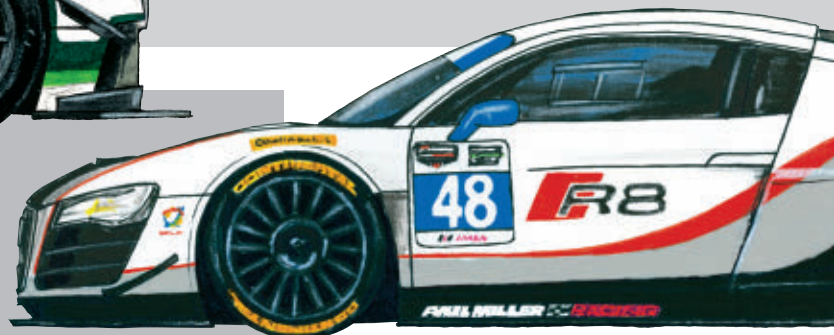




THE GT ISSUE

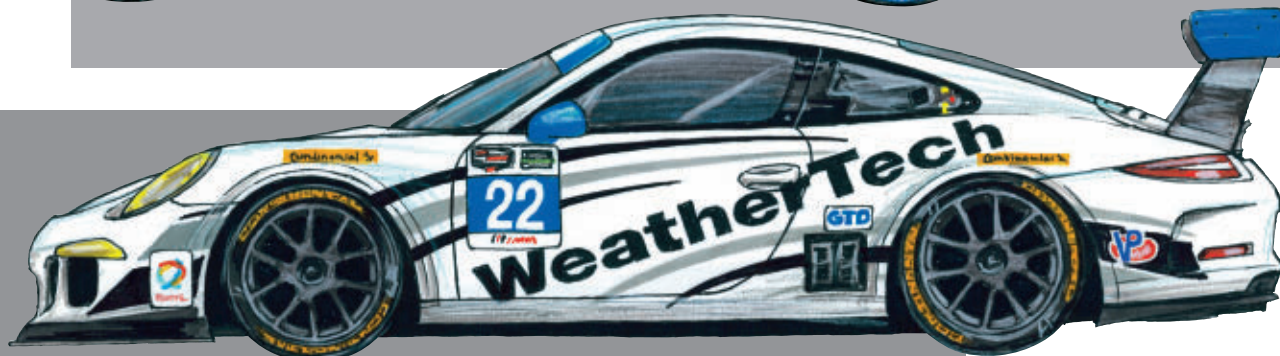


THE BENTLEY BOYS ARE BACK
In Focus The Continental GT3 taking on Pirelli World Challenge



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MARATHON MEN
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Driving on the right hand side might take getting used to.
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The Bentley Boys are Back.

Our early history was written on the racetrack and the spirit embodied by those first drivers known as the Bentley Boys, continues to thrive. After impressive opening performances at Road America in the Pirelli World Challenge and in the Blancpain Endurance Series in Europe, including a stunning victory at Silverstone, the new Bentley Continental GT3 writes a new piece of Bentley history in North American motorsports with Dyson Racing.



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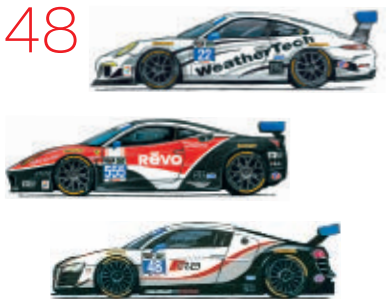
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Jeff Blombery/LAT

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Paul Laguette

76



Charles Coates/LAT

"I had a lot of confidence... I haven't surprised myself as much as some people have been surprised"

DANIEL RICCIARDO

84



Matthew T. Thacker/LAT



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Peter Hartnack



Ferrari 458 Italia - one of the most popular GT cars. (BELOW) Ryan Hunter-Reay, a man whose ambition is as sharp as ever. (BELOW LEFT) Bentley's new PWC GT contender.

Camden Thrasher



Michael Levitz/LAT



R FREEZE FRAME

It's Opening Day at the 2014 Indianapolis 500, almost 19 years since Jacques Villeneuve won the "Greatest Spectacle in Racing," but the steely focus is still there.

WHERE Indianapolis Motor Speedway, Ind.

