body FISA investigated the 012’s water tank, and discovered the lead shot. It determined that the water contained 27 per cent hydrocarbons, and ▶



...but Bellof starred in the wet race



DAYTONA MOTORSPORT CONGRATULATES THE **VODAFONE DMAX** CHAMPIONS 2013



CLASS	LIGHTS ENDURO	INTER ENDURO	HEAVY ENDURO	LIGHTS HEATS	INTER HEATS	HEAVY HEATS
CHAMPION	Chris Hackworth	Joe Holmes	David Vincent	James Baldwin	Joe Holmes	Chris Carter
RUNNER UP	Tom Kempynck	James Pratt	Chris Carter	Chris Hackworth	James Pratt	David Vincent
2ND RUNNER UP	James Baldwin	Joseph Ellis	James Griffith	Ben Leslie	Tim McKeegan	Rob Bennett

Join us for the TW Steel DMAX Championships 2014
Call **0845 644 5504** or visit www.daytonamax.co.uk



THE BIGGEST **DMAX** CHAMPIONSHIPS YET!



**NEW
Weight Classes
for 2014**
Lights Min 70Kgs
Inters Min 85Kgs
Heavies Min 100Kgs

Prices are £190* per Endurance Round and £165* per Heats Round
£295* to enter both

Cumulative Loyalty Discount of 2.5% for each round entered.

A full season of Heats Racing for £1476* or Enduro Racing for £1610*

16 February 2014	Daytona Milton Keynes
16 March 2014	Daytona Sandown Park
20 April 2014	Whilton Mill
18 May 2014	Rye House
15 June 2014	Daytona Milton Keynes
20 July 2014	PF International
17 August 2014	Clay Pigeon
21 September 2014	Whilton Mill
19 October 2014	Daytona Milton Keynes
16 November 2014	Daytona Sandown Park

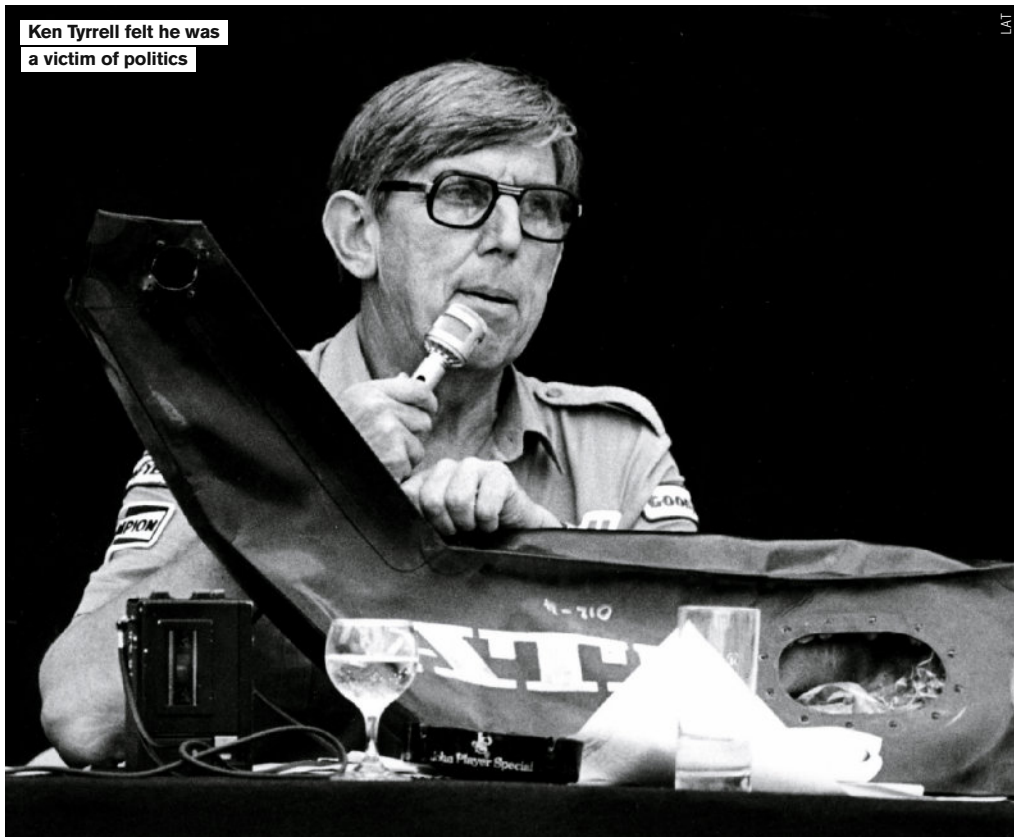
Tel: 0845 644 5504
www.daytonamax.co.uk



*all prices include VAT



Ken Tyrrell felt he was a victim of politics



► deduced that the tank formed an illegal extra fuel system. On July 18, FISA president Jean-Marie Balestre announced that the team was banned from the world championship.

“We got thrown out for having an auxiliary fuel tank,” says Brundle. “Which is hilarious, frankly, because we just didn’t need the fuel tank we had.”

The charges were absurd. The ballast trick was marginal, but it wasn’t the blatant cheating that was now being suggested. Tyrrell immediately appealed, so Bellof, along with Brundle’s replacement Stefan Johansson, were able to continue to race.

THE TEAM’S FINAL ‘STITCH-UP’

By the time the appeal was heard on August 29 the charges had, mysteriously, been adjusted. FISA now admitted that the true level of hydrocarbons in the water was less than 1 per cent. Despite using the word ‘infinitesimal’ in its own ruling, it still regarded this as a serious offence, ignoring the team’s plea that the water had been contaminated by being carried in an old fuel churn.

The lead shot was deemed illegal, as ballast had to be fixed by tools, although Tyrrell contended that tools were required to remove the water tank. In a total red herring, two holes in the bottom of the car, which were there to allow air to escape when the tank was filled, were deemed to provide an aerodynamic benefit.

Inevitably Tyrrell lost the appeal, and the team was thrown out of the championship, which meant the cancellation of all points and results, and missing the final three races. Sponsors departed, and valuable travel benefits, then worth \$1 million, were lost.

“I’ve been stitched up, I believe,” said Ken at the time. “I don’t know why, but that’s my feeling.”

It was no coincidence that Tyrrell had been the only team blocking a move to cancel a reduction in the fuel capacity for 1985, which would have harmed the turbo runners. Unanimity was required and, with the team no longer eligible to vote, unanimity was achieved.

Meanwhile, Brundle began to get himself fit for the following season: “I had some offers towards the end of the year, but Ken had this option on me until November 30. I cleared off to Barbados on holiday, and I hoped he wouldn’t find me, as I had a chance to take a very strong drive. I was sitting on the beach and the bellboy from the hotel came along with my name on a little piece of paper. It was Ken telling me that he’d taken up the option. I thought I was escaping that! But he was a brilliant man, and he gave me a chance.”

Martin says he didn’t discuss the politics of what happened in 1984 with his boss until many years later. “Ken did start to tell me one day – he was dying from cancer at the time – but he got

very, very upset, and said, ‘I’ll tell you another time.’ But he died a few months later.”

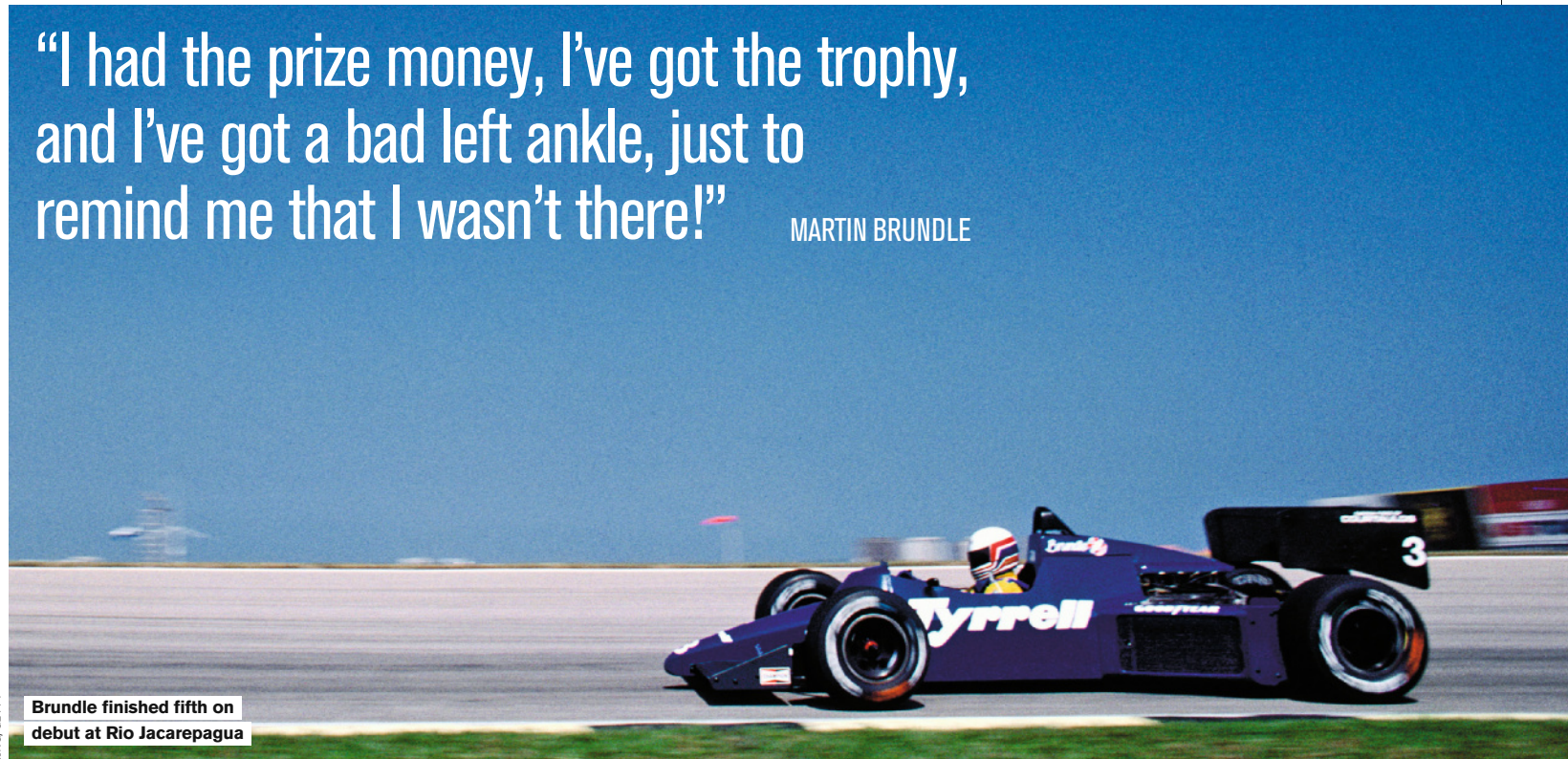
In 2005 BAR, the team that bought Tyrrell’s entry, would be banned from two races for a fuel tank irregularity. But there has never been a penalty to match that applied in 1984.

“I had the prize money, I’ve got the trophy, and I’ve got a bad left ankle, just to remind me that I wasn’t there!” says Martin. “I can’t say it doesn’t bother me – it does. You’re out there risking your life, doing your best to find your way as a young driver, and all of a sudden you don’t exist. And you know it was about politics, and not sport.”

“It’s 30 years ago and it doesn’t matter, really. But I won’t pretend that it doesn’t bug me.”

“I had the prize money, I’ve got the trophy, and I’ve got a bad left ankle, just to remind me that I wasn’t there!”

MARTIN BRUNDLE



Brundle finished fifth on debut at Rio Jacarepagua

KING/GETTY

Menu's biggest challenge yet

The two-time champion returns with an unproven team and a car that's not – yet – shown race-winning form. **MARCUS SIMMONS** asks him why



36

Menu will hope to fly in BMR's VW Passat

Menu is back in the BTCC after a 14-year absence



Alain Menu often talks of gut feeling, of how it's impossible to ever have the full facts when making a vital career decision. Sometimes it doesn't pay off, but usually it does.

After all, life in motorsport has been pretty successful for a man who, at the age of 50, is about to embark on the third – and most likely last – phase of a glittering touring car career. The first encompassed his baby steps with BMW in 1991-'92, to stints with Renault (1993-'98) and Ford (1999-2000) that netted him two British Touring Car Championship titles. In the second he went international, racing in the DTM with Opel from 2001-'03, then, after a year without a regular drive, competing in the World Touring Car Championship with Chevrolet from 2005-'12.

Now, after an aborted Porsche Supercup campaign last year, he's back in the BTCC, this time with an unproven squad – Team BMR, run by privateer racer Warren Scott – in a Volkswagen Passat. It seems left-field, and some may consider it to be bordering on the illogical for someone with such a reputation. But then again, there's that gut feeling...

Such intuition wasn't necessary to realise that his WTCC stint – which garnered 23 wins – was heading into at least a sabbatical when Chevrolet dropped the bombshell, in the summer of 2012, that it was pulling out at the end of that season. "I was not hopeful and I was right not to be," he says. "The situation was made clear in about June that they were pulling out, and really it was one year earlier than we expected.

"The fact that a manufacturer decides to pull out after eight years in a given championship is not surprising – in hindsight it was pretty good that they stayed that long. Apart from BMW, who have been in touring cars for about 40 years, manufacturers usually come and go. The tough point was that it was one year earlier than we thought.

"RML [which ran the works Chevrolet team throughout its hugely successful WTCC programme] were also surprised by it. They had the idea of trying to keep the team and all three drivers, but the problem was budget. I knew there

was no way I could raise the required money."

The motivation to do such a thing could not have been easy to muster. Put simply, the Chevy trio of Menu, Yvan Muller and Rob Huff had earned their keep as well-paid professional drivers, but the vagaries of the economic climate meant that such jobs in the WTCC were almost impossible to find. It's one thing for a young, unproven driver to be required to bring funding, another to ask the elite for the same. At the time, Muller always looked to be in a better situation on this count, while Huff has already spoken of the help that WTCC boss Marcello Lotti put in to ensure that, as the reigning champion, he would be on the 2013 grid.

"I'm not being big-headed or anything, because I'm not, but I wasn't even going to start looking for the money," says Menu, "because I knew there was no way I would raise half a million sterling, euros, it doesn't matter... In the end it worked out for Yvan with RML, mainly because Lukoil decided to sponsor one car, and it made sense that it was him because of his pedigree in the WTCC. Plus, as far as I know he brought some extra sponsorship.

"I tried to stay in the WTCC and was talking to teams, but they all needed money so we didn't get very far."

CHEVY TO CITROEN TO PORSCHE

Still, Menu was on the shortlist of Citroen for its planned WTCC entry in 2014. "I knew it was my only real chance to come back," he says. "I did a test and I got on really well with everyone. It was all looking pretty good but I knew it was going to be between Yvan and myself. In the end it was good for their marketing that it was Yvan, but that's how it is – that's life."

In the meantime, Menu had gone Porsche Supercup racing with the small Fach Auto Tech team. With the Supercup introducing the new model, and Fach being let down on expected budget assistance, the squad was up against it: "After the first race [at the Circuit de Catalunya] we realised there was a big hole in the budget. Then we went to Monaco and I qualified 21st, which was dreadful.

"I was not happy with my own results, with the way the car was behaving, with how Porsche was ▶



Goff is highly rated by the BMR squad

BMR's big ideas

First, it's time to clear up some misconceptions: Team BMR certainly isn't Team HARD under a different name, even though team boss Warren Scott has retained HARD supremo Tony Gilham and team manager Alan Cole among his staff.

Scott bought the Volkswagen Passat and Vauxhall Insignia hardware from Gilham during the closing stages of the 2013 season, and has set up the operation in premises in Buntingford, Bedfordshire.

As a result, Scott and Jack Goff will drive Vauxhalls in 2014, with Alain Menu and Aron Smith at the wheel of the VWs.

But drivers were the last thing on Scott's mind when the project got going. "With the NGTC package, because it's so tight [in a competitive sense] and the cars are so similar to each other, you need the right staff to run them," he says.

That was why he took on Geoff Kingston as engineering chief. "I realised I needed one of the three best engineers in the country," adds Scott. "I had three in mind and Geoff was one of them. Then we stripped the cars down and re-engineered them, and only then did we start looking for drivers."

Ex-bike racer Scott, who as a driver had his maiden season in the BTCC last year, is excited about his line-up: "I do believe that with picking Alan Cole and Geoff Kingston, we were sending the right message to drivers that they can win with us.

"Before, I was in my own team, enjoying myself, feeling lucky to be in the BTCC. Now, with four cars, we want to be heading towards a win, if not this year then maybe next.

"Alain has a great depth of experience, is a really nice guy and has still got the hunger to win. Aron and Jack, for pure speed, are ballistic. I was determined to keep Jack [who raced with Team HARD in 2013] – his dedication and work ethic are fantastic. Aron [who is highly rated by Kingston after working with him at Motorbase] is the same, and has all the attributes to be a professional driver."



Aron Smith is already a BTCC winner

Menu spent eight years in WTCC with Chevrolet



Porsche Supercup stint not a success



“I’m well aware that the BTCC is different from 14 years ago, but that doesn’t make it worse. And at my old age it gives me a kick!” ALAIN MENU

Plenty of bubbly with 53 WTCC podiums



▶ dealing with issues in the car. We started to get frustrated and thought, ‘OK, it’s better to stop and for the team to find drivers who can bring some money.’”

Far from kicking his heels at home in Switzerland, Menu occupied himself with his other business interests – and took a phone call from Barry Bland, coordinator of the Macau Grand Prix, who was putting together a field of star names for a one-off VW Scirocco Masters Challenge race. Looking at the field assembled, it’s probably fair to say that Bland was looking for drivers who’d not only been successful in Macau, but were also good blokes who would enter into the spirit of the occasion. But that’s not to say that anyone was going to put their egos on hold and, when Menu planted his car on pole by nearly eight tenths of a second, it was a reminder of his qualities.

“I was just waiting to see how things panned out [for the future],” he says, “just taking it as it comes, and then it started to kick off again in November, after that race in Macau. My name suddenly came back!

“You know how it is with motor racing – it’s very fickle. In WTCC, like any other series, people are only interested in their own little world, and it’s easy to be forgotten if you don’t put yourself forward all the time and call everyone, which I don’t do. I had a few options or possibilities, but the best, the most interesting and challenging one, was with Team BMR in the BTCC.”

Key to this was BMR’s recruitment, from Motorbase, of maverick BTCC engineer Geoff

Kingston. He had worked with Menu for a handful of races with the Prodrive-run works BMWs in 1992, and they have remained friends ever since.

“Geoff was quite instrumental in my decision and the contact came from him,” reveals Menu. “He contacted me, told me what it was all about, and then I spoke to Warren Scott briefly on the phone. I came for a visit and we had a chat, and this was another key point: listening to Warren, I knew he had ambition and dedication to turn his team into one of the best. We have the required budget, the right people. I have some experience, so hopefully we can develop quickly.”

BACK ON HIS OLD PATCH

And so Menu is facing the start of a full BTCC season for the first time in 14 years. He has never raced one of the current NGTC cars, although he did spend half a day in Matt Neal’s Honda Civic at Donington Park last autumn as a potential understudy when it looked as though the lanky Brummie might have to miss the final round due to his traditional late-season hand injury.

Menu views the relative lack of experience in such cars as no big deal. “A touring car is a touring car,” he says. “WTCC and NGTC are not that different to each other. OK, NGTC is a bit heavier – you can feel it’s a bit more sluggish – but we are talking small fry. It’s still a front-wheel-drive car and I’ve been driving them since 1993. The principles are exactly the same.

“I still say the best cars were the Super Touring cars – they were just at the limit and a good driver could make a difference, whereas the

NGTCs are easier to drive. But as I’ve always said: the best car is a competitive car that allows you to fight for podiums.”

It’s too early to say whether BMR’s Passat will do that, although Tom Onslow-Cole managed a trio of top-three finishes in 2013, when the car was in Team HARD’s hands. “I don’t think I’ve got a podium car... yet,” admits Menu. “But we have what’s needed to turn it into a good one, and that’s part of the challenge.”

He’s also excited to be back in the arena where he shot to fame. “That’s another part of the decision-making,” he enthuses. “I know the BTCC is on the up. I’ve not watched all the races – I’ve followed them from a distance – but in Macau I spoke to a few people involved in the BTCC and they told me spectator turnout is very good again and there is a lot of interest, so I thought maybe it would be a good idea. I think it looks more competitive than the WTCC.

“It will be nice to see some old faces, old mates again, and there are new, young drivers who look promising. I’m well aware that it’s different from 14 years ago, but that difference doesn’t mean it’s worse. And at my old age it gives me a little kick!”

Among those quick young faces are Menu’s new team-mates Aron Smith and Jack Goff. “It will be like what I had with Rob Huff in WTCC,” he says. “You need quick team-mates who will sometimes be faster than you, and even at my age I can learn from them! It will bring the whole level up.”

And that’s exactly what the return of the maestro is doing for the BTCC itself. You don’t need gut feeling or intuition to tell you that this is great news for the championship. ❧

Mondeo took Menu
to his second BTCC title



MENU IN THE BTCC: FIRST TIME AROUND

Favourite car

"I don't have one. Everyone expects me to say the Renault Laguna, but the Ford Mondeo was quicker. All I can tell you is that for sure it's not the Renault 19!"

Best rivalry

"Probably Rickard Rydell. It started in 1988 in Formula 3, continued in 1990 in British Formula 3000, and then from 1994 when he came into touring cars. We became good friends – he's a bloody good driver and a very nice guy."

Best qualifying lap

"I would say Oulton Park in 1994. I was seven or eight tenths faster than Jockel [Winkelhock], maybe 1.1s faster than the third guy. We had sticky front tyres and they were only good for one lap – I had to make the best of that."

Best win

"Thruxton in 1998. I was leading, then we lost time in the pitstop [this was the first BTCC race with mandatory stops]. I was back behind Rickard, his car was pissing oil and so I couldn't use my wipers. Then I overtook him, and it snowed the last two or three laps. I had to really fight for that one."