WHEN 05/11/14

PHOTOGRAPHER Scott R LePage/LAT





R FREEZE FRAME

As the sun set on the opening act of the 24 Hours of Le Mans, Toyota's TS040 was out in front. But as it rose again, the Japanese marque was left to rue another one that got away...

WHERE Circuit de la Sarthe, Le Mans, France

WHEN 06/14/14

PHOTOGRAPHER Toyota Racing



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Toll-Free Advertising Line (800) 722-7140
Outside the U.S. and Canada (949) 417-6700
Fax (949) 417-6116 **Website** www.racer.com

RACER (ISSN 1066-6060) is published eight times per year by Racer Media & Marketing, Inc. Periodical postage paid at Irvine, CA 92619, and at additional mailing offices.

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 Congers, NY 10920.
 Printed in USA

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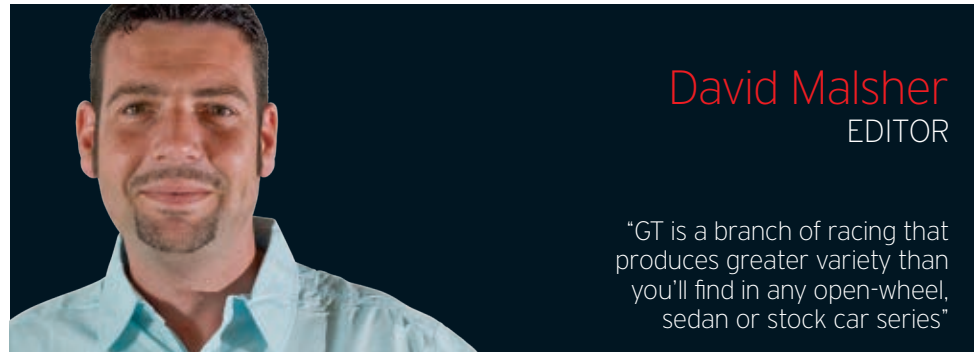
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Manuscripts, photos and other material submitted must be accompanied by stamped, self-addressed envelope. *RACER* assumes no responsibility for unsolicited material.

RACER REPRINTS
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BPA WORLDWIDE
 MEMBER SINCE OCTOBER 2011

PRINTING: R.R. Donnelley, Pontiac, Ill.



David Malsher
 EDITOR

"GT is a branch of racing that produces greater variety than you'll find in any open-wheel, sedan or stock car series"

They're the kind of cars that take hold of our imagination as kids and never let go. As adults, some are lucky enough to turn dreams into reality and get to own and enjoy one. Yet whether you drive or merely crave one, a Grand Tourer remains the epitome of the pure, exhilarating motoring experience.

GTs have long been part of the racing scene, too, but a rationalization of previously piecemeal rules and classes, and a corresponding upsurge in interest from manufacturers, has created a new golden age. Suddenly Porsche's 911, the mainstay of GT racing for several decades, no longer has a near-monopoly.

Looking at the U.S. scene's TUDOR United SportsCar Championship and Pirelli World Challenge alone, Porsche's rear-engined icon is merely one (fine) alternative in a vast array that encompasses cars from America (Chevrolet, Ford, Dodge, Cadillac), Germany (BMW, Porsche, Audi, Mercedes-Benz), Britain (Aston Martin, Bentley), Italy (Ferrari, Lamborghini) and Japan (Nissan).

So we felt it was time to highlight a category of racing that, in various forms and formats, allows amateurs to race exotica alongside pros, produces greater variety of shape and style than you'll find in any open-wheel, sedan or stock car series,



Camden Thrasher

and provides manufacturers a relevant platform to promote their road car tech.

While the cars are generally the stars of GT racing, this issue of *RACER* also turns the spotlight on three high-profile heroes who've laid down markers in 2014. Ryan Hunter-Reay's thrilling win in the Indy 500 was a typical example of speed and bravery from a racer who long ago proved he was top-rank, but continues to push his own limits.

Still in their mid-20s, you'd expect that from Daniel Ricciardo and Joey Logano, but they've each adjusted perceptions this season. At Penske, Logano's finally living up to the "prodigy" tag we all gave him five years ago. Meanwhile, Ricciardo is exceeding the expectations of everyone - not least his four-time World Champion teammate... ■

editor@racer.com

CONTRIBUTOR



Peter Harholdt's studio shoots always unlock a racecar's personality traits. For Bentley's Continental GT3, "imposing," "regal" and "bad-ass" spring to mind. Check out the results starting page 36...