Biggest crash

"It wasn't BTCC, but it must be when I broke my leg at Nogaro when we took the Renault 19s there for a Supertourisme race in 1993. In qualifying I locked up and hit the wall – with no tyres in front of it – head-on."

Biggest argument

"I think it was with John Cleland in 1998 at Silverstone. He drove me off the track – very cleverly, because he got away with it. I had a big shunt and was really upset when I got back to the pits. I never hit anyone, but this time I wanted to hit him... But now we are very good friends – he's a great guy."

Best season performance

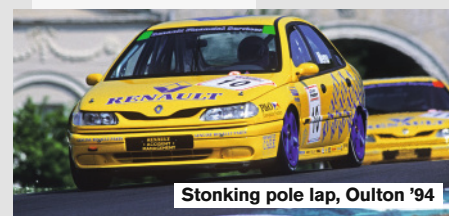
"It was 1995. My car was only ready two days before the season, and I don't recall making any mistakes. We should have won the championship, but we had some reliability issues."



First championship win, with Renault in 1997



With friend/rival Rydell



Stonking pole lap, Oulton '94



Menu spent two years at Ford



Renault 19: not the best



40

Guess who's back!

Fabrizio Giovanardi didn't leave the BTCC on his own terms first time around. Now he's back to give Motorbase a cutting edge in the 2014 title race. By BEN ANDERSON

Fabrizio Giovanardi is back in the British Touring Car Championship. This news will be music to the ears of tin-top fans up and down the country. The two-time title winner was a class act during his first stint in the series (from 2006 to the first round of '10), and he will be the seventh champion to join the 2014 grid (as long as '09 winner Colin Turkington returns as hoped) after linking up with David Bartrum's Motorbase Performance squad to drive one of its NGTC Ford Focuses.

'Gio' has been out of the BTCC orbit since his deal to race for Triple Eight in its first season as an ex-works Vauxhall team in 2010 fell through after just one event (he still won twice at Thruxton before bowing out). But the Italian has kept his hand in with a sequence of races in his domestic Superstars Series, and outings in V8

Supercars and the "scary" Nurburgring 24 Hours.

News of Giovanardi's return to the UK racing scene broke in unusual circumstances this week. Barely seven days had passed since Alain Menu announced his shock comeback to the series in Team BMR's Volkswagen Passat. BTCC aficionados were debating the merits of this move during a special pre-season edition of Alan Hyde's *Tin Top Tuesday* radio show, hosted at the Kent HQ of Motorbase, when a loud knock came at the studio door. In walked 'Gio', carrying pizza boxes for Hyde and his guests. Fabrizio Giovanardi is not just one of the world's best touring car drivers; it turns out he's a dab hand as a pizza delivery boy too!

But all joking aside, why has Giovanardi decided to return to the BTCC after nearly four years away? "Why? Why is easy to answer because when I stopped in 2010 I was wishing

to continue to race," explains the 47-year-old during a one-to-one chat with AUTOSPORT after his pizza duties are complete. "But the 'credit crunch' made it difficult with the manufacturers. Manufacturers invest for publicity, and when that was finished they didn't need professional drivers anymore.

"Everyone was waiting for the end of this, but it's taken four years longer for me. Even now it's tough, because I believe teams have made a big effort to keep cars on the grid. Now they've started to recognise they need a really big show, and that means with experienced guys like me that make a big fight!"

Motorbase became a bona fide constructor by building its own NGTC car in 2012. Last season was meant, in the words of team boss Bartrum, to be "our big year", but the hoped-for title push never came together as the team



Motorbase wants to bounce back after a difficult 2013

struggled with its car and lead driver Mat Jackson often qualified too far down on Saturdays to make a real impact on Sundays. Bartrum has hired Giovanardi (his deal is only for one season at present) to transform Motorbase from race winners into title challengers.

"Motorbase became a manufacturer and I believe they were looking for the final piece of the jigsaw," says Giovanardi, who confesses to missing the rough-and-tumble racing the BTCC is renowned for. "That's why David made this calling to me. I immediately said yes, because I've known Motorbase since 2008 and I had good fights with them. It's a new challenge. They need to win the championship and I can give them this."

Despite a complete regulations overhaul since the last time he raced in the BTCC, whereby normally aspirated Super 2000 racers have been replaced by turbocharged NGTC cars with beefier brakes and bigger wheels, Giovanardi is confident he can be a contender right from the off.

"I have to believe in this," asserts Giovanardi, who will sample his new machine (which is currently in build) for the first time in late February. "I will need to test and quickly create understanding with the team and the car. Some people say NGTC cars are difficult. Maybe it will be, maybe not. But it's a car with four wheels and a steering wheel!"

"I drove a lot of cars in my life. In the beginning you always struggle and then your feelings come back. If I don't believe, the power is not coming out. I want it! I don't need to race; I need to win. I'm 47 years old; I have no time to lose! Life is short and second for me is nothing."

In order to achieve this lofty ambition, the man who is seeking to add a third crown to the back-to-back titles he won for Vauxhall in 2007 and '08 will have to renew old rivalries with fellow champs Jason Plato, Matt Neal, Gordon Shedden and Turkington, as well as taking on the new young chargers who have been making waves in the BTCC of late (think reigning champion Andrew Jordan and MG upstart Sam Tordoff), and drivers with past pedigree (Menu and former

"I don't need to race; I need to win. I'm 47 and have no time to lose! Life is short; second is nothing" FABRIZIO GIOVANARDI

F3 champion Marc Hynes) on the comeback trail. This is a prospect Giovanardi relishes.

"I expect to be fighting against the same names, especially in the beginning of the championship, because the experience gives you the fastest strategy," he says. "But Jordan won last year and these young guys are growing up, so I will keep my mind open and my eyes open to fight with everyone."

"In my experience, it can be more difficult to fight with only one competitor. When there are a lot of drivers fighting to win, the mistakes come more easily so you have to be focused, use the right strategy and make as few mistakes as possible."

Bartrum himself is sure he's snared one of the best drivers in the business to carry Motorbase to that elusive first outright title. "We're very glad to have him," says Bartrum, who has strengthened his squad's engineering set-up over the winter and was close to completing deals for Giovanardi's team-mates as AUTOSPORT closed for press. "He's a character, which the championship needs, and we very quickly worked out we've got something in common: we both want to win the championship."

"I think the car's ready for that and he's the final piece of our jigsaw."

And if Motorbase ever needs a pizza at short notice, the team won't have to look very far for a delivery boy... ❧

'GIO' ON... THE BTCC FIRST TIME AROUND



Italian helped develop Vectra into a mighty tool

FAVOURITE CAR

"I only drove two and the Astra was built around Yan Muller, so it has to be the Vectra!"

BEST RIVALRY

"In the end we fought for the championship with Jason Plato. Matt Neal is a strong guy too, but we were team-mates, so the fight was with Jason for three years."

BEST QUALIFYING LAP

"The 2010 race at Thruxton was a surprise, because I didn't drive the car during the winter and Triple Eight was worried. But we made pole and won twice!"

BEST WIN

"Pfff! I had many good fights. I remember the battles more than I remember the wins. When you win easily it's boring! I had a lot of clever fights with Jason."

BIGGEST CRASH

"I had a bad crash the first time I came to Britain for testing at Pembrey. The car was set up for left-foot braking. There was a lot of rain and on the second lap I missed the pedal, smashed into the tyres and destroyed the car!"

BIGGEST ARGUMENT

"Harry Vaulkhard at Donington in 2009. I passed him in the Craner Curves in the wet and we touched a little bit. With two laps to go he just went flat into the back of me and spun me. I learned all the bad words in English, and used them all!"

BEST SEASON

"The first championship in 2007 was a difficult season and a really close fight with the SEATs. The second one was a little bit easier because the diesel SEATs had a lot of engine failures."



'Clever' battles over years with Plato

Fifteen questions for Petter Solberg

Q When was the last time you cried?

A I am actually quite a crier, an emotional guy...

Who has been your fiercest rival?

Has to be [Sebastien] Loeb, yeah? He destroyed a lot of world championships for me! [laughs]

Who was your childhood hero?

At that time it was Martin Schanche, because rallycross was massive back then. The guy was mad. We're a small country you know? We only had one channel on TV in Norway.

When were you happiest?

To be honest with you, I am happy every day. Honestly! Obviously it was great when I won the world rally championship [in 2003].

Which living person do you most admire and why?

[Very long pause] I must say my mother. She is always happy and positive. Every day. It used to be Colin McRae, and I look up to Tommi [Makinen] but it has to be my mother.

What has been your most embarrassing moment?

That's not difficult. The Bologna motorshow [when he fell out of his car while celebrating and had to run after it]. I wasn't too embarrassed about it, because I made it look good and I continued the show with a broken hand, just to show off properly for the fans anyway. I broke my wrist, but I still continued. Normally I am never embarrassed!

What is your most treasured possession?

For me, it's one thing that means the most, it's [my son] Oliver. I treasure him, I know he's not a thing. I could say all my cars and stuff like that, but it's Oliver for me. After he was born three months too early, he had a very difficult start to life.

Who would play you in the film of your life?

I've been thinking about making a movie about my life actually, from my book. Well, I would like to do it myself! Sadly, it would have been the guy who got killed in the road accident, Paul Walker. He would have been perfect.

What is your favourite smell?

[Laughs] A nice woman.

What is your guiltiest pleasure?

I like the Bee Gees [Petter was a disco dancing world champion]. Only real men dance!

Who would you like to say sorry to and why?

No one. I'm honest, open and have never done anything wrong against anybody. Even in the Subaru situation, I always did the best thing for people around me.

What does success feel like?

Just the feeling of achieving something is amazing, you can



Solberg was on top of the world with Subaru in '03

MCKLEIN/LAT

see it in how I react. It just makes me feel happy.

What has been your biggest disappointment?

It was when Subaru pulled out of rallying. Not because of my situation, but generally for the fans in stopping in the era when I was there. That was it, I mean nothing can beat that. All the history...

If you could edit your past, what would you do differently?

Even when things were bad, I still continued and believed in that situation. So, for example, with Subaru maybe I could've gone with Citroen. I could have maybe done different things in 2011. Instead of going to Ford I could have gone somewhere with Volkswagen, maybe driving its Super 2000 car for one year. I said no to a sponsor deal

with Sony... I said no to the Colin McRae game, because I was in a Microsoft contract, but at the same time you have to take a decision and you have to believe in it. What's done is done – deal with it!

How do you relax?

A nice dinner, especially Japanese food, teppanyaki. A good film. Riding quadbikes and snowmobiles. Reading with my son. But it is very seldom I relax, I like to keep on going. I was on vacation in Dubai recently, and I got really stressed by not doing anything!

When was the last time you cried?

I am actually quite a crier, an emotional guy, but less and less through the years. Last time was recently, when I learned my mother has got cancer. ☹



Petter's childhood hero Schanche in Ford RS200

RONDEAU/GETTY

International Motorsport Events ● Race Tickets ● Hospitality & Travel

SelectMotorRacing.com



Run by Fans for Fans

● Formula One ● Le Mans 24hr ● MotoGP ● Superbikes ● Historic



Free 2014 Brochure

LE MANS 24 HOUR



- Tickets & Hospitality
- Circuit Camping
- Travel Packages**
- Coach Tours
- By Air options
- Self Drive Packages

HISTORIC TOURS

- Monaco Historic
- Mille Miglia
- Le Mans Classic
- Goodwood Festival of Speed
- Goodwood Revival

FORMULA ONE GRAND PRIX TRAVEL PACKAGES

OUR UK TRAVEL TEAM WILL LOOK AFTER YOU
THROUGHOUT THE TOUR

Coach Tours

- Executive Coach Travel
- Free Excursions
- Circuit Transfers each day

RACE TICKETS

- Grandstands
- Circuit Hospitality
- Paddock Club

Go By Air

- Choice of Hotels
- Airport meet and greet
- Return Hotel Transfers
- Free Excursions

- Circuit Transfers
- Free find a flight service
- Flexible nights stay

BOOK NOW FOR OUR 2014 TOURS



contact us on +44 (0) 1451 833 721
or email enquiry@selectmotorracing.com

SCUDERIA FERRARI



Ferrari
OFFICIAL LICENSED PRODUCT

Produced under license of Ferrari Spa. FERRARI, THE PRANCING HORSE device, all associated logos and distinctive designs are property of Ferrari Spa

www.ScuderiaFerrariWatches.co.uk

WIN A PIECE OF RACING HERITAGE

Autosport readers have a chance to win a prestigious watch from Scuderia Ferrari and a copy of the anticipated movie RUSH™



One lucky reader has the opportunity to win a Scuderia Ferrari Watch and a DVD of the highly anticipated movie RUSH™ in this bundle worth £350.

Scuderia Ferrari Watches is one of the UK brand partners of the movie which is released on 27th January.

The movie is an adaptation of the true story of Formula One's James Hunt and his opponent, Autosport Lifetime Achievement Award winner, Niki Lauda who drove for Ferrari during his career.

Scuderia Ferrari Watches delivers the sophistication and distinctive Italian Ferrari style in this unique collection.

The lucky winner will receive a watch from the Classic Scuderia Ferrari collection. The watch (0830049) features a blue dial with quartz chronograph movement and a date feature enclosed in a stainless steel case. It features a stainless steel bracelet and the Ferrari shield.

To be in with a chance to win this amazing prize, answer this simple question:

Which famous Formula

One driver does the actor Daniel Bruhl play in the movie RUSH?



PRODUCED BY PETER MORGAN AND WRITTEN BY RON HOWARD EXCLUSIVE IMAGINE WORKS ENTERTAINMENT PARTNERED WITH THE BRITISH FILM INSTITUTE AND THE BRITISH FILM COMMISSION KFW THE BRITISH FILM COMMISSION STUDIOCANAL

To enter, simply visit:
www.ScuderiaFerrariWatches.co.uk/competition

Terms and conditions
The prize is open to GB residents over 18
Closing date for entries is 28th February 2014

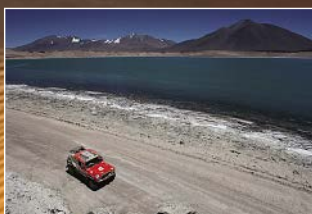
WILDCAT

OFF ROAD IS OUR ROAD

All new Wildcat Challenge Car, your chance to own excellence at only £49,950 + VAT



Proven Performance Race Winning Pedigree



www.qtwildcat.co.uk +44 (0) 1752 696353



QT Wildcat



@QtWildcat



IronmongeryDirect

MASTERS OF OUR TRADE

ORDER BY 8PM
GET IT NEXT DAY

- ✓ UK's Biggest Range
- ✓ FREE Delivery over £45
- ✓ Minimum 5 Year Guarantee
- ✓ FREE Returns

FULL RANGE
AVAILABLE
ONLINE

Download our
FREE App!



CALL 8am-8pm 7 days a week

0808 168 28 28



ONLINE Shop 24/7!

IronmongeryDirect.com



CALL TODAY
FOR YOUR FREE CATALOGUE

OR TEXT RBA16 to 62244 FREE
with name, address and email.



Skoda man Lappi 'found the feeling' and beat Gryazin

EUROPEAN RALLY CHAMPIONSHIP RALLY LIEPAJA (LV), JAN 31-FEB 2 RD 2/12

Lappi feels his way to victory

ESAPEKKA LAPPI MADE IT TWO WINS from two ERC starts as he followed up his final-round triumph of 2013 with victory on his first appearance of the new season with Skoda.

In the process, the 23-year-old Finn underlined his title credentials with seven stage bests to draw level on points with Robert Kubica, winner of the season opener in

Austria on a one-off ERC outing.

Having craved snow prior to the start, Lappi was one of several drivers to lose out when it eventually came on the eve of the rally. He'd opted to run 10th on the road for leg one, believing it would be a pure gravel event. Instead, it was the drivers further back that really benefited from a more consistent surface,

particularly Bryan Bouffier and Vasily Gryazin, who were 16th and 17th in the running order.

Bouffier was fastest on the first stage, but undid his good work on the next run when he got out of shape through a chicane close to the start and rammed a wooden post, damaging his Citroen DS3 RRC's radiator. An overheating engine

put him out after 15 miles.

That handed the initiative to 20-year-old Russian Gryazin, who was quickest on stages two and three to lead by more than 30s in his privateer Fiesta. But with the stages repeated in the afternoon, the starting-position factor diminished and Lappi went fastest three times to complete Saturday leading by 2.6s.

Gryazin was quickest on Sunday's opener to retake top spot as Lappi focused on "finding the feeling" with his works Skoda Fiesta.

But Lappi took the next stage and an overall lead of the rally he wouldn't relinquish.

Craig Breen was unable to make up the time lost on day one when his Peugeot was set up for loose gravel roads. He finished third.

● Graham Lister

RESULTS 1 Esapekka Lappi/Janne Ferm

(Skoda Fabia S2000), 2h13m11.5s; 2 Vasily Gryazin/Dmitry Chumak (Ford Fiesta S2000), +34.7s; 3 Craig Breen/Scott Martin (Peugeot 207 S2000); 4 Kajetan Kajetanowicz/Jaroslav Baran (Ford Fiesta R5); 5 Sepp Wiegand/Frank Christian (Skoda Fabia S2000); 6 Janis Vorobjovs/Andris Malnieks (Mitsubishi Lancer Evolution X). **POINTS 1= Robert Kubica & Lappi, 39;** 3 Gryazin, 37; 4 Vaclav Pech, 30; 5 Breen, 25; 6 Raimund Baumschlager, 24.

TOYOTA RACING SERIES HAMPTON DOWNS (NZ), FEBRUARY 1-2 RD 4/5

Tang soldiers on in title race

SINGAPOREAN DRIVER ANDREW TANG took the lead of New Zealand's Toyota Racing Series, with a little help from his government.

Tang won round four of the series at Hampton Downs with two seconds and a fourth, and leads Welshman Jann Mardenborough by just seven points heading into the final round, the New Zealand Grand Prix at Manfeild this weekend.

At 22, Tang was due to start his two years of compulsory military service before the Hampton Downs meeting. Government-level lobbying won him a deferment for the final two events, but after that he could

be out of racing for two years.

"I'm not thinking about that now. I'm focused on this championship and I want to do well for my team, my family and my country," he said.

Mardenborough started the weekend in fine style.

"This is what I wanted to do," he said after race one. "I qualified on pole for this race, led all the way and pulled a gap to the car in second – a perfect race.

"I was pushing all the way – a lot of these guys are really quick."

Steijn Schothorst's luck turned when the draw gave him pole for race two and the fast Dutchman made the

most of it, leading all the way and was never threatened.

Estonian Martin Rump also ended a run of bad luck as he controlled the feature race, the New Zealand Motor Cup, and added his name to this historic trophy. He took a philosophical approach to his earlier setbacks, which included starting race two from the back of the grid.

"That was great experience for me, surviving in the battlefield," he said. "I passed eight cars.

"My main goal is still to gain experience – I'm not worrying about the points."

Russian Egor Orudzhev was second overall for the round, and Schothorst third.

● Bernard Carpinter

RESULTS

RACE 1 1 Jann Mardenborough, 15 laps in 17m41.809s; 2 Andrew Tang, +1.546s; 3 Steijn Schothorst; 4 Matt Rao; 5 Damon Leitch; 6 Robin Hansson. **RACE 2 1 Schothorst, 15 laps in 15m25.605s;** 2 Leitch, +3.138s; 3 Egor Orudzhev; 4 Tang; 5 Hansson; 6 Denis Korneev. **RACE 3 1 Martin Rump, 20 laps in 23m41.963s;** 2 Tang, +1.335s; 3 Orudzhev; 4 Mardenborough; 5 Leitch; 6 Macauley Jones. **POINTS 1 Tang, 610;** 2 Mardenborough, 603; 3 Orudzhev, 586; 4 Leitch, 581; 5 Rump, 551; 6 James Munro, 466.



Dutchman Schothorst was race two victor

GEOFF RIDDER



BERNARD BAKALIAN

ANDROS TROPHY

Jean-Philippe Dayraut clinched his fifth title with a round to spare. Ex-F1 racer Franck Lagorce (Renault Clio) edged Mini driver Dayraut to win the Super Besse event outright, but a dropped-scores rule means Dayraut cannot be caught.

TR86

Two ex-TRS racers, Andrew Waite and Jamie McNee, fought out the third round of the championship. McNee, racing again after a gap of three years, took the first race when Waite left a gap on the inside at Turn 1. Waite did not make that mistake again and won the other two races. McNee leads the championship.

JEDDAH RALLY

WRC regular Yazeed Al-Rajhi stormed to a 7m50s victory in this new cross-country event held over two days in the deserts north of the Saudi Arabian city, Al-Rajhi (Hummer) led Sami Al-Shammeri's Isuzu D-Max by four seconds after day one, but the Isuzu driver slipped to third late on.

Who we'd put in F1

Imagine all the 2014 F1 race drivers have been refused superlicences and can't race. Who would you put in the cars instead? **AUTOSPORT** reckons these names would make a pretty decent grid...

PICTURE THIS: As there was in 1982, there's a drivers' strike on the eve of the opening Formula 1 race – except this time it doesn't get resolved. Who would be the understudies we'd like to see battling it out if all the current racers were taken out of the equation in Melbourne this March?

Our candidates have to be active drivers, or at least only recently inactive. Ex-F1 pilots are only considered eligible if AUTOSPORT felt their careers were cut short. That means Mark Webber and Rubens

Barrichello can't be chosen, but Paul di Resta and Anthony Davidson can. Juan Pablo Montoya is perhaps the debatable choice, but he left F1 halfway through a season and has recently decided to return to single-seaters in IndyCar, so he's in.

There's a lot of fuss about pay-drivers in F1, but in reality the field is very strong. These are the tantalising 'what-ifs?' we'd love to see get a chance. We've argued over this; no doubt you will too...

Sam Bird (GB)

AGE: 27

CV HIGHLIGHTS:

2013 GP2 runner-up

2012 3rd in Formula Renault 3.5

2005 Formula BMW UK runner-up

ACTUAL 2014

PROGRAMME:

Three rounds of United SportsCars with Starworks

WHY WE'D PUT HIM IN F1:

He might not have won a championship in his entire single-seater career, but his GP2 record is quite outstanding. Six victories in total, four poles and 10 fastest laps prove his pace, and the way he led the new Russian Time team last year was hugely impressive. He's completed over 3000km of Formula 1 testing with Mercedes (it would have been even more but for the team's ban from last year's Silverstone test) and has good simulator knowledge to put into practise. He's also



something of a Monaco specialist, which can't hurt his case.

WHICH TEAM WE'D PLACE HIM WITH:

Mercedes because he would slot in seamlessly, knows all its procedures and would fit its professional public face too.

Charles Bradley

James Calado (GB)

AGE: 24

CV HIGHLIGHTS:

2013 3rd in GP2

2011 GP3 runner-up

2010 British Formula 3 runner-up

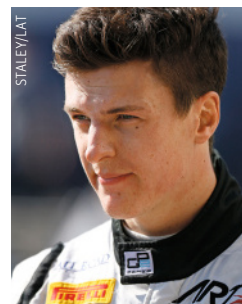
ACTUAL 2014

PROGRAMME:

Potentially in the DTM with Mercedes

WHY WE'D PUT HIM IN F1:

On the back of a tough GP2 season, one that he was a pre-season favourite for, there just wasn't the career momentum required to make that final step into F1 for 2014, so he missed the boat. And that was despite five decent free practice runs with Force India last year. The Racing Steps Foundation graduate has proved he can mix it with the best in GP2, however, and has won four races at that level, with a couple of poles and a fastest lap too. With a thousand



kilometres of F1 running under his belt, at a variety of current venues, he's almost the perfect plug-in-and-play driver.

WHICH TEAM WE'D PLACE HIM WITH:

Force India because he knows the team and it would give him a great chance to impress.

Charles Bradley

Anthony Davidson (GB)

AGE: 34

CV HIGHLIGHTS:

2013 World Endurance Championship race winner

2012 Le Mans 24 Hours runner-up

2001 British F3 runner-up

ACTUAL 2014

PROGRAMME:

WEC with Toyota

WHY WE'D PUT HIM IN F1:

His F3 performances and F1 testing duties with BAR were strong enough to suggest he should get a decent shot. Outings with Minardi and Super Aguri in F1 can't really be described as providing that. Now well on his way to being a sportscar star, it's hard not to imagine Davidson getting up to speed pretty rapidly if he was to be thrust back into single-seaters. He's a top bloke as well, and would give some good insight outside the car, as his TV gig has already shown.



WHICH TEAM WE'D PLACE HIM WITH:

Mercedes would be logical, as he drove for the squad in its BAR and Honda days. But that team is full so how about Merc customer Williams? He's a British fighter straight out of the Frank Williams/Patrick Head mould!

Kevin Turner

Paul di Resta (GB)

AGE: 27

CV HIGHLIGHTS:

2011-2013 F1 with Force India

2010 DTM champion

2006 F3 Euro Series champion

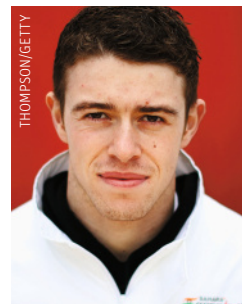
ACTUAL 2014

PROGRAMME:

DTM with Mercedes, possible Mercedes F1 reserve role

WHY WE'D PUT HIM IN F1:

It's fair to say that Sergio Perez's €15 million had more to do with di Resta's ousting from Force India than any failings inside the cockpit from the Scot. He proved capable of the occasional giantkilling performance during his time in F1, and there was no shame in being marginally overshadowed by superstar-in-waiting Nico Hulkenberg at the back end of 2012. Were a mid-season replacement required at any team, he would be right at the top of the list.



WHICH TEAM WE'D PLACE HIM WITH:

Di Resta has only raced Mercedes-powered cars from 2005 to present, across Formula 3, DTM and F1. He's worked hard to maintain the relationship, so a move to Brackley would be a fitting pay-off for his efforts.

Glenn Freeman

Scott Dixon (NZ)

AGE: 33

CV HIGHLIGHTS:

2003, 2008, 2013 IndyCar champion
2008 Indy 500 winner
ACTUAL 2014 PROGRAMME: IndyCar with Chip Ganassi Racing

WHY WE'D PUT HIM IN F1:

If you're going to replace the entire F1 grid, then the first thing you'd do is cherry-pick the best IndyCar and LMP drivers, and Dixon's open-wheeler record speaks for itself. He's fast on all types of tracks, he's consistent, and he has a selfless approach to working with his team-mates. There's more: one of Dixon's greatest strengths is his ability to adapt his driving style as the car's handling changes throughout the course of a tyre run. When you consider what the current



F1 tyres are like, that's a handy thing to have in the toolbox.

WHICH TEAM WE'D PLACE HIM WITH:

Red Bull. He's easily fast enough to do justice to a good car, and even-keeled enough to deal with the prospect of a quick team-mate.
Mark Glendenning

Loic Duval (F)

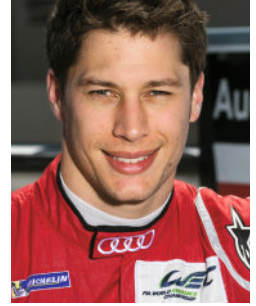
AGE: 31

CV HIGHLIGHTS:

2013 World Endurance champion & Le Mans 24 Hours winner
2010 Super GT champion
2009 Formula Nippon champion
ACTUAL 2014 PROGRAMME: A defence of his WEC crown with Audi's latest R18 e-tron quattro LMP1; Super Formula with Team Le Mans

WHY WE'D PUT HIM IN F1:

Duval might just be the fastest LMP1 driver in the WEC. There's plenty of evidence to justify that statement and not just his Le Mans pole. And, if not, he's right up there on one-lap pace and speed over a stint. The experience of hybrids accrued with Audi last season could prove invaluable for any F1 team. His credentials are further bolstered by a successful campaign in Super Formula in Japan last season, proving that he can still do it at the wheel



of a single-seater not much slower than a Formula 1 car.

WHICH TEAM WE'D PLACE HIM WITH:

It looks like Renault-powered teams are most in the mire, so how about we give Duval a chance at Lotus, a team with a strong French influence?
Gary Watkins

Antonio Felix da Costa (P)

AGE: 22

CV HIGHLIGHTS:

2013 3rd in Formula Renault 3.5
2012 Macau Grand Prix winner
2009 Formula Renault NEC champion
ACTUAL 2014 PROGRAMME: DTM with BMW

WHY WE'D PUT HIM IN F1:

Red Bull's talent master Helmut Marko said it himself: had da Costa's stellar 2012 campaign in FR3.5, GP3 and his Macau GP win tied in with a vacancy at Toro Rosso, he would have been a shoo-in. His 2013 season wasn't quite as spectacular, but he doesn't deserve writing off as a result. After all, he still finished behind only McLaren juniors Kevin Magnussen and Stoffel Vandoorne in the title race. One of those is in F1 now, the other is on this list...



WHICH TEAM WE'D PLACE HIM WITH:

He's not on the Red Bull junior roster anymore, but he retains backing from the Austrian firm and will be involved in its F1 programme, so Toro Rosso – the drive he was on the verge of getting anyway – seems a logical home.
Glenn Freeman

Robin Frijns (NL)

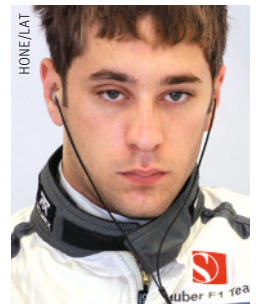
AGE: 22

CV HIGHLIGHTS:

2012 Formula Renault 3.5 champion
2011 Formula Renault Eurocup champion
2010 Formula BMW Europe champion
ACTUAL 2014 PROGRAMME: Caterham F1 reserve driver

WHY WE'D PUT HIM IN F1:

From 2010-12, Frijns won the most competitive championship at the respective level he was competing at. A rookie had no business beating Jules Bianchi and Sam Bird to the FR3.5 crown, but this explosive Dutchman was like a dog with a bone once he knew the title was there for the taking. If landing those titles in consecutive years is not a record worthy of a place in F1, then nothing is. His part-season in GP2 had more lows than highs, but he still won a feature race



in just his third start in that category.

WHICH TEAM WE'D PLACE HIM WITH:

Lotus. His Caterham deal appears to include some Renault ties, and remember he won the manufacturer's two highest profile single-seater series as well.
Glenn Freeman

Jimmie Johnson (USA)

AGE: 38

CV HIGHLIGHTS:

2006-10 & 2013 NASCAR Sprint Cup champion
2006 & 2013 Daytona 500 winner
ACTUAL 2014 PROGRAMME: NASCAR Sprint Cup with Hendrick Motorsports

WHY WE'D PUT HIM IN F1:

Johnson is the winning machine in America's top series. We've all seen how tough it's been for top single-seater drivers to crack the stock-car code (just ask Dario Franchitti and Juan Pablo Montoya), so it would be fascinating to see how the best in NASCAR would fare going the other way. Top NASCAR drivers need to be extraordinarily good at working with engineers, in order to evolve the set-up on their cars to remain in contention throughout the races (which often last



twice as long as a grand prix). This sort of skill set should translate well into a world where car development is king.

WHICH TEAM WE'D PLACE HIM WITH:

McLaren, because he is a smooth, uncontroversial team player.
Ben Anderson

Brad Keselowski (USA)

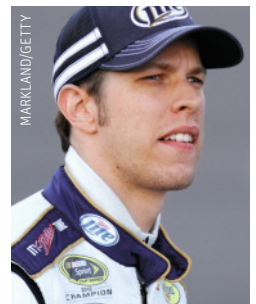
AGE: 29

CV HIGHLIGHTS:

2012 NASCAR Sprint Cup champion
ACTUAL 2014 PROGRAMME: NASCAR Sprint Cup with Penske

WHY WE'D PUT HIM IN F1:

If we're being honest, Keselowski is a left-field choice. He's an exceptional driver in NASCAR, but there's no way of knowing how much of that pedigree would translate into being able to get the most out of an F1 car. That said, as one of NASCAR's most intelligent, thoughtful and outspoken drivers, he'd be an intriguing addition to the F1 paddock: the phrase 'no comment' is foreign to him. His high level of engagement on social media would give



F1 fans access to a current driver to a degree that they've never known before.

WHICH TEAM WE'D PLACE HIM WITH:

Sauber. There would be less immediate pressure while he adapts to the culture shock.
Mark Glendenning

Sebastien Loeb (F)

AGE: 39

CV HIGHLIGHTS:

2004-12

World Rally champion

2003, 2005 & 2008

Race of Champions winner

ACTUAL 2014

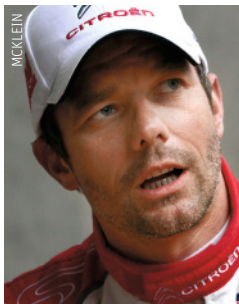
PROGRAMME:

WTCC with Citroen

WHY WE'D PUT

HIM IN F1:

Loeb's extraordinary record (78 wins and nine consecutive titles) makes him statistically the best rally driver there has ever been. He has already shown aptitude on-track by finishing second at Le Mans in 2006, and winning a round of FIA GT last season. Many expect him to be an immediate contender when he joins the WTCC with Citroen this year. Remember also that Red Bull hailed him as 'fast enough for F1' when he tested with the squad at Barcelona at the end of 2008, and he almost raced



for Toro Rosso at Abu Dhabi a year later, but was denied a superlicence.

WHICH TEAM WE'D

PLACE HIM WITH:

Has to be Red Bull, given his ties to the energy-drinks giant and previous experience. The ultimate Sebastian replaces the ultimate Ben Anderson

Andre Lotterer (D)

AGE: 32

CV HIGHLIGHTS:

2012 World Endurance champion

2011 & 2012 Le Mans 24 Hours winner

2011 Formula Nippon champion

ACTUAL 2014

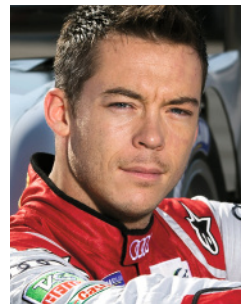
PROGRAMME:

WEC with Audi; Super Formula with TOM'S

WHY WE'D PUT

HIM IN F1:

Lotterer has good single-seater credentials: he's won in a variety of categories, from Formula BMW, through British F3, to Japanese Super Formula. As well as that he's been a superstar of the Audi WEC squad, twice winning Le Mans and lifting the world title in 2012. He's super-quick, technically strong and a great team player. And remember: AUTOSPORT ranked the German sixth in its Top 50 drivers of 2013, the highest-placed sportscar driver.



WHICH TEAM WE'D PLACE HIM WITH:

He'd be a perfect fit for McLaren, particularly with Honda coming back in a big way in 2015. His experience of Japanese culture thanks to years of racing in Super Formula and Super GT would be beneficial to all parties. *Henry Hope-Frost*

Frederic Makowiecki (F)

AGE: 33

CV HIGHLIGHTS:

2013 Two wins in World Endurance Championship, one win in Super GT

2010-12 A dozen FIA GT1 World Championship wins

2010 Porsche Carrera Cup France champion

ACTUAL 2014

PROGRAMME:

Racing with Porsche or Aston Martin in the WEC, depending on who wins the contractual tug of love for the Frenchman's services

WHY WE'D PUT

HIM IN F1:

Why shouldn't the world's best GT driver be able to cut the mustard in F1? 'Mako' hasn't raced a single-seater since he jumped straight from karting to the secondary class of French F3 way back in 2000, but he proved immediately quick in downforce machinery with both Peugeot, in testing with a 908 LMP1 at the end of 2011, and in Super GT last year with Honda. What's more, his thousands of miles testing with Michelin have given him an acute understanding of how



tyres work, something that could give him a massive advantage in F1 depending on what Pirelli comes up with for 2014.

WHICH TEAM WE'D

PLACE HIM WITH:

Let's put him in at Williams and expect some giantkilling performances. *Gary Watkins*

Raffaele Marciello (I)

AGE: 19

CV HIGHLIGHTS:

2013 Formula 3

European champion

ACTUAL 2014

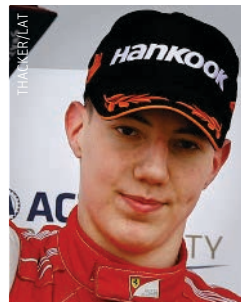
PROGRAMME:

GP2 with Racing Engineering

WHY WE'D PUT

HIM IN F1:

He's arguably the fastest single-seater driver in the world outside Formula 1. He seems to be fearless when it comes to ragging a car of which he has no experience – witness his early tests in GP2 and Formula Renault 3.5 – and would likely have no trouble doing the same in F1. He dominated F3 on pace last year, and seems to be able to find the limit instantly in qualifying without need for build-up. It was only the superior racecraft of Felix Rosenqvist that kept the title race on the boil, but,



with Marciello still only 19, there is time to gain the maturity that comes with age.

WHICH TEAM WE'D

PLACE HIM WITH:

Marussia – he's been on the Ferrari Driver Academy since 2010, so has grown up with the Maranello way and could replace Bianchi. *Marcus Simmons*

Juan Pablo Montoya (CO)

AGE: 38

CV HIGHLIGHTS:

2007, 2008 & 2013

Daytona 24 Hours winner

2002-05 Seven grand prix wins

2000 Indianapolis 500 winner

1999 CART champion, **1998** Formula 3000

International champion

ACTUAL 2014

PROGRAMME:

IndyCar with Penske

WHY WE'D PUT

HIM IN F1:

Immense natural talent and inherent speed in a single-seater have been proved in early tests back in an IndyCar with Team Penske. A proven race-winning quantity in F1 with Williams and McLaren already, it doesn't matter that he's 38 because experience should count in the brave new world of F1 in 2014. The paddock would welcome his free spirit to liven things up. He'd probably need to slim down a bit after those years in NASCAR, though.



WHICH TEAM WE'D

PLACE HIM WITH:

A returning veteran, heading back to F1 from across the Pond, has shades of Mario Andretti's real-life 1982 comeback, so let's put Montoya at Ferrari. There's little doubt that the tifosi would take him to their heart. *Gary Watkins*

Sebastien Ogier (F)

AGE: 30

CV HIGHLIGHTS:

2013 World Rally champion

2011 Race of Champions winner

2008 JWRC champion

ACTUAL 2014

PROGRAMME:

WRC with Volkswagen

WHY WE'D PUT

HIM IN F1:

This is the man who beat Sebastien Loeb in the same car on several occasions when they were WRC team-mates at Citroen in 2011. No one else has ever done that. Ogier is the consummate pro who can turn it on – in any situation and in any conditions. His nine wins from 13 starts with VW last season were a perfect example of that. It's no secret that the top rally drivers have always been able to adapt well, so with some decent mileage in an F1 car



he'd be on the pace, with technical nous to match.

WHICH TEAM WE'D

PLACE HIM WITH:

Ogier would slot in to Toro Rosso pretty well. After all, he already flies the Red Bull flag in the WRC. *Henry Hope-Frost*

Gary Paffett (GB)

AGE: 32

CV HIGHLIGHTS:

2005 DTM champion

2002 German F3 champion

2000 British F3 Scholarship Class champion

ACTUAL 2014

PROGRAMME:

DTM with Mercedes

WHY WE'D PUT

HIM IN F1:

He's spent over 70 days on active service with McLaren in its F1 car in testing, just never in anger on a grand prix weekend. Has racked up 14,134 miles behind the wheel, and spent months in its simulator too, but was overlooked by the race team on several occasions

– most notably when Pedro de la Rosa was drafted in to replace Juan Pablo Montoya when he quit for NASCAR in 2006. He also had a near-miss at Sauber, but his titles in Germany in both Formula 3 and



in touring cars prove that he's got plenty of racecraft.

WHICH TEAM WE'D

PLACE HIM WITH:

He's part of the furniture at McLaren, but why not put him into a seat at Sauber, the team that wanted him all those years ago?
Charles Bradley

Will Power (AUS)

AGE: 32

CV HIGHLIGHTS:

2010-2012

IndyCar Series runner-up

ACTUAL 2014

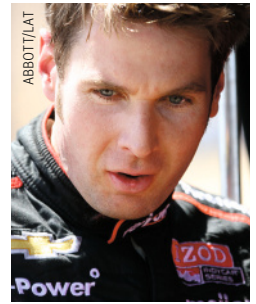
PROGRAMME:

IndyCar with Penske

WHY WE'D PUT

HIM IN F1:

Power is a living argument against the idea that all 22 drivers in the current F1 field are the world's best. And the fact that he hasn't raced in F1 is entirely down to circumstance rather than a reflection upon his talent, which has been obvious in the top tier of American single-seater racing. His ability to produce top-shelf lap times while conserving his tyres would be a huge asset, and off the track he'd add a bit of colour that F1 is sometimes missing.



WHICH TEAM WE'D

PLACE HIM WITH: Ferrari, for several reasons: 1) pairing him with Dixon at Red Bull would be overkill; 2) it's still a team that can win; 3) the tifosi loves to see passion, and he'd become a cult hero within about three races.

Mark Glendenning

Felix Rosenqvist (S)

AGE: 22

CV HIGHLIGHTS:

2013 European F3 runner-up

2011, 2013 Masters of F3 winner

2009 Swedish Formula Renault champion

ACTUAL 2014

PROGRAMME:

Yet to be decided

WHY WE'D PUT

HIM IN F1:

A laid-back dude outside the car but with an indomitable spirit and spectacular driving style in it. Add to that fantastic racecraft, and here you have a driver who would pretty soon become a fan favourite. He ticks a lot of the same boxes as Kimi Raikkonen as far as his bullshit-free approach is concerned, yet he adds to this an obliging, wry personality. Finances (or lack of them) mean he's spent a lot of time in F3, where he doesn't have to find too much in the way of personal budget, but



the next step has proved a tough one.

WHICH TEAM WE'D

PLACE HIM WITH:

Caterham – we'd love to see him winging his giantkilling way around the Toro Rossos and Saubers in the early laps of races before DRS takes control.
Marcus Simmons

Tony Stewart (USA)

AGE: 42

CV HIGHLIGHTS:

2002, 2005, 2011

NASCAR Sprint Cup champion

1997 IndyCar (nee IRL) champion

ACTUAL 2014

PROGRAMME:

NASCAR Sprint Cup with Stewart-Haas Racing

WHY WE'D PUT

HIM IN F1:

Those who populate the F1 paddock are used to drivers being cut from a particular sort of mould – Smoke's arrival would probably bend minds. There are plenty of arguments as to why it wouldn't work: he's 42; he hasn't raced a single-seater full-time since 1998; and while his weight dropped a little last year, there would still be dimensional challenges to be overcome with regard to physically getting him into the car. But it would still be bloody amazing if it could happen!



WHICH TEAM WE'D

PLACE HIM WITH:

Caterham. He'd end up owning the squad before the season was half-over, and the prospect of Tony Stewart the Formula 1 team boss is even more enthralling than that of Tony Stewart the F1 driver.

Mark Glendenning

Nick Tandy (GB)

AGE: 29

CV HIGHLIGHTS:

2014 Daytona 24 Hours GTLM class winner

2013 Petit Le Mans GT class winner

2011 Porsche Carrera Cup Germany champion

2009 British F3 race winner

ACTUAL 2014

PROGRAMME:

Factory Porsche GT outings, various series

WHY WE'D PUT

HIM IN F1:

OK, you probably have your doubts here, but give us a chance! A few years ago, we came up with a list of drivers who we thought should get a chance in F1. All of those drivers subsequently made it, except Tandy. Always in unfancied cars on his way up the ladder, he got used to pulling out something special as he attempted the impossible. He was giving Daniel Ricciardo's Carlin Dallara a hard time in British F3 with his family-run Mygale until the season fell apart following



brother Joe's death. When Tandy is around the racing is never dull.

WHICH TEAM WE'D

PLACE HIM WITH:

Marussia. Tandy is used to battling against the odds and would almost certainly impress as much, if not more, than Bianchi in '13.
Kevin Turner

Stoffel Vandoorne (B)

AGE: 21

CV HIGHLIGHTS:

2013 Formula Renault 3.5 runner-up

2012 Formula Renault Eurocup champion

2010 F4 Eurocup champion

ACTUAL 2014

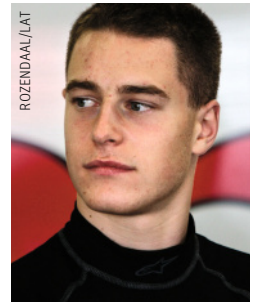
PROGRAMME:

GP2 with ART, McLaren F1 reserve

WHY WE'D PUT

HIM IN F1:

There are some at McLaren who rate the Belgian even higher than newly-promoted McLaren F1 racer Kevin Magnussen, who Vandoorne challenged for the 2013 Formula Renault 3.5 title as a rookie. The year before that, he went head to head with 2014 Toro Rosso F1 racer Daniil Kvyat for the FRenault 2.0 Eurocup crown and came out on top. If he can carry that sort of form forward, who knows what he's capable of?



WHICH TEAM WE'D

PLACE HIM WITH:

McLaren has just promoted Magnussen from its junior ranks to F1. Vandoorne should be next but both berths are taken in our list, so how about a season with Force India so he can warm up for the big time?

Glenn Freeman

Is this Frijns's last shot at F1?

He's won pretty much everything he's tried on his way to F1, but will his new deal as Caterham's reserve driver help Robin Frijns secure to a race seat? By **KEVIN TURNER**

52

FRIJNS CV

From Maastricht, Netherlands

Age 22

2014 Caterham F1 reserve driver

2013 Sauber F1 reserve driver, GP2 race winner (Hilmer)

2012 Formula Renault 3.5 champion, 3 wins (Fortec)

2011 Formula Renault Eurocup champion, 5 wins (Josef Kaufmann)

2010 Formula BMW Europe champion, 6 wins (Josef Kaufmann)

2009 3rd in Formula BMW Europe, 1 win (Josef Kaufmann)

2005-2008 karting



Few drivers have as impressive a junior CV as Caterham's Robin Frijns. After taking the 2010 Formula BMW Europe title, he won both the highly competitive Formula Renault Eurocup and Formula Renault 3.5 crowns as a rookie. He even managed a GP2 victory in a part-campaign with a brand new team last year.

On the way he has beaten Jules Bianchi, Daniil Kvyat and Kevin Magnussen, all of whom will line up on the Melbourne grid next month. Of recent F1 graduates, arguably only Nico Hulkenberg achieved more on his way up and yet Frijns is still waiting for his first F1 race chance.

But the 22-year-old is hoping his role as reserve driver at Caterham, with regular racers Kamui Kobayashi and Marcus Ericsson, could give him that opportunity. It comes after a stint at Sauber last year that yielded no track running, and a change of management on a personal level.

"We all know in the middle of the [2013] season Sauber had financial problems and I didn't have any money," says Frijns. "Sauber needed money and they didn't get it

from me. I knew what was going to happen.

"It felt like I couldn't get any further with my own management so I swapped. Little problems all came together and it didn't work out. Timo Gans is the manager now and I'm in a really happy place. It feels like a fresh start."

After not getting a chance behind the wheel at Sauber, Frijns is understandably enthusiastic about Caterham's plan to put him out in some Friday practice sessions during 2014. He also got a run at the pre-season Jerez test last week, despite electronics issues limiting the squad's running, something that could have been used as an excuse not to put the rookie in the car.

"I'm sitting in a team now that really believes in me, and that's really important," says Frijns. "They gave me the opportunity to drive the car [at Jerez] even though Ericsson only drove 11 laps and I was scared that I would lose my day. That's just a sign for me that they really believe in me and really want to give me that opportunity to show myself."

Getting the chance to remind people of his abilities is something Frijns felt was key after a year on the sidelines, as former rivals ►





**WORTH
OVER
£400**



FROM THE DIRECTOR OF APOLLO 13 AND THE WRITER OF THE QUEEN

"AN ADRENALINE-FUELLED TRIUMPH"



TOTAL FILM



A FILM BY **RON HOWARD**
CHRIS HEMSWORTH DANIEL BRÜHL

RUSH

TWO RIVALS. ONE INCREDIBLE TRUE STORY.



STUDIOCANAL

Rush is available on Blu-ray and DVD, and to download

WIN

A Niki Lauda bag & Rush DVDs

To celebrate the home-entertainment release of *Rush* we have teamed up with Caracalla 1947 to offer one lucky winner a document bag from its Niki Lauda-inspired range and a copy of *Rush* on DVD. Three runners up will also win copies of *Rush*

TO WIN – ANSWER THIS QUESTION AND ENTER AT WWW.AUTOSPORT.COM/COMPETITION

Q. Which actor has received critical acclaim for his portrayal of Niki Lauda?

A Chris Hemsworth **B** Daniel Brühl **C** Stephen Mangan

Competition closes on February 20 2014.

Caracalla 1947, the luxury handmade leather goods label inspired by the world of motorsport.

Find out more about Caracalla 1947 at

www.caracalla1947.com

TERMS & CONDITIONS

To enter: visit Autosport.com/competition

Entries close: 11.59pm on February 20 2014

Prize(s) are: stated in the competition. Open to UK residents aged 18 or over.

No cash alternative. Prizes are non-transferable. Only one entry per person.

For full terms and conditions see autosport.com

The Promoter: Haymarket Media Group, Teddington, Middlesex, TW11 9BE



► like Bianchi, Kvyat and Magnussen made their mark in – or headed towards – F1.

“It was more frustrating because I can say that if you win three championships in a row, you are kind of good enough to get the next step into Formula 1,” he says. “If you see other drivers who are in F1, and you see their CV and they haven’t achieved a lot, it is frustrating. But this is how the world goes, you can’t change it.

“I’m not saying I’m better than them but for sure I am driving the same pace as them. And they are in F1 so I know that I will get to F1. I’ve beaten them in other championships.

“The last time I drove single-seaters was in August with GP2, and by October I had a feeling that everyone had forgotten me. No one talked about me any more and Kevin was the star because he won Formula Renault 3.5, which I won the previous year against him. It was frustrating for me, and it was very stressful because I was just scared that I was losing my position.”

Bearing that in mind, the Dutchman did consider racing in other categories, such as GTs, but he was not – and is not – ready to give up on the dream just yet.

“We were checking other classes out but I didn’t want it,” he admits. “My goal is to reach F1 and I will do everything for it.”

With budget always an issue – “I am

“Next year is a kind of limit. If I am not in an F1 race seat next year I don’t know what will happen”

looking for sponsors but it’s not easy these days” – it was crucial that Caterham’s bosses saw Frijns’s strengths as a driver. “Cyril [Abiteboul] and Tony [Fernandes] really believe in me as a good driver,” he asserts. “I can prove to the team that I am good and make the car quicker.

“Caterham really wants me to focus on F1 and not on other classes, and I had no budget [to do another series]. I am in a good position now to make the next step next year but we will see how it goes.”

That brings in the subject of time. How long can a driver afford to be in the reserve role in F1? One year was fine for Hulkenberg and Valtteri Bottas, but more than that and you start to get overlooked again. Just ask GP2 runner-up Sam Bird, who has spent the past couple of seasons on Mercedes’ books in a similar role and is now no closer to a race drive than before.

“Next year is a kind of limit really,” concedes Frijns. “Of course, I want to be in a race seat as soon as possible, but if I’m not in one next year I don’t know what is going to happen. I have no idea.”

That’s not unusual to hear from a young driver, especially in these days of limited sponsorship and pay-drivers, but at least Frijns has a lifeline.

Getting to drive the new CT05 in selected sessions is still some way from becoming an F1 racer of course, but what is important to one of the best drivers outside the championship is that he now has the chance to remind people what he can do.

“If I am sitting in the car, of course I will take it with two hands and I will do the best job for the team especially, but also for myself, to show what I am capable of,” he says. “That’s important for me.

“If you’re sitting on the sidelines doing nothing, how can you prove to yourself that you are ready for Formula 1? You can’t. You can say you are ready for F1, but everyone can say that. You have to prove it.” ❧

BEATING MAGNUSSEN’S ‘PERFECT’ QUALY LAP



Ask Frijns to pick out the highlight of his career so far and it doesn’t take him too long to come up with an answer: beating Kevin Magnussen to pole in both Formula Renault 3.5 qualifying sessions at the Hungaroring in 2012.

The Fortec driver’s weekend had not started well, but he managed to turn things around.

“In the first few practices I was slow,” he recalls. “But we worked: on the Friday evening I was in the truck until nine o’clock in the evening just looking through the three-tenths I was missing. I knew that I would find them.

“And it came to qualifying and I got pole, which gives you a good feeling after you work so hard. You get what you work for.

“I didn’t hear it from Kevin but I heard from other teams that Magnussen had already come in and said to the team, ‘That was the perfect lap, nobody can beat that time’. And then I came along and on the very last lap I was three-hundredths quicker than him, and he was so pissed!

“But he came after the qualifying session and said congrats.”

Frijns, Magnussen’s Carlin car and Jules Bianchi’s Tech 1 machine were covered by less than a tenth in the first session, and Magnussen was only 0.007s behind in the second. Frijns turned the first pole into victory on his way to taking the crown at the Barcelona finale after a clash with Bianchi.



MAGICAL THUNDER DOWN UNDER

What the Formula 1 stars used to do in January and February... Instead of breaking down in testing in Spain, they went to race in Australia and New Zealand. PAUL FEARNLEY looks back

The Tasman Series ticked a lot of boxes to begin with. The promise of winter sunshine – and probably rain at Tereotonga, said to be the world's most southerly circuit; start monies sufficient to tempt you halfway around the world; a fulsome welcome in the mother tongue; and healthy competition from locals necessarily self-sufficient, innovative and determined because of their isolation.

It was, on six occasions during the 1960s, Formula 1's Down Under undercard.

An influx of overseas competitors was not new. Yorkshire's Peter Whitehead won the Australian Grand Prix as early as 1938. BRM sent its wailing V16 to New Zealand in 1954; it still didn't win. And hyperactive Stirling Moss, always seeking an outlet for income, shipped his Maserati 250F and won the NZ GP at Ardmore in January 1956. At the end of that year he persuaded the works to send him, Jean Behra and a fleet of 300S sports-racers and 250Fs to Australia's TT and GP in

Albert Park; they cleaned up.

The Tasman spark, however, was provided by home-brewed talismans: Jack Brabham, an ex-dirt-oval midget racer from Hurstville, Sydney, and Bruce McLaren, teenaged builder of an Austin 7 special, from Remuera, Auckland. Their success with the British Cooper marque in Europe acted as a beacon and made them a powerful draw upon their returns.

The wily Brabham used his status to become the hub of a ready and more savvy Australasian market, which entrepreneurial Cooper and, later,



Amon and Rindt in front as final 'F1' Tasman gets going at Pukekohe, '69

Brabham's own marque were happy to stock. McLaren chose the inaugural 1964 Tasman Series to launch his team far from European pressures.

This scene had gathered pace during the early 1960s. BRM, Ferguson's four-wheel-drive P99, Lola and Lotus, as well as Cooper, visited; Jo Bonnier, Ian Burgess, Dan Gurney – once his stolen BRM was discovered hidden beneath bales at Ballarat airfield – Roy Salvadori and John Surtees, as well as Brabham, McLaren and Moss, scored wins.

Their presence had a gradual but profound effect. Free-and-easy Formule Libre was replaced by aspiration and professionalism – 'If Jack and Bruce can do it, why can't we?' – and the regular supply of recent GP-type machinery killed off what few of the weird (some indubitably wonderful) Australasian specials remained.

Racing, though still fun, was a beach blat no more. The time to codify was right. The plan was pragmatic: a 2.5-litre formula – to make use of engines rendered obsolete by F1's 1961 switch to 1500s and the chastening collapse of the protest Intercontinental Formula – applied to a tight, action-packed schedule to fill the season's 'hunger gap'.

Powerful, plentiful and purposeful: a perfect fit.

"It was a championship that absolutely hit a sweet spot," says Richard Attwood, who drove Tasman BRMs from 1966-68. "The atmosphere was fantastic and relaxed: two days on, five days off. We played cricket. We went water-skiing. I even taught Jim Clark squash. He came back the next day and beat me!

"The money was good too: £500 per race.

Certainly no worse than for a GP."

McLaren and Brabham dominated in 1964: Bruce, in the self-built Cooper that sowed the seed for constructing McLarens in the future, won three from four in New Zealand; Jack, in the BT7A that confirmed his new company's credentials, won three from four in Australia. The only negative was the fatal accident that Timmy Mayer, champion McLaren's promising American team-mate, suffered during practice for the final round.

The circuits were generally short and bumpy, tight and twisty, and often based at an airfield or a racecourse. After frantic sprints had decided its grid, the main feature was usually a hectic one-hour affair.

The programme began in New Zealand, where it tended to follow a pattern: Pukekohe, venue of the GP, and Levin on the North Island, then south to Invercargill's Teretonga via Wigram air force base, near Christchurch.

Australia's contribution was more fluid, its GP switching annually between venues. Victoria's Sandown and Warwick Farm in New South Wales were ever-presents, while either Lakeside or Surfers Paradise lay at the end of the long haul north to Queensland. All were relatively new, artificial facilities, reflecting the population's sudden increased interest and demand.

Longford on Tasmania was different. A road circuit with (un)natural hazards – an S-bend ▶



Stewart and 'iron man' Clark play with plane in New Zealand

► through an arch of a brick viaduct; a jaunty wooden viaduct over a river; and an (un)level crossing – it was, at 4.4 miles, the fastest, most challenging venue. It was here that Mayer got out of shape over a bump and tumbled into trees.

Jim Clark and Lotus joined the show in 1965. The crowds, many expat Scots among them, took him to their hearts, while he bucked his national stereotype by tanning like a native. Driving a Formula 2 monocoque adapted to accept a large Climax 'four-banger', he won four in a row and swept to the title. The other three rounds were won by Graham Hill in a privateer Brabham, by Brabham himself and by McLaren.

That both Jack and Bruce would win only once more in a series ostensibly staged for them was indicative of its increased competition. The arrival in 1966 of F1 BRMs fitted with bigger, better multi-cylinders put the bitzas powered by ageing 'fours' – even with Clark at the wheel – on the back foot.

BRM, under the auspices of team manager Tim Parnell, won all but one round with the ultra-reliable 1.9-litre version of its P261. Tyro Jackie Stewart claimed the title with victories at Wigram, Teretonga, Sandown and Longford; Hill won twice; and Attwood, a three-race replacement for Hill in New Zealand, won on his series debut, at Levin.

"The bigger bore made a huge difference," says Attwood. "That engine was so much better than the 1.5-litre: more power, more torque. The '2070' of 1967 was better yet. Dynamite! Arguably the best BRM ever built."

Brabham coaxed a response from Repco of Melbourne, but its 2.5-litre V8 proved less amenable than its larger F1 counterpart. Jack's appearances were sparse after 1967. And McLaren, who instead concentrated on the more lucrative and easily accessible American Can-Am series to establish and fund his firm, scored a final Tasman victory in a V12 BRM in 1968.

It will come as no surprise, therefore, that the locals struggled to make an impact. Though Sydney's Frank Matich clocked poles, led races and stood on podiums, he was disenchanted with the support received from Brabham. He wasn't surprised, though: it was tough out there. New Zealander Jim Palmer and Australia's John Youl, Bib Stillwell, Spencer Martin and Leo Geoghegan also scored podiums.

The most ambitious and successful local team of the 1960s, however, was owned by Alfa Romeo



McLaren on way to 1964 title at Lakeside

"The bigger engine was so much better. The 1967 car was dynamite. Maybe the best BRM ever"

RICHARD ATTWOOD



importer and ex-racer Alec Mildren and led by Frank Gardner. The Sydney operation often stretched to two cars, 'Big Rev Kev' Bartlett joining Gardner. And it went its own way on engines, first with a Maserati V12 and then, from 1968, with an Alfa V8, for which it commissioned in '69 a monocoque from designer Len Bailey, to be built by Alan Mann Racing of Byfleet, Surrey. Even so, a win eluded it.

"There was a lot of motivation," says Bartlett, Australian champion from 1968-69. "We looked up to these guys: Jimmy, Graham and Jackie. To rub shoulders and dance the racing dance with them was fantastic. They were only too happy to advise us; there were no closed doors in the paddock. Not that there were many doors. It was pretty rudimentary. At Wigram, they dug a ditch for a latrine.

"Our equipment was maybe a year, a year and a quarter, behind in terms of tyres and engines. I considered myself very fortunate to be handed a car sorted by Frank, then to spend a season with it getting used to it. Even when I was present at Tasman races as a truckie, cook and bottle-washer, I was learning."

Stewart: "There were some good racers out there; if Matich had come to Europe he could

have been a serious F1 contender. To meet them in their own backyard was fascinating. It was good development for me. I learned a lot.

"It was possibly the most enjoyable series of my career. Those four weeks in New Zealand were a joy. We stayed, travelled, raced and partied together. Staying at Chris Amon's parents' beach house. Playing Maori War Canoe: pretending to row, sliding on our bums across dance floors. You won 100 bottles of champagne for a pole position – and you couldn't travel with them.

"There was perhaps less partying in Australia. Jimmy, Graham and I were getting up at 5am to learn to fly. I got my licence there. In a week!"

Clark won just once in 1966, at Warwick Farm, and Lotus got the message: the Tasman Series had just got serious. Its response for '67 was to send its proven stretched-1.9 Type 33 F1 car. Now it was BRM's turn to wobble – a clutch of transmission failures – as Clark won four in a row, five in total, and finished second elsewhere. He retained the title in '68 too, winning on four occasions. There was, however, a different feel to this: a peak before a fall?

The increasing cost of motorsport forced the FIA to relax its rules on commercial sponsorship and Colin Chapman grasped the nettle eagerly. Clark had his last race in a British-Racing-Green Lotus at Levin before garish Gold Leaf Team Lotus, courtesy of a spray shop at a local Ford dealership, rolled out at Wigram. Although the gate would be (temporarily) slammed shut in its face before practice at Surfers Paradise, this genie was out of its bottle.

There was another fundamental change in the air: Clark's Lotus briefly featured a small rear wing, fashioned from a chopped helicopter rotor, at Teretonga. Its weight, and the fact that Clark had suggested the idea after sampling the burgeoning benefits of downforce in a Vollstedt Indycar – only his second single-seater race in anything other than a Lotus – hardly endeared it to the distant Chapman.

He might have done better to grasp it, however, for Ferrari had arrived to take up the fight.

This was a Scuderia like no other: a long way from Maranello; blessed with a strong, steady Commonwealth streak; and the better for it.



Clark wins at Warwick Farm for Lotus in '66



Hill, Courage and Rindt in high-wing battle at Lakeside in '69

English mechanic Roger Bailey oversaw the F2-based 246T's build in Italy; New Zealand mechanic Bruce Harris reassembled it and helped tend it; and Amon drove it like the world champion he appeared destined to become.

Clark's hands were full. The shrunk, short-stroke DFW of his Type 49T was peaky, whereas the more compact Ferrari's 2.4-litre V6 Dino was smoother and suited medium-speed tracks. Cosworth's Keith Duckworth admitted that the 500cc reduction cost his DFW more than anticipated. Amon's was arguably the better package.

He won the opening two rounds – his home GP at Pukekohe and local race at Levin – but the appearance of four-valve heads, in place of the original three, in time for the Australian leg arguably tripped him. After narrowly losing a thriller to Clark at Sandown, he arrived at the Longford finale with a long shot at the title. It poured, and neither candidate featured as Piers Courage's privateer 1600cc F2 McLaren cut a victorious swathe on narrow-section Dunlops.

The well-organised Ferrari equipe, its engine supposedly 30bhp more powerful, and its chassis lighter, longer and featuring an aerofoil that was driver-adjustable for the Australian races, won the following year's championship with Amon.

Lotus was very much second best. Its uncompromising new pairing of Hill and Jochen Rindt rubbed each other up the wrong way; its dizzying wings collapsed drunkenly; a spare 49 of different specification had to be airfreighted after Rindt's crash at Levin; and Cosworth reliability became so dire that company co-founder Mike Costin flew out to see what could be salvaged: a win for Rindt at a wet Warwick Farm, as it turned out.

The ripples caused by Clark's death at Hockenheim the previous April were still being felt Down Under 10 months later, and not just by Lotus. "It was different without him," says Bartlett. "We were all shattered by the news. He was such a get-along bloke."

The atmosphere had changed. Commercialised F1 became more demanding in all respects. Its calendar expanded, winter testing increased, and the welcome break of the Tasman Series became



F5000 arrives: Match leads Bartlett in '70

an inconvenient exercise. Stewart, anxious to place himself in a winning position in F1 after a disastrous year with BRM's H16, felt he "could no longer afford the time". Plus his experience of Indy in 1966 had alerted him to America's riches. That's where he'd usually be when modern F1 allowed, and others naturally followed the new leader of their sport.

The introduction of Formula 5000, with its bountiful engine supply – 2.5s were now rare or rarefied – from the 1970 Tasman Series made financial and sporting sense: the racing was closer and still occasional outsiders – Mike Hailwood, David Hobbs and Peter Gethin, the 1974 champion – added colour. But it would never be the same again. McLaren's death and Brabham's

retirement and sale of his team, both 1970 occurrences, guaranteed that the mystique – the cost of cost-cutting – was lost forever.

The unifying Tasman name – a brand of no interest to brands – was dropped after 1975. Although the (mainly) F5000 races continued for another year in New Zealand as the Peter Stuyvesant International Series, and until '79 in Australia as the Rothmans International Series, the inevitable decline was mirrored by the inexorable rise of the Australian Touring Car Championship.

Bartlett's long and successful career in the Ford-Holden wars included a 1974 Bathurst 1000 win, but his voice's wistfulness gives lie to his loyalties: "Touring cars were a means to an end. If you wanted to survive as a professional driver in Australia then you had to drive these beasts. The manufacturers got behind them and, the bigger their billboards got, the smaller our grids became. It was as simple as that."

The international Tasman Series was, in contrast, a logistically complex anomaly, loved and shunned in short order, created and killed because of its geography. No matter how far away it ran, it couldn't hide from F1's global expansion over a shrinking world. ❧

TASMAN CUP WINNERS

1964	Bruce McLaren (NZ)	Cooper
1965	Jim Clark (GB)	Lotus
1966	Jackie Stewart (GB)	BRM
1967	Jim Clark (GB)	Lotus
1968	Jim Clark (GB)	Lotus
1969	Chris Amon (NZ)	Ferrari
1970	Graeme Lawrence (NZ)	Ferrari
1971	Graham McRae (NZ)	McLaren
1972	Graham McRae (NZ)	Leda
1973	Graham McRae (NZ)	McRae
1974	Peter Gethin (GB)	Chevron
1975	Warwick Brown (AUS)	Lola



Ciggy sponsorship arrives with Clark



BMW's new British hope

By blending his sportscar career with 'fun' races in F3, Alexander Sims has landed a plum contract with GT giant BMW. He spoke to BEN ANDERSON about his new deal

Alexander Sims is living proof that it pays to grab every opportunity that comes your way in motorsport. The latest driver to be added to BMW's GT roster owes the next chapter in his racing story almost entirely to the fact that he's still prepared to 'step back' into junior single-seater racing on a regular basis. That, and the fact that he is very quick in everything he drives; and that T-Sport Formula 3 head honcho Russell Eacott knows people, and is always willing to use those contacts to help the cause of British drivers (just ask Nick Tandy).

"Russell's a good old wheeler and dealer and knows a fair few people in the industry," confirms Sims, who dovetailed his commitments as one of McLaren's factory GT drivers with a sequence of outings for Eacott's talented but unfashionable team in European F3 last year. "He and Stephen Lane – my race engineer – got in touch with the

guys at BMW and set up a meeting with Rudolf Dittrich [head of track engineering]."

Uncertain of his future after just two years among McLaren's GT line-up, Sims decided to start exploring other options for 2014, a curiosity that has led him to join one of the biggest global car manufacturing brands in the business, and one of Germany's 'big three'.

"I only had a year's contract with McLaren and no guarantees they were going to renew for the following year," explains Sims. "It wasn't that I was unhappy at McLaren and wanted to find something else. I had to look at all my options, because if McLaren didn't renew at the end of the season I could have been stuffed."

The meeting went well enough for Dittrich to put Sims in one of BMW's Z4 GTE machines for a two-day try-out at Lausitz in October. Sims shared driving duties with established GT aces Dirk Werner and Jorg Muller, and it sounds as though he did a pretty decent job...

"I pushed on and within 10 laps I was setting fairly competitive times," says Sims, in his typically understated manner. "It's difficult to compare, because we were trying different tyre compounds, but I'm pretty sure I was quicker than Muller on the same compound, and Werner was a tenth quicker. I felt it was a fairly decent initial experience of the car [which he says is easier to drive than McLaren's MP4-12C GT3]. It wasn't maximum attack, but if I batted round one second off they weren't going to be impressed."

But they were impressed. Enough to offer him a place among the roster of drivers farmed out to BMW's various customer programmes. He will replace Oliver Bryant alongside Marco Attard in the Ecurie Ecosse line-up for British GT, as well as joining either Schubert Motorsport or Marc VDS for the Nurburgring and Spa 24-hour classics and selected rounds of the VLN.

With McLaren seeking to slim down its own roster of factory drivers, the decision to jump



ship to BMW was an easy one to make when Sims met with each manufacturer on consecutive days in December.

"McLaren were happy to continue with another one-year deal," reveals the 25-year-old. "But Andrew [Kirkaldy, McLaren GT boss] has said they felt they had too many works drivers, and they had four last year. It's not a great sign that four is too many and they want to downsize [McLaren now has Rob Bell and Alvaro Parente, plus new signing Kevin Estre on its roster]."

"I'm very thankful for the two years I had, but the general feeling around the McLaren GT project didn't seem as alive. BMW offered a more attractive package, more racing, and as long as everything goes OK I hope we can commit to a long-term deal."

Sims sees triple World Touring Car champion Andy Priaulx's relationship with the marque, which stretches back a decade and encompasses stints in GT racing and the DTM, as a good model on which to base his future in Bavarian colours.

"Simon Cayzer, who engineered when I raced for Status in GP3 [in 2011], was also Andy's engineer in the DTM and he was saying great things about how well they've treated Andy," Sims adds. "That filled me with a lot of confidence, because as long as I perform they might look after me, which is lovely to know."

He would also be pretty keen on the DTM (Sims's stunning showing in a Mercedes C-Class was an essential part of his success in the 2008 McLaren AUTOSPORT BRDC Award) should the opportunity arise, even if the immediate focus is exclusively GT racing.

"I've massively enjoyed being in GTs," he says. "I enjoy being in the car for long periods during the races and I feel I can have a significant impact on the result. In single-seater racing, if you overtake two or three cars you've had a mega race. In GTs that's happening all the time for several hours! That side of it is awesome."

"The DTM is hugely attractive for any driver, should the opportunity come up. Looking at the drivers in it now, I've raced half the grid and beaten half the grid, so performance-wise it wouldn't be an issue. The chance either comes or it doesn't. If a career in GTs is the only option then I will grab it with both hands."

Ever the opportunist, you can bet on Sims will pull out all the stops to make a splash with his new employer in 2014. 🏎️

"If you overtake two or three cars in single-seaters you've had a mega race. In GTs that happens all the time for hours!"

ALEXANDER SIMS

(NOT QUITE) THE END OF THE ROAD IN SINGLE-SEATERS...



Sims has become something of a 'gun for hire' in junior single-seater racing since he became a factory GT driver in 2012.

Despite enjoying success with T-Sport in European Formula 3 in selected outings during the past two seasons, and with Status and Carlin in GP3 last year, Sims says he is simply racing for fun in single-seaters and harbours no ambitions to reignite his F1 dream, which effectively ended when the Gravity young-driver programme dropped him at the end of 2011.

"That was absolutely the moment it ended for me," he confirms. "At the end of the year Gravity dropped 12 of its 14 drivers, and personally I took the decision to stop throwing money at something that probably wasn't going to happen."

"If the GP3 season had gone a little differently [he led the title race mid-season but failed to score during the final five races and slumped to sixth in the standings] things might be different."

"Nevertheless, we're talking about small things, and I don't think I quite had it for F1. I have no issues in admitting it. I tried my hardest when I was team-mate to Valtteri Bottas in Formula 3, but I was consistently 0.1-0.15s short in qualifying, compared to a guy who's made a decent impact in F1."

"I don't think, even if things had gone better in GP3, that I've justified my place in F1. I proved to myself that I was good enough to be a professional driver, but maybe not quite at that elite level."



HARVEY CV



From Bassingham, Lincolnshire

Age 20

2014 Indy Lights with Schmidt Peterson

2013 5th in GP3, two wins (ART)

2012 British F3 champion, seven wins (Carlin)

2011 9th in British F3, one win (Carlin)

2010 Formula BMW Europe runner-up, seven wins (Fortec)

2009 7th in Formula BMW Europe, one win (Fortec)

2005-08 karting



Looking in a new direction

He's not the first Brit to do it, but he's the first Racing Steps Foundation driver to target the US. Jack Harvey speaks to **MARK GLENDENNING** about his switch from the European scene to IndyCar's main feeder class

Harvey gets down to work in first oval test at Homestead



HENDRICK

This started 300 years ago with a bunch of fur trappers and a settlement called Fall Creek, and has continued right through to Dario Franchitti and Dan Wheldon, and beyond. When it comes to Brits making the trip across the Atlantic to seek good things in the Indianapolis area, Jack Harvey isn't exactly blazing a new trail.

But in racing terms, it remains a path less trodden than the morass of European single-seater categories that all offer the same fragment of hope of an Formula 1 opportunity somewhere in the distance; an opportunity that, for most, never develops into much beyond an abstract concept.

This year, Harvey will become the latest Brit to set up base in Indiana with the hope of creating a career for himself in IndyCar. The first step comes at St Petersburg in March when he makes his Indy Lights debut with the crack Schmidt Peterson Motorsports team.

IndyCar's stock among European drivers has grown in recent years, although for now it still remains a trend rather than a boom. The upswing can be jointly credited to the successes of Franchitti and Wheldon, and to the unquestionable quality of the on-track product. The fact that it's generally cheaper doesn't hurt either.

But evidence of the growing appeal of racing in the US can be found by taking a peek at Harvey's CV: he won the British Formula 3 title with Carlin in 2012, and earned two race wins for ART in GP3 last year. Lesser-credentialed drivers have stuck it out in Europe for far longer, but Harvey believes the US represents his best opportunity to move forward.

"Together with the Racing Steps Foundation [Harvey's backer since his first season in cars, in Formula BMW], we thought it was a good time to go and explore other options," he explains. "The goal for us is to try to win the Lights championship and then progress into IndyCar. We're at a point where Europe is in a tough situation, and I thought the time was right to have a look [at the States]."

Lower cost aside, Harvey admits that a big part of the appeal is the relatively linear development ladder in the US, and the Road To Indy programme in particular, under which winners

"If you do a good job and win the title, it almost promotes you into the next category"

JACK HARVEY

of each championship receive funding to progress to the next level. The effectiveness of the system, which has no real European equivalent, is plain to see – since the programme was introduced in 2010, virtually all winners of the lower categories were promoted to the next tier the following season, and only one Lights champion (JK Vernay) has failed to secure an IndyCar ride. (It should be noted that 2013 champion Sage Karam is yet to confirm his plans for this year).

"From US2000 to Pro Mazda to Indy Lights to IndyCar, there is a real ladder there," adds Harvey.

"While there are some good categories in Europe, there is not really one route to F1. Fair enough, there's not really one route to IndyCar, but certainly there's a good ladder system in place where if you do a good job and win the championship, it almost promotes you into the next category. So I think that's one thing they've definitely got right."

SAME LANGUAGE, BUT EVERYTHING FOREIGN

Everyone who arrives in the States from elsewhere finds themselves needing to do a bit of adapting; a process that, for most, begins with learning to deal with the enormous portion sizes in restaurants.

It won't take Harvey long to figure out that most mortals in this part of the world can't finish a starter *and* a main, but getting a handle on the intricacies of the Lights car could take a bit more time. Working with a team that's going for its fifth successive title will help smooth the transition, but only to a point: the switch from Firestone to Cooper tyres this year means that simply leaning on old data will not be enough.

"There will be some adaptation, but I think that's normal for any driver moving between championships," says Harvey. "I'm not too worried about that."

"There are definitely different things that I need to prioritise in order to be fast. At the minute I'm using the team to tell me, 'Well, this

is what you need to do with the tyre', and the team have been really good; they're really helpful. I'm moving there in a couple of weeks, for a year. Everything is flowing along really well."

Harvey's first experience with the Lights car came last November, when conversations with Schmidt Peterson culminated in an invitation to test the car at Sebring. Having spent a few years enjoying the relative sophistication of current F3 and GP3 machinery, he admits that the current Lights car, which is entering its 12th and final season of action, felt a little... agricultural.

"Obviously the Indy Lights car is quite old now," he says. "I think that's fair to say. And for sure, I think the new car they'll have next year will be a big step forward."

"It's a racing car at the end of the day, but compared to what I've driven before it's heavier, especially in the rear. But I still enjoyed driving it. It's still got four wheels and an engine, and it's good to drive. I've probably been a little bit spoiled – Formula 3 is obviously a really good category, and in GP3 we had a new car last year."

The other thing he'll need to wrap his head around is learning about ovals, a prospect that he had his first taste of at the end of last week when he spent a day testing at Homestead. Rain caused the test to be delayed by a day, and continued to compromise his running time even after he was able to take to the track, but Harvey says the experience still gave him a good idea of what lies ahead.

OVAL DRIVING – A GREAT CHALLENGE

"I loved it," he says. "It was seriously different, as you can imagine. I didn't really know what to expect. The first time I went around the whole lap flat, I thought I was on the limit. But once you go around two or three times flat, you do kind of slow everything down and it becomes easier."

"It's quite tricky, I would say. A lot of people who haven't driven ovals assume that it's easy, ▶

British F3 crown was won in Donington nailbiter



PRICES/LAT

▶ but I think it's probably more challenging. You need the precision, your car placement, your feedback and all of these things are actually taken a step further, because the details make such a big difference.

"If everyone is going flat-out then it comes down to who can sort it out the most in terms of taking the most downforce off, who can keep it smoothest. I loved it. My feeling was one of the best I've ever had driving a racecar."

While Franchitti and Wheldon remain the gold standard for what Brits can achieve in IndyCar, there have been other examples of the US move paying off. Another McLaren AUTOSPORT BRDC Award finalist, Jack Hawksworth, dominated the Star Mazda series (as it was then called) in 2012 and progressed to Lights in '13 with Schmidt Peterson, where he won first time out at St Pete and added another two wins during the year. A couple of patches of inconsistency left him fourth in the championship, but he still had the opportunity to test IndyCars for Rahal Letterman Lanigan Racing and Dale Coyne Racing late last year.

"Seeing what those guys have done gives us some positive feeling that we can do it too,"

Harvey says. "We're hoping that, having looked at what other people have achieved, we can do the same thing. At the same time, we know it's going to be a big challenge for us, and that we have to work hard. That was the message I got from testing – it's not something we're just going to waltz into and dominate without putting any effort in."

If there's a downside to being a Brit racing in the US, it's the eternal question of whether the door is closed to F1. Harvey has been around long enough to keep an open mind, but he's adamant that IndyCar is his primary focus for now.

"Will this lead to IndyCar? Hope so. F1? To be honest we have to wait and see what opportunities arise," he says. "But if we have a good year and IndyCar is an option, then for sure we'd take it. There's no need to forward-plan to that extreme [of ruling anything out]. We've just got to focus on what we're doing now, and see what opportunities become available at the end of the year."

"I'm enjoying what I'm doing, and I feel like we made the right decision at the right time. Now, we're just trying to, as the Americans would say, live the dream." ❧

Harvey was race winner in GP3 last season



GRIFFITHS/LAT

WHO HARVEY HAS TO BEAT

The Indy Lights grid never seems to become clear until two days before the first race, when two months of stagnancy are replaced by a flurry of driver announcements coming at the same time. So the fact that, at the time of writing, only seven drivers are confirmed for 2014 is not too big a deal yet. Nevertheless, Harvey already has at least two rivals for the pre-season tag of title favourite:

Matthew Brabham (AUS/USA)

The 19-year-old backed up his impressive family pedigree with a record-breaking season in Pro Mazda with Andretti Autosport last year, earning 13 wins over the course of his campaign to wrap the title up with two rounds to go. He'll remain with Andretti for his debut season in Lights.



Brabham is third-generation ace

Zach Veach (USA)

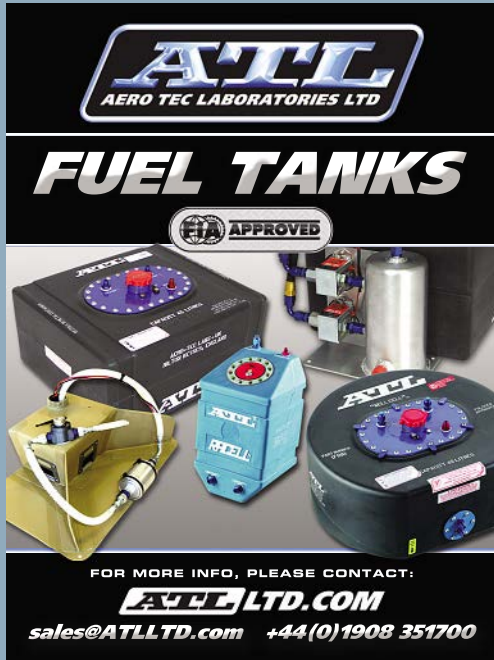
Showed consistent pace during his rookie season in Lights with Andretti last year, which gives him a strong foundation to build upon when he returns with the team this time around. Perhaps one of the most multi-faceted drivers in the junior ranks anywhere in the world – he released an anti-texting phone app at 15, and had a book published a year later.



Veach: racer, app maker – and author

OWENS/JMS

PRODUCT SHOWCASE



ATLL
AERO TEC LABORATORIES LTD

FUEL TANKS

APPROVED

FOR MORE INFO, PLEASE CONTACT:
ATLL LTD.COM
sales@ATLLTD.com +44(0)1908 351700



CARTEK
MOTORSPORT ELECTRONICS

Innovative products:

- Solid State Battery Isolators
- Power Distribution Modules
- Wireless Steering Wheel Controls
- Coolant Sensors
- FIA Rain Lights
- Shift Lights

www.CARTEKMOTORSPORT.com
CARTEK AUTOMOTIVE ELECTRONICS Ltd
44 (0)2380 637600
info@cartekmotorsport.com



RED LINE SYNTHETIC OIL

Racetech

macs

FLOWMASTER
THE EXHAUST TECHNOLOGY COMPANY

OLDHALL PERFORMANCE

Old Hall Performance Ltd, Burnshall Road, Coventry, United Kingdom, CV5 6BU.
T: +44 (0) 2476 717 100, E: sales@oldhallperformance.com
www.oldhallperformance.com



Autotel Digital Race Radio

Drivers Helmet kits & Custom Earpieces for all types of system

Team Radio Solutions Sales & Rental

www.raceradio.co.uk

Tel: +44(0)1508 528837 - sales@autotel.co.uk



FIA FT3 Certified Fuel Cells & Accessories

Short Lead Times for Stock or Custom Parts

Fitting Service Available

Superior Seamless Construction Technology

Special Large Capacity Fuel Cells for Endurance Events

FUEL SAFE
Racing Cells

Classic World Racing
www.classicworldracing.co.uk
Tel: +44(0)1527 521050



THE lightest, most flexible and most durable hose assembly available

G-FLEX - 711

THE highest quality Aramid braided convoluted hose available.

- Aramid outerbraid
- Convoluted 100% PTFE inner hose
- Compatible with all fuels – methanol, alcohol, E-85
- SAE J1737 compliant

711 FITTINGS

- One-piece construction
- Weight saving design
- High flow characteristics
- Compatible with G-Line XF, G-Flex, and G-Max hose

GOODRIDGE
FLUID TRANSFER SYSTEMS
autosport@goodridge.net



Evolution of the species

NEW zero 360

FIRE SAFETY BROUGHT UP TO DATE

NOT ONLY FIRE EXTINGUISHERS BUT ALSO
QUICK RELEASE STEERING BOSSES • RAIN LIGHTS
RACING MIRRORS • ROLLAGE PADDING

Coventry UK
Tel +44 (0)24 7671 2999
www.lifeline-fire.co.uk

lifeline



MOCAL
OIL COOLERS

- Winning races since 1967
- Wide Range of oil coolers and components
- British design and manufacture

For the best in Oil Cooling systems... make it MOCAL!!

WORLDWIDE ENQUIRIES visit: www.mocal.co.uk
phone: +44 0208 568 1172

USA ENQUIRIES visit: www.batinc.net



AUTOSPORT

IF YOU'D LIKE TO ADVERTISE YOUR PRODUCTS AND SERVICES IN THE MARKETPLACE CALL:

0208 267 5865

WEB DIRECTORY

CAR BROKERAGE

RACING CARS FOR SALE
ALAN CORNOCK FCS
BUYING - SELLING - BROKERAGE
www.racingcarsforsale.co.uk
TEL: 01480 891212

ENGINES

JULIAN GODFREY
ENGINEERING
visit our new online shop www.racetuners.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com  

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

 Rally & Race
Gearboxes, GearKits,
LSDs and Driveshafts
Tel: 01782 280136 Fax: 01782 269913
Email: sales@eliteracingtransmissions.com
www.eliteracingtransmissions.com

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

JMJ AUTOMOBILIA
America's #1 supplier of CART and FORMULA One Racing memorabilia. Large selection of signed original collectables. See our ad under marketplace Memorabilia. Call or For a mail listing at (609) 575 1143 or visit: www.JMJAuto.com

MEDICINE

Dr Mitchell
MSA, ACU and FIA medicals and ECG testing, also CAA pilot's and DVLA HGV medicals all available at weekends and at short notice.
For appointment call: 01 582 731 754
or E-mail: drmitch@nildram.co.uk 
Situated near Luton, Beds, 45 minutes from London, close to M1 Junction 11

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE PRODUCTS

PORSCHESHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

PIPER
www.pipercams.co.uk

 **LONDON MOTORSPORT SHOWROOM**
WWW.MSAR.CO.UK

RACE PRODUCTS

 **MARDI GRAS MOTORSPORT**
www.mardigras.co.uk

 **race and rally**
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

RACE RADIO

Pit to Car Autotel
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACEWEAR

demon tweeks
MOTORSPORT *Direct*
www.demon-tweeks.co.uk

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

    
RACEWEAR | KARTWEAR | SIMULATION
WWW.GPRDIRECT.COM

RACEWEAR

CROYDON RACE & RALLY CENTRE
www.croydonraceandrally.co.uk
220-222 Portland Road
South Norwood
London SE25 4QB
FORECOURT PARKING
For Racewear & Motorsport equipment
Tel: 020 8656 7031

SPONSORSHIP

The Million Pound Touring Car™
2013 British Touring Car Championships Contender
Put your name/advertise your company on our front running Touring car in 2013/2014
www.themillionpoundtouringcar.co.uk

THROTTLE & DRY SUMP SYSTEMS


www.atpower.co.uk
+44 (0)1953 857800

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk


www.prgtrailers.co.uk
Phone no: +44 (0) 1270 812402

WHEELS

Image® Manufacturers of bespoke split rim alloy wheels
www.imagewheels.co.uk
IMAGE WHEELS INTERNATIONAL LTD.



BRIAN JAMES TRAILERS

» Connected to you

Every one's a winner.

www.brianjames.co.uk

Witness the innovation, value and quality found in the brand new car transporter ranges from **Brian James Trailers**.

The latest A4 Transporter and C4 Blue models are a testimony to the technology, craft and designs our dedicated engineers have developed.

A4 TRANSPORTER

C4 BLUE

T +44 (0)1327 308 833

For more information and details of your local BJT dealer please call or visit our website.

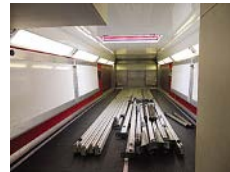
TRAILERS & TRANSPORTERS



A proven multifunctional design to suit all teams in all formulas.

Ref 229

New build in 2009 to carry upto 3 formula/LMP size cars or 2 Rally cross cars, luxury living to accommodate up to 8 people, bathroom, wc, master bedroom, kitchen, workshop, 16m x 8m awning, viewing platform, hydrovane compressor, 16kw generator. 4.28m travelling height.



£135,000+vat



Ref 155.

Originally converted in 2006 to carry 2 GT cars and 1 radical, the workshop was then modified in 2010 to form a bulk storage area with the top deck to carry 2 Rally cross cars.

Living accommodation with sleeping for up to 6 people, master double bedroom, kitchen, shower, 13.5m x 6m awning, 7kw generator, viewing platform. Traveling height 4.1m.

£115,000+vat.





Lower deck workshop: To carry 2 x large formula cars, overhead storage lockers, lista cabinets, folding bench's for re-fuelling rigs, removable partition to form driver's rest room at rear.

Top deck: Carrying capacity 2 x GT cars or pit equipment, with seating and tables in travelling positions, max height 1,340mm length 9,000mm.

Top deck circuit configuration: 6m luxury engineers office for 12 persons, satellite connection, wireless connection, air conditioning, leather seating etc, and folding partition to 3m storage room or drivers area.

Management office: Usable with the roof up or down, air conditioning, leather seating, satellite etc.

External: 14 kva silent diesel generator, hydrovane compressor, 8m awning, external belly lockers, 2,500kg Dollandia tail lift and self seeking satellite. Set up time in under 15 minutes.



New Build
from £110,000-£190,000+vat
New Conversion
from £50,000-£140,000+vat
Part exchange welcome
2014
Double deck pop up roof
transporters from £295,000+vat



BESPOKE TRANSPORTERS

Built to suit your requirements and budget, orders being taken now for builds on new and used chassis.

www.hopkinsmotorsport.com 0117 950 9294

TRAILERS & TRANSPORTERS

WOODFORD TRAILERS



www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Email: sales@woodfordtrailers.com



CALL US NOW

01327 263 384

TRAILERS & TRANSPORTERS



Why rent with us:

- Competitive pricing
- Pick-Up and return depot
- All maintenance included
- 24/7 tire breakdown service
- Flexible rental periods
- Biggest fleet in Europe

RENT-A-RACETRAILER.COM

PRG TRAILERS

Finest Built British Trailers.



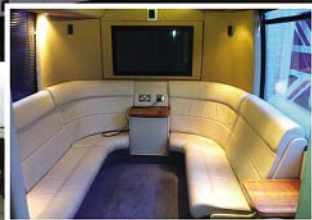
PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402
Web: www.prgtrailers.co.uk | Email: info@prgtrailers.co.uk

HOSPITALITY COACH

with Large Wraparound awning



£29,800
+vat
Priced to sell



- Awning extends 7m from front, back and one side of the coach.
- Interior has 3 separate offices and a kitchen

For further details contact: jez@beechdean.co.uk, or Andrew Howard on 01494 563980

ABL LOGISTICS

For hire for the 2014 season

Specialising in moving GT / LMP rally and road cars UK / Ireland / Europe Also offering our 2 tractor units and 18 ton 2 car transporter for short or long term hire with or without drivers. Comes with 8m Awning.



Contact James on 07973 746025
or email: james.goodwin5@yahoo.co.uk
or Sean on 07766101845
or email: weeman.smg@hotmail.co.uk

CARS FOR SALE



FIA Appendix K with Historic Technical Passport 4700cc Successful and well known car, extensively raced and rallied, eligible for Masters, HSCC, Tour Auto etc. Taxed and tested, many spares including gearbox, differential, tubular manifold 4 spare wheels etc. Ready to race or rally.

£49,500

Tel: 07785 230832

PREMIUM CLASS IN THE WORLD OF MOTORSPORTS!

GERMAN ENGINEERING ON BOARD



living quarters

workshop facilities

technical office



BISCHOFF SCHECK AG

WWW.BISCHOFF-SCHECK.COM

DRIVES AVAILABLE

**5 Co-owners needed
for Arrive & Drive packages**

www.arriveanddrivedpmotorsportuk.com

Phone: 07743 731775

Track Attack Race Club Bringing you affordable Motorsport

Not made up your mind yet? Why not consider...

Nippon Challenge - Japanese Saloons, Coupe's and Sports cars
MR2 Racing Series - Toyota Mr2 Sports Cars only
Tricolore Trophy - French Citroen, Peugeot, and Renault
Deutsche Marques Cup - Audi, Bmw, Mercedes, Porches, Volkswagen
See the club's web site for more details and regulations.

CANT AFFORD TO RACE ?

£3000 Deposit plus £250 per month for 10 months gets you a sponsored turn key race ready clubman spec car, including all entry fees for the season. Just put the petrol. Ask for details of availability.

Steve 01646 601908 stephenzebra@aol.com
www.trackattackraceclub.com



MARKETPLACE

AUTOMOBILIA

F1 COLLECTORS .COM



**#1 FOR F1 MEMORABILIA
& AUTOGRAPHS**

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT 01763 274448
email: sales@f1collectors.com

JMJ Automobilia

SUPPLIERS OF RACE
MEMORIBLIA SINCE 1992

Florida, USA

(609) 575-1143

email: JMJAUTO.COM
WWW.JMJAUTO.COM

RACE PRODUCTS

- EXPERT ADVICE
- MASSIVE STOCK
- RAPID DELIVERY

demon tweeks
MOTORSPORT Direct



CALL TODAY **0844 375 2196** LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES MEDIA CODE: PZ252A

www.demon-tweeks.co.uk

WE WANT TO BUY YOUR ROLEX

EUROPE'S NO. 1 BUYER OF PRE-OWNED LUXURY WATCHES

Record prices being paid right now
due to exceptional demand

rolex specialist
bqw

We will also buy your:

AUDEMARS PIGUET BREITLING Cartier HUBLOT IWC
JAEGER-LECOULTRE PATEK PHILIPPE GENEVE OMEGA ROLEX TAGHeuer

HOT 100
Outstanding
Contributor
to Watch Industry



- Visit us (by appointment) and our experts will value your watch.
- Call our Express Hotline on 0203 538 5188 and request a pre-paid special delivery watch pack insured to the value of £15,000.
- Visit www.bqwatches.com and click on the 'Sell Watches' tab.



BQ Watches, 136-138 Burnt Oak Broadway, Edgware
Middlesex HA8 0BB, info@bqwatches.com
www.bqwatches.com
0203 538 5188



MARKETPLACE | DRIVES AVAILABLE

MARKETPLACE

CARBON FIBRE

Elite Carbon Fibre

Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DR

Contact – Dave Greenwood 07809390316
Email – davecarbonelite@googlemail.com
Website – elitecarbonfibre.co.uk



Carbon Composite Wings, Bodywork & Repairs

RACE PRODUCTS

demon tweeks **MOTORSPORT** *Direct* **NEW 2014 CATALOGUE**

508 pages of the best motorsport parts, accessories and innovative new products.

TEL **0906 250 1516** www.demon-tweeks.co.uk

OR TEXT CODE MSAS TO 84010 WITH YOUR NAME, ADDRESS, POSTCODE If you do not wish us to contact you by mail or text with any information, promotion or special offers we may have in the future, insert X at the end of your message. Brochure requests via SMS are charged at £1.50 per message sent. Calls to 0906 numbers cost 50p per minute at all times. (Calls should last no longer than 1 1/2 minutes).

CAR TYRES

FOR ALL YOUR
AVON
TYRES
MOTORSPORT
RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD
Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new website at www.bmtr.co.uk

INSURANCE

80% off car insurance

If you have 8 years or more
No Claim Discount

Visit churchill.com
to get a quote
or call 0800 917 7626

churchill™



Applies to new customers for the first year. Subject to minimum premiums.
89% of customers would have achieved this between May – Oct 2013. Excludes N.I.
Underwritten by U K Insurance Limited.

MOTORSPORT JOBS

MERCEDES AMG
PETRONAS FORMULA ONE TEAM

Mercedes-Benz has been setting the standard in racing for over 100 years. The MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows with the clear ambition of winning the FIA Formula One™ world championships. Based in Brackley, UK, we are recruiting highly motivated, talented new members of our team. We are recruiting for exciting roles including:

ELECTRICAL INSTALLATION DESIGNER Ref: SW774

RACE STRATEGY ENGINEER Ref: SW777

HYDRAULICS TECHNICIAN Ref: CH838

To find out more about all of our career opportunities visit
<http://careers.mercedesamgf1.com>



AUTOSPORT
INTERNATIONAL
The Racing Car Show

Performance Car Show
in association with
AUTOCAR & PistonHeads.com

Business & Product Development Manager - Autosport International

We are looking for a Business & Product Development Manager to join Autosport International and the Performance Car Show. This represents a good opportunity to develop a career at Haymarket Exhibitions, and join one of Haymarket's flagship events, and Europe's largest and most influential motorsport exhibition.

Based in our offices at Teddington Studios in South West London, and reporting to the Show Director, the role primarily involves selling stand space and developing new business through phone, face-to-face contact and network opportunities. The successful candidate will already possess proven sales experience, and have the ability to sell at all levels, from smaller companies to larger corporate clients. Previous experience in exhibitions is an advantage, although not essential, but being able to sell and communicate the benefits that exhibitions can deliver is vital. An interest in motorsport and cars is useful, but not essential. The successful candidate will have the opportunity to get immersed in motorsport and cars as attendance at related exhibitions, motorsport events and client meetings will be required.

Haymarket Exhibitions is one of the UK's largest consumer exhibitions companies with shows ranging from Autosport International to Clothes Show Live and is part of the Haymarket Group.

If you are interested in applying for this opportunity please visit the Careers section of our website www.haymarket.com or alternatively email your CV with a covering letter to:

recruitment@haymarket.com

haymarket®

MOTORSPORT JOBS

SCUDERIA 
Toro Rosso

In its plan to develop the team for the 2014 season, Scuderia Toro Rosso has the following vacancies available:

Senior Systems Design Engineers - ref. "SSDE 1-14"

- Working within our Design Office, your primary responsibilities will be to undertake the concept scheming, designing and detail specification of various systems components such as: fuel systems, electrical installation & engine dress. Your duties will also include specifying and detailing production and assembly tooling, jigs and testing fixtures within the NX CAD and TeamCenter environments.
- Reporting to the Group Leader Systems, the successful candidate will be self-motivated, a good communicator and be expected to work under pressure to meet critical deadlines. You will work closely with Designers and Aerodynamicists and provide guidance for junior engineers.
- The ideal candidates will have an Engineering degree, a high level of design experience within the MotorSport/Aerospace industry.
- F1 Experience, prior use of NX will be an advantage.
- The position is based in Faenza (Italy).

Aero Design Engineers - ref. "ADE 2-14"

- A number of exciting opportunities currently exist within the Model Design Group of the Aerodynamics Department, based at our Wind Tunnel facility in Bicester, UK.
- We are seeking Engineers with both Model Design and/or Surfacing experience to support our Aerodynamic Development Programme. The successful candidates will possess good communication skills, be self-motivated and have a flexible approach to working hours. The ability to work to a high level of accuracy and tight deadlines is essential. Candidates should be able to demonstrate extensive CAD skills in solid modelling and/or free form surface definition, preferably using NX.
- A relevant qualification in a mechanical, automotive or other appropriate discipline is necessary and design experience within a motorsport environment is preferred. Positions will be assessed according to experience and skill level.
- The position is based in Bicester (UK).

To apply please upload your CV, including salary information, on our website: www.tororosso.com = Jobs

Or please send your CV to:

HR Department, Scuderia Toro Rosso Spa
Via Spallanzani 21 - 48018 Faenza (RA) - Italy.

Closing date: 28th February 2014

PLEASE NOTE: No Agencies please.

WWW.TOROROSSO.COM

CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • RALLYCROSS • HILLCLIMB • TRACK TESTS



Mallory will reopen but racing is unlikely until next season

SCOTT MITCHELL
EDITORIAL ASSISTANT

scott.mitchell@haymarket.com

@scottmitchell89



DO NOT BE PUT OFF BY THE

lack of car racing on Mallory Park's belated 2014 calendar, because these are encouraging times for the Leicestershire circuit.

There was a genuine fear as last year drew to a close that Mallory would not just be quiet this season – it would be devoid of any action altogether.

While Wednesday test days and a smattering of motorcycle races do not scream excitement, it's a genuinely positive development. Eddie Roberts and Stuart Hicken have worked incredibly hard to create a viable plan for 2014. It was always going to be tough, if not impossible, to shoehorn Mallory onto any racing calendar at such short notice, so the lack of competitive car action is no surprise.

But with almost a full year to plan for a proper renaissance, the current compromise is far from cruel. Yes, off-road racing doesn't look like having much of a future under Mallory's new stewardship, but it seems a small price to pay for the preservation of a much-loved venue.

You will notice an added BRDC Formula 4 presence in our report pages this season, with AUTOSPORT becoming the series' media partner. Jonathan Palmer's single-seater category excelled in its maiden campaign, and Seb Morris's newly-confirmed place on the Caterham Formula 1 team's young-driver roster is an indicator of the calibre of driver it attracted. We look forward to its sophomore year with great interest.

For Morris, the Caterham deal is a huge boost. Another young Brit, Radical ace Bradley Smith, is hoping his prize Daytona 24 Hours drive does similar things for his own sportscar ambitions. His story starts on page 80.

Race return on hold at Mallory

Circuit to officially reopen but unlikely to host car races until 2015

MALLORY PARK WILL OFFICIALLY be reopened at the start of March, but organisers do not expect it to host car racing this year.

New circuit operator Real Motorsport Limited is holding a free open day on March 1, which will include car and bike displays. There will also be celebrity guests and a collection for military charity 353, but no on-track action.

The first car test will run the following Wednesday (March 5), and full-day testing will alternate between cars and motorcycles for the remainder of the year.

Eddie Roberts and Stuart Hicken, who took charge of the day-to-day running of Mallory at the start of December, had hoped to be hosting races by early spring despite the last-minute nature of their deal.

But while they have successfully put in place a calendar of at least five confirmed motorcycle racing events, it was too late for them to earn a late

reprieve onto 2014 car-racing calendars.

Roberts said that it was unlikely the circuit would host any car race meetings in 2014, but other activities would help the facility survive while a long-term plan is worked upon.

Cycling and 4x4 activity will take place at the circuit, but AUTOSPORT understands that rallycross and motocross are unlikely to form part of its future.

"The calendar is coming together but we have no car racing events," Roberts said. "The clubs have been talking to us but it was just too late.

"We're going to have car test days and a racing drivers' club, as well as the Mallory Motorsports Club, so there's lots going on. At the moment it doesn't include much car activity, but we're working on it. We have space, so if someone wants to put something in place we could."

RML has worked closely with Hinckley and Bosworth Borough Council since taking over. Despite fears

that its approved 96 'noisy days' allowed by the council per year would be slashed, it has actually agreed an increase. This means that the circuit could host as many as 120 of these days per year.

That quota is unlikely to be filled in 2014, but Roberts believes that the increased limit reiterates the importance of working with the local community, and said it was crucial they took on board the lessons of recent years to avoid a repeat.

"We've had nothing but positive comments from locals about our plans and the council has been very helpful," he added.

"We're trying to keep the noise level down, and bearing in mind the people at Kirkby Mallory. It's up to us to not be a nuisance and, in theory, if it's quiet enough, we could run as many days as we want.

"We're trying to make friends. It's very important for the future of Mallory Park that we do that."

NEW 2014 COLLECTION AVAILABLE



CIRCUIT



OFF-ROAD



OVAL

08435 070 858 | WWW.GPRDIRECT.COM





Lanfranchi in action in Prodsaloon 3.0Si

LAT ARCHIVE

Goodwood

Priaulx to race BMW at Goodwood

THREE-TIME WORLD TOURING Car champion Andy Priaulx has joined the entry list for the 72nd Goodwood Members' Meeting in March.

The factory BMW GT driver will drive a replica of Tony Lanfranchi's 1973 BMW 3.0Si, owned and restored by Alex Elliott, in the Gerry Marshall Trophy races.

Priaulx has not yet seen the car, which co-driver Elliott has restored using original Mathwall parts, after

the drive was arranged at short notice.

He will compete against 2012 WTCC champion Rob Huff, who is driving an ex-BTCC Rover SD1 in the same race (see AUTOSPORT, January 30).

"I come from grassroots racing and it's nice when you can be relaxed and still enjoy it," said Priaulx, who has made appearances at the Goodwood Revival and Festival of Speed in the past, as well as the Silverstone Classic.

"I do love it; it's a nice way to go racing. I'm not bothered about beating Rob or anyone else – I just want to put it sideways and enjoy it.

"All I'm worried about is being a crowd pleaser. I'd like to win but that's not my main priority. It's just for fun."

In addition, Stirling Moss's 1961 Monaco Grand Prix-winning Lotus 18 will be raced in the Clark-Stewart Cup.

Built and driven by Stephen Bond, the ex-Rob Walker Racing car will be

part of a grid that mixes 1960-65 F1, F2 and F3 cars together, the first time this has been attempted at Goodwood.

Meanwhile, a rare Mazda 767B will make its UK debut as part of the event's low-drag Le Mans 24 Hours on-track display.

The 1990 GTP class-winning car, driven in period by Yojiro Terada, Yoshimi Katayama and Takashi Yorini, will run in its pre-Mulsanne chicanes '89-spec livery.

Clio Cup Series

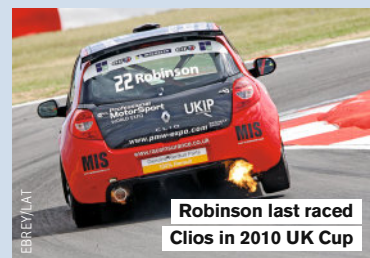
Robinson returns to Clio racing for club series assault with TCR team

FORMER RENAULT CLIO CUP UK regular Mike Robinson will contest the club championship in 2014 as part of a multi-car Total Control Racing entry.

Robinson renews his partnership with the team with which he contested three full Clio Cup UK seasons from 2008-10, with a best championship finish of fifth.

He stuck with TCR for a Ginetta Challenge campaign in 2012, in which he finished second, and will now drive in the leading Race class of the Clio Cup Series alongside returning category race winner Andy Jordan.

TCR team principal Lee Brookes, who expects to confirm another two drivers shortly, said: "Mike was a consistent frontrunner in the Renault Clio Cup UK and we're sure he'll be back up to speed



EBREY/LAT

Robinson last raced Clios in 2010 UK Cup

in the Clio in no time."

Meanwhile, Westbourne Motorsport has confirmed that it will run drivers in both the Race and Road classes of the BARC-run club series. Sometime Formula Renault BARC racer Anton Spires will drive one of the converted Clio Renaultsport 197s in the Road class.

BRDC F4

AUTOSPORT becomes official media partner to BRDC F4

AUTOSPORT HAS BECOME THE official media partner to the BRDC Formula 4 Championship.

The MotorSport Vision-run series began in 2013 and quickly established itself, with capacity grids and three drivers being named McLaren AUTOSPORT BRDC Award finalists.

AUTOSPORT editor-in-chief Andrew van de Burgt said: "We are delighted to officially put our name next to BRDC F4. MSV has done a fantastic job in establishing the series and its place on the motorsport ladder.

"After an exciting first season we look forward to playing a part in it growing from strength to strength and promoting

the best young British talent."

Series chief Jonathan Palmer added: "AUTOSPORT has a proven interest in the development of future F1 drivers and has recognised BRDC F4 as a superb training ground for young drivers. The partnership will ensure even greater recognition for leading F4 competitors."



EBREY

Quick and competitive Track Day Insurance

The first online "quote and buy" system solely for the track day user, supplied by established track day and motorsport insurance provider - Ryan Motorsport Insurance

INSUREMYTRACKDAY.COM

- ✔ Damage to your car on a track day, regardless of fault.
- ✔ Any circuit in Europe, including Spa and Nürburgring Nordschleife.
- ✔ Inclusive cover for barrier damage at the Nordschleife.
- ✔ Vehicle recovery available for circuits in Great Britain.
- ✔ Organisers and Clubs - promotional rates and discounts
- ✔ Storage and transit for vehicles and trailers

Log on to www.InsureMyTrackday.com to obtain your online quote today

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

Formula Renault BARC

Noble switches to single-seaters with champion FR BARC team

RADICAL SR1 CUP CHAMPION

Colin Noble Jr will switch to Formula Renault BARC this season for his single-seater debut.

Noble, whose father Colin was the 2012 Radical UK Cup champion, will form part of a four-car line-up at teams' champion Mark Godwin Racing.

Noble has bought the car that Chris Middlehurst drove to the title last year with MGR. Team boss Mark Godwin believes

that Noble will quickly adapt to the step from one-make entry-level sportscar racing to slicks-and-wings single-seaters.

"We haven't done any testing with Colin yet, but he's got a championship-winning package under him and he did a fantastic job in the Radical last year," said Godwin.

"I'm sure he'll be very competitive from the off and we'll have four strong drivers. The aim is to try to emulate what we did last season."

Noble will join BRDC Formula 4 race winner Pietro Fittipaldi, Matteo Ferrer and Tarun Reddy at MGR. Fittipaldi – the grandson of world champion Emerson – will focus solely on FR BARC in 2014 after a dual campaign last year, while Italian Ferrer returns for a second season.

Indian 16-year-old Reddy, a former member of the Force India Formula 1 team's academy who has raced in the MRF Challenge, will make his UK racing debut.



Noble dominated new SR1 class

MASON

Radicals

World's fastest man to contest the Radical SR1 Cup this season

WORLD LAND SPEED RECORD

holder Andy Green will contest the Radical SR1 Cup in 2014, his first full season of car racing.

The 51-year-old, who in 1997 became the first person to break the sound barrier on land, will drive the car used by Olympian Chris Hoy in last year's inaugural SR1 Cup. Green will use the series as preparation for a 1000mph record attempt with the Bloodhound supersonic project.

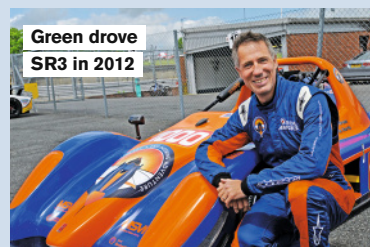
"The SR1 Cup is perfect to keep my driving reflexes sharp," said Green, who drove an SR3 in a one-off race in 2012.

"The cars may be a little slower than the 1000mph we are working to achieve with Bloodhound SSC, but the way the SR1

behaves at different speeds is relevant.

"The Radicals are brilliant race cars, where you can feel every change you make to the set-up, another key skill I'm going to need.

"Some say it's not possible to train for 1000mph, but I disagree. The SR1 is a great way for me to do that."



Green drove SR3 in 2012

British GT

Century adds second Ginetta G55 to its 2014 British GT4 campaign

CENTURY MOTORSPORT WILL RUN

a second car in the GT4 class of the British GT Championship this season as it expands its sportscar racing programme.

The team of ex-British Formula Ford champion Nathan Freke has signed Aleksander Schjerpren and Morten Dons to drive a Ginetta G55. They will join the

similar car of Rick Parfitt and Tom Oliphant in Century's all-new line-up.

Danish racer Dons (the Swedish Ginetta GT5 Challenge champion) and Norwegian Schjerpren, who drove a G50 in Swedish GT, have never raced together, but Freke believes they will be a strong pair.

"We've proven over the last couple of seasons that we can consistently challenge for the title each year, so I feel that now is the right time to expand our team to run two cars in the championship," said Freke.

"I'm confident that we've got one of the strongest teams in the championship with two very equal driver pairings, so winning the championship is certainly our main aim this season."



Century will run two G55s in Brit GT

EBREY/LAT

HUMBLE PYE

The voice of club racing

De Villota was one of several Mallory aces



LAT ARCHIVE

Delight for club racing fans as Mallory Park revival begins

No car racing at Mallory Park this year is disappointing news, but the legacy of hosting four and two-wheeled competition since 1956, when landowner Sir Clive Wormleighton laid the track around the lake, is a valuable legacy to Real Motorsport Ltd. Multiple income streams are vital to the leaseholder, but, having picked up the baton dropped by the BARC too late to land fixtures for 2014, its long-term intent is signalled. Clubs will be back, competitors hungrier!

While Mallory has long been regarded as principally a motorcycle venue – its Race of the Year, introduced in 1958 when John Surtees triumphed on a 500cc MV Agusta, was run annually until 2011 – it has hosted some serious car racing. In '62, Surtees won the International 2000 Guineas F1 event in the Lola-Climax Mk4.

Sadly I missed its European F2 and Formula 5000 eras, but I recall ShellSport Group 8 and Aurora British F1 championship events at the Leicestershire venue in the late '70s, when Geoff Lees (Ensign N175), Bruce Allison (March 781), Rupert Keegan (Arrows A1B), David Kennedy (Wolf WR4) and Emilio de Villota (Lyncar 006, McLaren M23 and Williams FW07) were victorious.

For me, in my third season of reporting for AUTOSPORT, Bernard de Dryver's May 1979 pole time – 39.84s in a RAM Racing Fittipaldi F5A – was special. Villota 'poled'

quicker that July, cutting 39.49s (123.06mph) in his Giuseppe Risi-managed Lotus 78. Those days are long gone, but I wonder whether BOSS racer Johan Rajamaki was wearing blinkers when he set the official record of 38.23s (127.12mph) in an F1 Footwork-Judd?

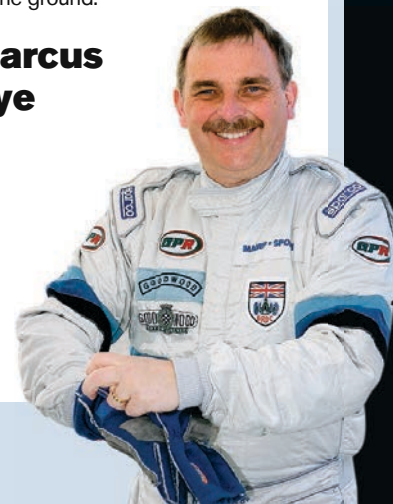
Having witnessed splendid 750MC, VSCC and HSCC club racing there in recent seasons, I'm relieved that the new management's bridge-building work with the local community, which felt disenfranchised by the previous regime, and authorities will allow car testing to continue in the interim.

With only four corners (Gerards, the Esses, Shaw's and Devil's Elbow) in 1.35 miles, lapping Mallory quickly is a huge challenge. To my mind the seemingly never-ending Gerard's bend is as difficult to 'max' as any in Britain. I've only won once there – in Paul Howarth's Chevron B19, sans rev counter – at what was billed as the 'last-ever' meeting in October '82.

Fortuitously, swashbuckling ex-racer Chris Meek duly galloped over the horizon to rescue it, with BRSCC Midlands stalwarts Ron and [the formidable] Edwina Overend still his loyal lieutenants on the ground.

Marcus Pye

"I'm relieved the new leaseholders' bridge-building work with locals will allow car testing to continue"



SUBSCRIBE TO AUTOSPORT AND GET... A FREE MERCEDES AMG PETRONAS THERMO MUG

+PLUS+

**FREE DIGITAL EDITION
SUBSCRIPTION & UNLIMITED
ACCESS TO AUTOSPORT.COM**



FREE GIFTS

- ✓ Free Mercedes AMG Petronas thermo mug
Auto leakproof tumbler in stainless steel. Mercedes AMG Petronas branded. Capacity: 400ml
- ✓ Free subscription to the AUTOSPORT Digital Edition and unlimited access to **AUTOSPORT.com**

SUBSCRIBE NOW!



- ✓ Save 21% on the cover price
- ✓ Pay just £36.99 every 13 issues by Direct Debit

Visit: www.themagazineshop.com//ASPO/M0114P

08448 488 817

Or call and quote **M0114P**
Please have your bank details ready.
Offer ends February 13, 2014.

themagazineshop.com

THE BENEFITS OF SUBSCRIBING

- ✓ Never miss an issue
- ✓ Free delivery direct to your door
- ✓ Unlimited access to news and views from the paddock
- ✓ Access to subscriber-only analysis and comment

This offer is open to UK residents only. Overseas rates are available on +44 (0) 1795592 972. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift – there is no cash alternative. To activate your AUTOSPORT online account visit <https://secure.autosport.com/subs/activate.php> and enter your activation code (your personal magazine subscriber number which will be included in your welcome email/letter) along with your email address to access your extra AUTOSPORT content. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period, however, you will still have the right to cancel your Direct Debit in accordance with Direct Debit Guarantee. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.60. Offer ends February 13, 2014. Haymarket Media Group Ltd uses a best-practice layered Privacy Policy to provide you with details about how we would like to use your personal information. To read the full privacy policy please visit our website www.haymarket.com/privacy or call us on 08448 482 800. Please ask if you have any questions as submitting your personal information indicates your consent, for the time being, that we and our partners may contact you about products and services that will be of interest to you via post, phone, e-mail and SMS. You can opt-out at ANY time by emailing the datacontroller@haymarket.com or by calling 08448 482 800.



Morris will follow Parry's NEC route

FR NEC

Morris lands Caterham F1 Academy place

BRDC FORMULA 4 RUNNER-UP

Seb Morris has joined the Caterham Formula 1 team's young driver programme.

Morris, a 2013 McLaren AUTOSPORT BRDC Award finalist, will race in Formula Renault NEC with Fortec Motorsport.

The 18-year-old's NEC deal was confirmed prior to the Caterham link-up, with help from major clothing brand Jack Wills. He will benefit from use of Caterham's simulator as well as engineering advice and a tailored training programme.

The team will also have a presence at the majority of his race weekends.

He joins Caterham GP2 racer Alexander Rossi, Will Stevens (Formula Renault 3.5 with Strakka), Matt Parry (FRenault 2.0 Eurocup with Fortec), Weiron Tan (German F3 with Van Amersfoort Racing) and karter Daim Hishammudin on the Academy.

"It's pretty huge for me," said Morris. "It's a scheme where you get what you put in, so if I want help they will give it. To be part of that group of drivers in an F1 team, a

gang of people that are affiliated, that's the biggest thing really.

"To make that step, to be recognised by those people, it doesn't matter where they are on the grid. I'm looking to move up the path with them."

Morris, whose first test is at Monza later this month, hopes to replicate 2013 NEC champion and stablemate Parry's success.

"Matt is one year ahead of me so I want to be in that position," he added.

"Hopefully I can use it as well as he has."

In brief



EBREY/JAT

Massot back with JHR

Ginetta GT4 Supercup race winner Pepe Massot will return to the series in 2014 with JHR Developments. Massot (pictured above) drove for three teams in 2013 but ended the year with JHR – which ran Tom Ingram to the 2013 title – and will now move to the UK permanently after travelling from his Barcelona home last year.

Jarman's prize drive

Aston Martin GT4 Challenge champion Andrew Jarman will compete in a special race at Fuji run by the British manufacturer. Jarman, who has British GT ambitions for 2014, will race a GT2-spec Vantage as well as a GT4 model at the Challenge race on March 16, as part of his prize drive.

Greer gets spirit award

Russell Greer claimed the first Stan Redmond Memorial Trophy following his career-best third in last Sunday's New Zealand Formula 5000 finale. The Lola T332 racer earned the award – for 'spirit of the series' – launched in memory of the Northern Ireland-born series stalwart who died following an accident at Teretonga last February.

2.0 prize for 1.6 aces

Renault will give a free loan of a Formula Renault 2.0 car to one of its top 2014 FRenault 1.6 drivers for next year. The top two from the new ALPS and existing NEC and Nordic junior series will be invited to a selection day in November to compete for the prize. Meanwhile, the 2014 F3 Cup champion will win a Radical SR8 test.

Hill wins Red Kite

Richard Hill and Pat Cooper (pictured below) took a dramatic final-stage victory on last Sunday's Red Kite Historic Stages, the opening round of the RAC Rally Championship. Rally-long leaders Nick Elliott and Dave Price took a 28s advantage into the final stage in their Ford Escort Mk2, but crashed out with two miles to go.



WRITTLE



Borrowed Eagle served Lyons well

FF1600

Lyons soars in dad's Eagle

MICHAEL LYONS OVERCAME A blown engine in his Lola T400 to win all three Formula 5000 races at Pero Motorsport Park last weekend in his father's Eagle 74A.

The treble took the Briton's MSC New Zealand Formula 5000 Tasman Revival series victory score to eight wins from eight starts, but Auckland's Andrew Higgins scooped the title having also contested November's opener at Manfeild in his Lola T400.

Both protagonists hit problems on the

South Island. The engine in Lyons's T400 blew in Friday practice, so he raced the ex-works 74A of father Frank, who was sportingly loaned David Abbott's ex-VDS Lola T430. Higgins finished third behind outgoing champion Steve Ross (McRae GM1) in both heats, but dramatically lost a wheel in the finale.

Back where he first drove a racing car at John Crawford's resident school, Lyons, who finished second in the table, added the lap record to the one he improved at Hampton Downs last month.

FF1600

Raven to race Dempsey Ray

FORMER BRITISH KARTING

champion James Raven will return to the BRSCC's Formula Ford 1600 National Championship this season, driving the latest-specification Ray chassis run by top team Cliff Dempsey Racing.

Raven won the Castle Combe FF1600 Class B title in his first season of car racing in 2012. He then raced a Swift Cooper Swift SC10 to fourth in last season's BRSCC National series, as well as finishing 11th in the Walter Hayes Trophy.

Former Castle Combe FF1600 champion Josh Fisher will return to the category full-time in 2014 driving a Wayne Poole Racing-run Reynard 89FF in the Champion of Oulton series.



Raven will swap Swift for Ray

EBREY



Blyton RX event has been delayed

RIDGE

Rallycross

Club RX opener postponed

THIS WEEKEND'S FIRST ROUND of the revived BTRDA Clubmans Rallycross Championship at Blyton has been postponed due to bad weather.

Organisers made the decision after heavy rain left the facility waterlogged. The series will now kick off at the same venue on March 9.

BTRDA committee member John Rook

said: "We are extremely disappointed. We've worked very hard to get the championship up and running, and it isn't a decision that has been taken lightly."

The series will still run over six rounds, with a new date added at Blyton on November 30 as the finale. This is in place of the planned standalone two-wheel-drive trophy event.

Smith heads Stateside

For most club racers, competing overseas is a pipe dream. But Radical star Bradley Smith hopes his prize Daytona 24 Hours drive will open more doors, as he told **SCOTT MITCHELL**

80

Motorsport is often described by racers as a hobby gone out of control, and Bradley Smith is the first person to admit that his early career expectations stopped short of landing a spot on the Daytona 24 Hours grid.

The 2013 Radical SR3 Challenge champion is the latest driver to benefit from the Sunoco-backed prize and swap a weekend in the workshop for a drive in one of racing's most-coveted events.

Smith – the dominant force in the MSVR series last year – braced himself for the step up, but was still bowled over by his first impression of top-level sportscar racing.

“It’s a massive step,” he says. “A big jump up from club racing! I couldn’t believe the amount of people who were there. It was such a great atmosphere.”

“Never in a million years when I started did I think I would do this. We’ve all worked really hard for it but I never expected this.”

Like many drivers, Smith started out in karts, and was a race winner

at British and European level. His was always a father-son operation, a set-up that continued with the move into cars. The team, Mectech Motorsport, has grown since then, but it’s still a modest – albeit very successful – operation. Its karting arm remains, with plans for it to be expanded, but Radicals is its priority.

Smith’s car-racing CV comprises just two full seasons in an SR3, spending one year in the Clubman’s Cup before graduating to the SR3 Challenge. Both campaigns ended with him as champion, and last year he also became a BRDC Rising Star.

Yet thoughts of racing at Daytona, a prize for which he became eligible by entering the SR3 series, occupied little of his time for most of 2013.

“We sort of forgot about it because we were so focused on winning the championship,” he says. “I realised about halfway through I was leading it, and thought, ‘hang on a minute, we can end up with this!’”

When that became a reality, things quickly escalated. A test with the crack Action Express squad – which eventually won the race –

in November exceeded expectations and the rookie was second overall and quickest of the older-spec DPs.

That was something of a false dawn. The Marsh Racing squad with which he was then placed for the race had only recently acquired its own Corvette DP, and had also undergone internal restructuring. Endurance racing is a tough enough challenge already, so it was no surprise they had some troubles.

Eric Curran qualified the car 12th,

but problems with the front splitter, a differential problem and finally a broken exhaust manifold limited Smith – also driving alongside Max Papis and Boris Said – to 41st overall on his Daytona debut. The quartet ended up 52 laps down on the similar Action Express DP that won the race, but Smith said they were delighted to take 10th in class.

“We maximised it as much as we could,” reflects Smith, who had



Variety of cars was new for Radical ace

LEVITT/LAT

PLATO MISSES OUT ON PODIUM

Radical's presence at the Daytona 24 Hours did not stop at Bradley Smith's prototype sojourn.

Clubman's Cup runner-up Lewis Plato, part of Smith's Mectech Motorsport team in the UK, swapped his SR3 for a V8 Chevrolet Camaro in the IMSA 200 Challenge, thanks to Sunoco.

Sharing the Mitchum Motorsport-run car with Trans-Am champion Cameron Lawrence, Plato looked at one stage like he would cap his own Daytona debut with a podium. Having qualified 17th in the 68-car field after a red flag curtailed running after just one timed effort, Plato was up to 10th when he handed over to Lawrence, and they were the main beneficiaries of a safety car period, in which they rose to third.

Subsequent caution periods were less kind, however, and they eventually finished the 200-mile



LEVITT/LAT

encounter in 20th, after a late splash-and-dash stop coincided with another safety car and dropped them down the order with only 10 minutes remaining.

"It was absolutely amazing," he says. "Definitely the biggest race I've ever done in my career.

"I'm happy with my driving, I thought I'd done a good job. The plan was to fit new tyres at the end, and it was a shame because it could have worked out perfectly. But that's racing."



Plato adapted to V8 Camaro

WILLIAMS/LAT



DOLE/LAT

"It's put us in the shop window and we've got more contacts in America"

BRADLEY SMITH



never driven in the dark prior to the race itself, and had the honour of taking the chequered flag.

"Something that took me a little bit of time to get used to was the sheer amount of traffic. You've got to be quite cautious.

"There's a big mix of talent in GT category, you have to make sure they are aware – you don't want to upset their battle.

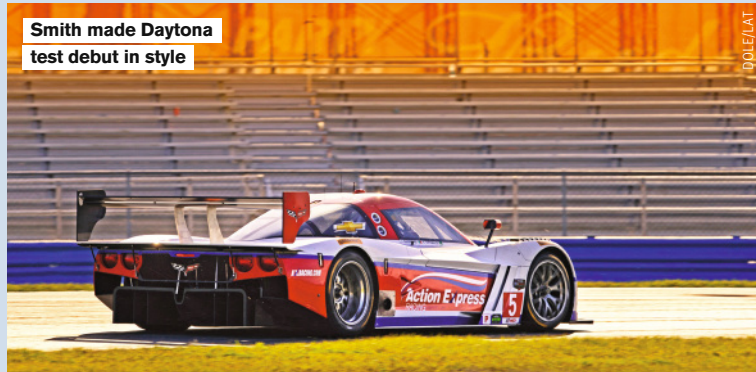
"To do that for two or three hours a time, you have to stay so mentally aware. It was a good challenge and I quite enjoyed it.

"The team was really emotional when we finished, that was the aim so to get 10th was fantastic."

While Smith naturally set his own expectations high – having outpaced eventual race winner Christian Fittipaldi in that debut test in the same car – he is philosophical about what it is likely to do to his career short-term.

While Smith's ultimate ambition extends well beyond the limits of Cadwell Park and Silverstone, with a move into LMP3 or the United SportsCar series within the next

Smith made Daytona test debut in style



DOLE/LAT

few years the target, he ranks "learning how to enjoy the driving in a race with more pressure" as one of his chief lessons from Daytona.

For a driver who prides himself in what his close-knit team has done, with fellow Mectech man Lewis Plato racing as part of his Sunoco 200 Challenge prize (see above), Daytona was about more than a once-in-a-lifetime racing chance.

"To do it as a family-run thing when people are paying for drives, we've been rewarded for the effort we've put in ourselves," he adds.

"Wayne Taylor [who finished second alongside sons Ricky and Jordan in his eponymous team] proves you can do it as a family, be competitive, and enjoy it. That's why we started.

"It's put us in the shop window a little bit and we've got a few more contacts in America, which is a bonus.

"I'm not going to be massively upset if nothing comes of it because it was such a great opportunity. So many people are never fortunate enough to do that race." ❧

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: mail@autosport.com Website: www.autosport.com

EDITOR-IN-CHIEF

Andrew van de Burgt ext.5974
andrew.vandeburgt@haymarket.com

EDITOR

Charles Bradley ext.5889
charles.bradley@haymarket.com

GROUP F1 EDITOR

Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

MANAGING EDITOR

Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR

David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR

Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR

Lynsey Row ext.5914
lynsey.row@haymarket.com

PHOTOGRAPHS

LAT Photographic

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

NATIONAL EDITOR

Ben Anderson ext.5425
ben.anderson@haymarket.com

EDITORIAL ASSISTANT

Scott Mitchell ext.5370
scott.mitchell@haymarket.com

SENIOR DESIGNER

Michael Cavalli

PICTURE EDITOR

Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM

TECHNICAL TEAM LEADER

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER

Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER

INTERFACE DEVELOPER
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER

Joanne Grove
joanne.grove@haymarket.com
ext.5804

SPECIAL CONTRIBUTORS

Gary Watkins	Dieter Rencken	Alan Eldridge
Marcus Pye	Gary Anderson	Pablo Elizalde
Mark Glendenning	Giorgio Piola	Matt Beer

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	Martin, David Phillips, Diego Mejia, Robin Miller, Jeremy Shaw
AUSTRALIA Phil Branagan	JAPAN Jiro Takahashi, Len Clarke	UK & EIRE Jonathan Crawford, Dan Cross, Kerry Dunlop, Leanne Fahy, Paul Healy, Paul Jurd, Linda Keen, Mark Libbeter, Stephen Lickorish, Marc Orme, Graham Read, Hal Ridge, Peter Scheres, Ian Sowman, James Stacey, Oliver Timson, Jan Trichmarsh, Matt Upton, Eddie Walder, Richard Young
AUSTRIA Gerhard Kuntzschik	NEW ZEALAND Bernard Carpinter	
BELGIUM Gordon McKay	RUSSIA Gregory Golyshov	
BRAZIL Lito Cavalcanti	SOUTH AFRICA Richard Asher	
FINLAND Esa Iloninen	SPAIN Raimon Duran	
GERMANY Rene de Boer	SWEDEN Tege Tornvall	
GREECE Dimitris Papadopoulos	USA Jonathan Ingram, Bruce	

ADVERTISING

Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

DISPLAY SALES

MANAGER
Martin Lee,
ext: 5389
martin.lee@haymarket.com

DISPLAY ADVERTISING

Gary Lee Hoebeck,
ext: 5376
gary.lee.hoebeck@haymarket.com

Luke Ricketts,
ext: 5961
luke.ricketts@haymarket.com

Don Rupal,
ext: 5244
don.rupal@haymarket.com

CLASSIFIED
SALES MANAGER
Jonathan Whitehead,
ext: 5908
jonathan.whitehead@haymarket.com

CLASSIFIED ADVERTISING

Peter Musumeci,
ext: 5992
peter.musumeci@haymarket.com

ONLINE ADVERTISING

Alex Newberry,
ext: 5244
alex.newberry@haymarket.com

Leah Mimms,
ext: 5846
leah.mimms@haymarket.com

Matt Simpkin,
ext: 5281
matt.simpkin@haymarket.com

AD PRODUCTION

Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

ADVERTISING DIRECTOR

Martin Whitman

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Jim James

PRODUCTION MANAGER

Ailsa Donovan, ext: 5639
ailsa.donovan@haymarket.com

PRODUCTION CONTROLLERS

Geeta Chambers,
ext: 5588
geeta.chambers@haymarket.com

Marc Baker,
ext: 5563
marc.baker@haymarket.com

THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Uncertainty shrouds McLaren stalwart Whitmarsh (right)

What next for Whitmarsh?

As a lifelong motorsport fan, I am only too aware of how hard it is in F1 and how quickly success can be attained and lost. The awful season endured by McLaren in 2013 was a surprise and hard to watch.

Following the shake-up over the winter, it is equally hard to watch the way it appears that Martin Whitmarsh seems to have been made the scapegoat.

No one man was responsible for McLaren's 2013 season, and anyone who saw him interviewed on TV last year could see how much he was suffering – yet he always made himself available.

Surely he deserves better. If he does indeed leave McLaren, I for one hope this genuinely nice guy is not lost to F1!

Steve Pheasant, Shepperton

I have enormous admiration

for (should be Sir) Ron Dennis, but I wonder how long it will be before the new McLaren management will be taking the plaudits for producing a fast car and turning the team around.

If McLaren is successful this year, it will be because Martin Whitmarsh stayed calm and refocused the team for 2014.

The complete lack of communication regarding his position is not worthy of the man. He deserves much better.

Andy Whyte
By email

Ever since the double points

thing started, all of the fans worldwide have been up in arms against it. So what does Bernie Ecclestone do? Suggest more races get double points!

Time to go, Bernie.
Richard Hargrave
Hitchin

Jean wants a double-points

finale, Bernie wants the last three races to be doubled. Stop messing about! Just give double points to every round...
Quin Haigh
London N10

It is always good when Lord

March organises a new Goodwood event and there was understandable excitement when the 72nd Members' Meeting was announced.

The publicity stressed the March 2014 event was to be exclusively for members of the Goodwood Road Racing Club and their guests. While I am not a fan of social snobbery, the idea of 'the right crowd and no crowding' seemed attractive to those who remembered the charm of the early Festivals of Speed and Revival meetings.

It also seemed an appropriate benefit for GRRC members who have seen necessary corporate realities dilute some

of the main reasons for joining the club.

It has now come to light that Goodwood is allowing non-members to buy tickets and I know I am not the only person upset with this change.

I understand that the event needs to be financially viable, but it is now no longer what it was originally stated to be – a Members' Meeting. Surely it should have been obvious from the outset that it was always going to be harder to sell tickets for an untried event taking place in March?

A lot of grief would have been avoided if expectations had been better managed by making it clear that non-members might also have to be included.

Debbie Williams
Cambridge

Goodwood has confirmed ticket sales are being opened up to those on the club's waiting list, and regular event goers, but not to the general public – ed

SUBSCRIPTIONS

UK 0844 8488817
OVERSEAS +44 (0)1795 592 974

EMAIL

autosport@servicehelpline.co.uk
AUTOSPORT, ISSN number 0269946X,
is published weekly by Haymarket Media
Group, Teddington Studios, Broom
Road, Teddington TW11 9BE, United
Kingdom. The US annual subscription
price is \$225. Airfreight and mailing in
the USA by agent named Air Business
Ltd, c/o Worldnet Shipping Inc., 156-15,
146th Avenue, 2nd Floor, Jamaica, NY
11434, USA. Periodicals postage paid at
Jamaica NY 11431. Subscription records

are maintained at Haymarket Media
Group, Teddington Studios, Broom Road,
Teddington TW11 9BE. Air Business Ltd
is acting as our mailing agent.

BACK ISSUES

Tel: 0844 8488817

MARKETING MANAGER

Karen McCarthy, ext: 5658
karen.mccarthy@haymarket.com

LICENSING AND SYNDICATION

LICENSING MANAGER
David Ryan, ext: 5024

DIGITAL SPECIAL PROJECT MANAGER

Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PROJECT MANAGER

Simon Grayson, ext: 5346
simon.grayson@haymarket.com

CIRCULATION/TRADE ENQUIRIES

Frontline Ltd, Park House, 11 Park Road,
Peterborough, Cambs, PE21 2TS. Tel: +44
(0)1733 555161. Printed in England
by Wyndeham Heron Ltd. Cover and
centre sections printed by CSM Impact,
Basingstoke. Colour origination: FMS,
90-92 Pentonville Road, London N1 9HS.
ISSN 0269-946X. AUTOSPORT,
incorporating Autoclassic, is published
weekly by Haymarket Consumer Media,
Teddington Studios, Broom Road,
Teddington,
TW11 9BE, UK.

EDITORIAL DIRECTOR

Mark Payton

CREATIVE DIRECTOR

Paul Harpin

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

PUBLISHING DIRECTOR

Patrick Fuller

MANAGING DIRECTOR

David Prasher

CHIEF EXECUTIVE

Kevin Costello

Haymarket is certified by
BSI to environmental
standard ISO14001



In pictures

Images around the globe, from Spain to Latvia via Melbourne, Australia

WE'D BETTER GET USED TO THIS
Formula 1's new technical regs caused all sorts of bother in the first test at Jerez. Here, Jean-Eric Vergne made it as far as the end of the pitlane in his Toro Rosso



STALEY/LAT



MAXIMUM ATTACK FOR ERC VICTORY
Skoda's rising Finnish star Esapekka Lappi shows the absolute commitment required to win last weekend's Rally Liepaja in Latvia

BAUDIN / DPPi

JUMP! GO AHEAD AND JUMP!
Taking Van Halen frontman David Lee Roth's advice here is Marcus Ericsson, leaping from his Caterham on a troubled F1 testing debut in Jerez last week



STALEY/LAT

RED BULL GIVES YOU BLADES
This PR stunt over the skies of Melbourne raised a few eyebrows as a Red Bull F1 car was carried over landmarks like Luna Park in St Kilda



In the shops

Desirable new releases

ROSSI FORD FIESTA WRC 1:18

£109.99 – autosport.com/shop

Here's Minichamps' 1:18-scale replica of the M-Sport built Ford Fiesta WRC used by motorcycle-racing king Valentino Rossi during the 2011 Monza Rally – an event in which the Italian was only beaten by world champion Sebastien Loeb. The model, which features Rossi's trademark Sun and Moon design and a tribute to his late friend Marco Simoncelli, is a limited edition of just 1602 pieces worldwide.



T-LAB SPEEDWAY T-SHIRT

£25 – t-lab.eu

We've become accustomed to T-lab's circuit-corner T-shirts, thanks to its Corkscrew, Eau Rouge, Karussell and Parabolica designs, but now there's a whole lap – in the form of a US racing oval. As usual, quality is high, thanks to two-colour screen printing onto heavyweight 100 per cent cotton shirt. The first of a series of whole-track designs, we hope...



TARGA FLORIO 1955-73 BOOK

€99.90 – rallyandracing.com

The glorious post-war years of the Sicilian road race are revisited in awe-inspiring detail – with photos from the archives of Bernard Cahier, Reinhard Klein and LAT to match – by Ed Heuvink in this 400-page celebration. The event's best cars, drivers, places and moments are recalled in detail, with testimonials from many of the stars themselves. You'll only want to put this monster down to give your arms a rest.



WHAT'S ON

ON TRACK AROUND THE WORLD

RALLY SWEDEN

World Rally Championship
Rd 2/13
Karlstad, Sweden
February 5-8
wrc.com

TOYOTA RACING SERIES

Round 5/5
Manfeild, New Zealand
February 8-9
toyotaracing.co.nz

ANDROS TROPHY

Round 7/7
Saint-Die-des-Vosges, France
February 8
tropheeandros.com

BATHURST 12 HOURS

Mount Panorama,
New South Wales, Australia
February 8-9
bathurst12hour.com.au

NZ V8 SUPERTOURERS

Round 2/7
Manfeild, New Zealand
February 8-9
v8st.co.nz



Snow time in Rally Sweden

AUTOSPORT GREAT DEBATE

Intra-office talking points: Is NASCAR's new title-deciding Chase a step too far?



YES

SAYS CHARLES BRADLEY EDITOR

Forget double F1 points for Abu Dhabi, in NASCAR it's all hail the 'champion of Homestead'! The results of the previous 35 races before this year's Sprint Cup finale will be relatively inconsequential in determining its champion – apart from creating the world's most protracted qualifying process.

The reason why Dale Earnhardt and Richard Petty are such legends of this sport owes much to their tenacity and dogged determination that conquered gruelling title campaigns. How they fared in the last race of the season hardly mattered; they would've raced vigorously from green flag to chequer on any given Sunday. The Intimidator and The King were willing to put in the hard yards, not just some one-off, made-for-TV glory run.

It's been declared that "points racing is now dead" but, pray tell, does NASCAR expect its drivers to race differently under this new system? Even Carl Edwards, a driver with a magnificent record at Homestead, has aired his dissatisfaction.

If it had been employed last year, Dale Earnhardt Jr would have been crowned champion [insert conspiracy theory here]. He hadn't won a race all season! Even Alanis Morissette could see the irony in that.

No, the real reason behind this change is to make the championship outcome more random and to stop Jimmie Johnson's

domination. "I don't think NASCAR is picking on me," said the picked-upon Johnson when asked for his reaction. "I by no means think this is an attack on the #48." He doesn't 'think' it – he knows it.

I'll admit that the adoption of the Chase for the Championship a decade ago was eminently sensible in a sports market that's used to play-offs. But this hamfisted cosmetic surgery is a kneejerk reaction to falling TV ratings and race attendances.

NASCAR has been chasing its tail for so long I think it's got dizzy. Its great history is built on no-quarter-asked/given racing across a punishing schedule on a variety of racetracks, not some gimmicky last-day-of-school shootout.

This is one dumbing-down step too far. Wake me up when that final race has started; everything else is now preamble.



NO

SAYS ANDREW VAN DE BURGT EDITOR-IN-CHIEF

Formula 1 and NASCAR are facing the same problem: the series being dominated by a driver/engineer combination that sets new standards and turns viewers off in droves. For Sebastian Vettel and Adrian Newey, read Jimmie Johnson and Chad Knaus.

Doing nothing is not an option for NASCAR. The double-whammy of a drawn-out recession that hit the pockets of its heartland audience harder than most, coupled with Johnson's six titles, has resulted in declining TV audiences and empty seats in grandstands that used to be packed. Sponsors want eyeballs, and the diminishing crowds set their alarm bells ringing. American sporting audiences crave excitement and a grandstand finish. NASCAR's new points systems will deliver this. By guaranteeing that four drivers will go into the final round of the championship

with the winner taking all, the crowds and TV audience will be through the roof.

But the real genius in the shake-up is ensuring everyone who wins a race gets a place in the Chase. The drawn-out nature of the 36-round calendar means that races can blur into one.

But there will be no dead rubbers now. Those seemingly anonymous rounds at Phoenix or Atlanta or wherever have added interest as winning that race earns more than just kudos.

By needing to win to qualify (assuming there are 16 different winners), all of those eligible can be deemed to be worthy. The penalty for blow-ups early in the season or being lucklessly taken out in the 'big one' at Talladega will be removed. This isn't wrestling (a point of order here – the WWE deals with wildlife, the WWE with men in Spandex). In the WWE the result is predetermined, the action scripted. What NASCAR is doing is ensuring that the best people go into the showdown with an equal chance of winning.

One by one they fall to the wayside until the champion is left standing. There's no cruise-and-collect points amassing, just flat-out racing – surely the purest form of competition.

But unlike F1, which has painted itself into an unpopular double-points decider corner it's too intransigent to get out of, if it doesn't work, NASCAR will change it.



At least they agree it's all Jimmie Johnson's fault

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

ON TELEVISION

THURSDAY FEBRUARY 6

1000-1100, 1400-1430 BT Sport 2
 WRC Rally Sweden: Day 1 highlights
1005-1135, 1730-1925 Motors TV
 Andros Trophy: Super Besse Highlights
2235-2305 Motors TV
 WRC Rally Sweden: Day 1 Highlights
2300-2330 BT Sport
 WRC Rally Sweden: Day 1 highlights
2330-0030 Premier Sports
 NASCAR: closest finishes in history

FRIDAY FEBRUARY 7

0600-0630 BT Sport 2
 WRC Rally Sweden: Day 1 highlights
0900-0935, 1210-1240 Motors TV
 WRC Rally Sweden: Day 1 highlights
2235-2305 Motors TV
 WRC Rally Sweden: Day 2 highlights
2300-0000 BT Sport 2
 WRC Rally Sweden: Day 2 highlights

SATURDAY FEBRUARY 8

0600-0625, 0900-0935, 1210-1240 Motors TV
 WRC Rally Sweden: Day 2 highlights
0930-1030, 1400-1500 BT Sport 2 LIVE
 WRC Rally Sweden: Day 3
1100-1135 Sky Sports F1
 F1 Jerez testing: Day 1 round-up
1135-1210 Sky Sports F1
 F1 Jerez testing: Day 2 round-up
1210-1245 Sky Sports F1
 F1 Jerez testing: Day 3 round-up
1245-1320 Sky Sports F1
 F1 Jerez testing: Day 4 round-up
1400-1500 Sky Sports 4
 Max Power
2230-2300 BT Sport
 WRC Rally Sweden: Day 3 highlights



F1 testing from Jerez is repeated on Sky

2235-2305 Motors TV
 WRC Rally Sweden: Day 3 highlights

SUNDAY FEBRUARY 9

0600-0630 BT Sport 2
 WRC Rally Sweden: Day 3 highlights
0900-0930, 1620-1650 Motors TV
 WRC Rally Sweden: Day 3 highlights
1515-1615, 2300-0000 BT Sport
 WRC Rally Sweden Review
1530-1605 Sky Sports F1
 F1 Jerez testing: Day 1 round-up
1605-1640 Sky Sports F1
 F1 Jerez testing: Day 2 round-up
1640-1715 Sky Sports F1
 F1 Jerez testing: Day 3 round-up
1715-1750 Sky Sports F1
 F1 Jerez testing: Day 4 round-up

MONDAY FEBRUARY 10

1100-1130, 1900-2000 BT Sport 2
 WRC Rally Sweden Review

WEDNESDAY FEBRUARY 12

2000-2100 ITV4
 Touring Car Legends: Episode two

ONLINE

HOT ON THE WEB THIS WEEK

YouTube TOURING CAR LEGENDS: THREE-PART FILM ON ITV4



SEARCH FOR: Touring Car Legends Documentary Teaser (0:41)

If you missed last night's (Wednesday) first part of ITV4's three-part Touring Car Legends documentary, narrated by Tiff Needell, catch it on ITV Player quick. Here's a teaser of what you can expect to see as tin-top tearaways down the years do battle.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Craig Scarborough, Giorgio Piola and Edd Straw pick out the key technical approaches and developments that appeared at the Jerez F1 test last week. Plus, our Secret Mechanic looks at what happens when a team realises it has a bad car on its hands.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH ERC HIGHLIGHTS FROM LATVIA, PLUS SOME RETRO TASMAN CUP FEVER
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

Download it now from autosport.com



Revved up over what's on the box

This week on Premier Sports, live from Skegness, it's the UK kettle-boiling final. Coming soon on Sky Sports 17, don't miss the thrilling conclusion of the international paint-drying grudge match between Scotland and Denmark. Sign up now to BT Sport to have exclusive access to the World Cup of yoghurt-setting. Live from the Danone arena, Athens.

While none of the above may actually be happening, the notion of covering F1 testing live isn't much of a leap of imagination as high-intensity sporting encounters go. As Sky has already amply demonstrated with its exhaustive coverage of free practice, the excitement of watching an F1 car plod around on its own on track, working to a programme you can

only guess at once the run has been concluded, is strictly limited.

And that's when the cars run. Most of the time they are stuck in the garage as data is downloaded and assessed and detail changes are made to the set-up.

As a result, Sky took the wise decision to dispense with live testing coverage, opting for a daily wrap of some single-car footage and press-pit sound bites.



Complementing this was *Ted's Test Notebook*. A strangely Heath Robinson production, it managed the impressive feat of being simultaneously revealing, superficial, analytical and farcical.

Ted [Kravitz], part Boris Johnson part Gary Neville, holds it all together in a suitably borderline-shambolic fashion.

"There's the Red Bull trailer down there. You can't see it from here."

The opening test of the season is the first opportunity to see the new cars and compare the different interpretations of the regulations. This led to the bizarre concept of the cameraman filming Ted assessing the rear wing mounting of the Red Bull by pointing a Biro at (fantastic) pictures of said car on his laptop.

It was hard to believe that this was being transmitted by the same company that produces the fabulous Monday Night Football show, the programme that has taken football analysis to the next level.

Yet despite the shonky production values, Ted's Biro made some really valid observations. Will it be upgraded to a laser pointer in time for the Bahrain tests?

Revved Up

Alister McRae

“Beating the Scandinavians at home meant it was definitely my best event”

■ Rally Finland ■ August 21-23, 1998 ■ Volkswagen Golf GTi F2 ■ Beating the locals for class win



McRae was flat-out to beat the locals at their own game

THE ONE EVENT THAT ALWAYS sticks out in my mind is the year we won Formula 2 with Volkswagen on the Finnish round of the WRC, the 1000 Lakes Rally. That was a great fight for all three days.

It's really not easy to compete with the Finnish guys over there. As always in Finland, it was a brilliant event, there was a bit of rain, but the majority of it was run in fairly good weather, with massive crowds as always over there.

We were the smaller category within the WRC event if you like, but the F2 battle was very hot, and it was one of the most enjoyable events because it was so competitive. I think on the first day there were four of us split by less than 10 seconds. I think we only won by about 20 seconds or so [over SEAT's local ace 'Toni Gardemeister'].

That was probably the closest finish all year and there were four or five guys easily capable of winning. It was mid-way through the season and we were competing on eight WRC

events as well as the British championship. We were a semi-private team run out of the UK.

We won in Australia too but the highlight had to be the fight with the Finns in their back yard and coming out on top. My co-driver David Senior and I had a good relationship, we had done the rally three times before, had good pacenotes and reasonably good

experience. You have to have a good relationship for it to work; we did and it worked very well.

For me Formula 2 was an excellent proving ground; you had to drive those cars really hard to get the times. They were perhaps less spectacular than the WRC cars on the uphill sections or the tight and twisty stages but on the fast, long stuff or downhill they were

extremely quick, and very rewarding to drive. They were naturally aspirated, high-revving and sounded great. And it was at a time when the four-wheel-drive turbo cars were that much quieter while the F2 cars sounded like proper rally cars.

At that time we were competing against the same guys in the UK and the WRC rounds, and of course you went to every event to try to win. We put ourselves up against the Finns in their home country and that was the aim. We'd had a good year up until then and it was a case of thinking, 'if we could do the same there it would be really very good'.

There was a part of me that said, 'it's probably not going to happen but we'll give it our best shot'. We did and we won. Winning there created a lot of interest and proved that we could cope with any event.

To beat the Scandinavians on their home turf meant that was definitely the best event for me. ✖
Alister McRae was talking to Hal Ridge

PROFILE



ALISTER McRAE HAILS FROM a legendary rallying family. He emulated father Jimmy and elder brother Colin by winning the British title in 1995. He made 77 WRC starts between 1991-2012, with a best fourth on Rally GB in 1995 and 2001. He has also lifted the Asia Pacific Rally title for Proton. Now 43, McRae recently won his class on a 500cc KTM in the Australasian Safari Rally Raid.

NEXT WEEK KIMI'S FERRARI RETURN
Plus: Rally Sweden & Montoya's Indycar return

CLUB100

It's *just* racing!

www.CLUB100.co.uk



Sepang - 30 March

MALAYSIAN GRAND PRIX

5 Nights in Kuala Lumpur
Australia and Malaysia
2 Grands Prix Holiday

June 14/15

LE MANS 24 HOURS

Self-Drive Packages
with Hotel or Camping
Coach Tours &
Paris Stop-Overs

Shanghai - 20 April

CHINESE GRAND PRIX

Direct flights with
5 Nights in Shanghai

Budapest - 27 July

HUNGARIAN GRAND PRIX

Weekend by Air
Budapest & Vienna
2-Centre Holiday

Monza - 7 September

ITALIAN GRAND PRIX

Weekends & Longer Tours
Based in Como

Barcelona - 11 May

SPANISH GRAND PRIX

Selection of Weekend &
Longer Tours by Air

Motor Racing International



Singapore - 21 September

SINGAPORE GRAND PRIX

Spectacular Night Race
Scheduled Flights
5 Nights in Singapore

Monte Carlo - 25 May

MONACO GRAND PRIX

Full Programme of
Arrangements
including Flights & Hotels

Suzuka - 5 October

JAPANESE GRAND PRIX

5 Nights in Nagoya
Scheduled Flights

Montreal - 8 June

CANADIAN GRAND PRIX

4 Nights in Montreal
Scheduled Flights

Austin - 2 November

**UNITED STATES
GRAND PRIX**

Texas Hosts F1's
Instant Classic

Silverstone - 6 July

BRITISH GRAND PRIX

Tickets, Hospitality,
Hotels & Helicopters

Spa - 24 August

BELGIAN GRAND PRIX

Selection of Tours by Coach,
Air or Eurostar
Self Drive Packages

Yas Marina - 23 November

ABU DHABI GRAND PRIX

5 Nights in Abu Dhabi City
The Season Climax

www.motorracinginternational.uk.com

The 22nd edition of the MRI Tour Collection is now available. Visit our website for full details. As ever, we will be featuring the F1 World Championship and the Le Mans 24 Hour Race. A small selection of our vast choice of travel arrangements is outlined above.

Put your trust in the UK's only fully bonded, independent motorsport travel specialist.



Apply NOW for your FREE brochure. Ring our 24 hour dial-a-brochure service quoting reference: 'AS4'

01304 612424

info@motorracinginternational.uk.com