STORYBOARD



Steve Strunck

For Indy 500 winners, it's become a morning-after tradition, along with TV interviews and team photos with the Borg-Warner Trophy - posing for Mike Levitt of LAT for the next issue of *RACER*. Our new Indy champ was more than happy to oblige. Thanks Ryan.



2014 THE DAWN OF A NEW ERA

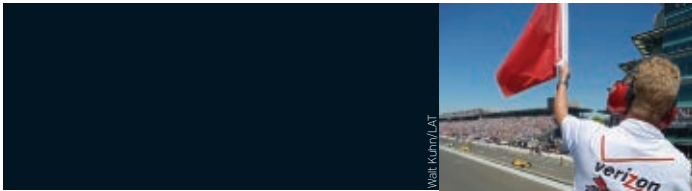
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Race Control director Beau Barfield won near-universal praise for halting the Indy 500 following Townsend Bell's late-race crash. That allowed the safety team to clean up and the final six laps to be run under green, making for an epic finish.

SEIZING THE CHANCE

Could the Indy 500's first American winner in eight years help provide traction for the IndyCar Series as a whole?

> This year's thrilling 98th running of the Indianapolis 500 is being seen as a golden opportunity for the Verizon IndyCar Series to boost its profile, following American Ryan Hunter-Reay's epic victory.

Fans and longtime experts have noted that Hunter-Reay's determination in going for gaps, and even creating ones that didn't look to be there, during his battle with Helio Castroneves was an allegory for the opportunism that needs to be shown by those in charge of promoting IndyCar. Even the winner himself has said it.

"I am absolutely ready to help push IndyCar," said Hunter-Reay. "I want them to wear me out with all the promotional work they've got lined up! I grew up loving Indy car racing; I looked up to the Andrettis, the Unsers, Foyt, Mears. So I want to see it succeed, absolutely.

"This series has so much going for it, in terms of the amazing closeness of the competition - closer than it's ever been, I'd say. Then there's also the quality of the drivers from the front to back of the grid, which just seems to get better every year.

And then, obviously, the thing that this branch of the sport has had going for it for decades now is the diversity of the tracks and venues.

"We race short ovals, street courses, superspeedways and road courses, and we're the only series in the world like that. That's what makes the IndyCar Series a true drivers' championship. That's what I love most about it. And if we get the message out, we'll discover a lot of people feel the same way; we'll make new fans."

Both Hunter-Reay and team owner Michael Andretti were eager to emphasize the patriotic side of the victory, but also to highlight a point of differentiation from the almost-all-American NASCAR grid.

Said Andretti: "Going up against the best drivers in the world, not just the United States, is a big deal to me. That's why it's more precious when an American wins the Indy 500 - because he won against an international field. That's when we should feel really proud."

And it's now up to the series to sell that viewpoint and turn it into a marketing tool.

All the latest IndyCar news at
RACER.com



As part of the media tour after his Indy 500 win, Ryan Hunter-Reay (and the Borg-Warner Trophy) appeared on the *Late Show with David Letterman*. RHR raced (and won) in the IndyCar Series for the Rahal Letterman team back in 2007-'08.



Steve Shunck

Even at pit stops, Busch was error-free, like he'd been racing IndyCars all his life.



Chris Jones

A PROPER ENDING

Recently, Indy 500s have finished like this... but under caution. This year's barn burner means the cars are doing 225mph here as Hunter-Reay raises his arm in triumph.



INDY'S CLOSEST FINISHES

Very nearly a record breaker but not quite. It's also worth noting how close three-time Indy winner Helio Castroneves has been to being all alone in a five-time winner's club...

1992	0.043sec	Al Unser Jr. over Scott Goodyear
2014	0.060sec	Ryan Hunter-Reay over Helio Castroneves
2006	0.063sec	Sam Hornish Jr. over Marco Andretti
1982	0.160sec	Gordon Johncock over Rick Mears
2003	0.299sec	Gil de Ferran over Helio Castroneves

Philip Abbott/LAT

IMPRESSIVE IN EVERY SENSE

Kurt Busch wins fans trackside and in the media

> Whatever traits he was once famous for, Kurt Busch was one of this year's Indy 500 talking points for (almost) all the right reasons.

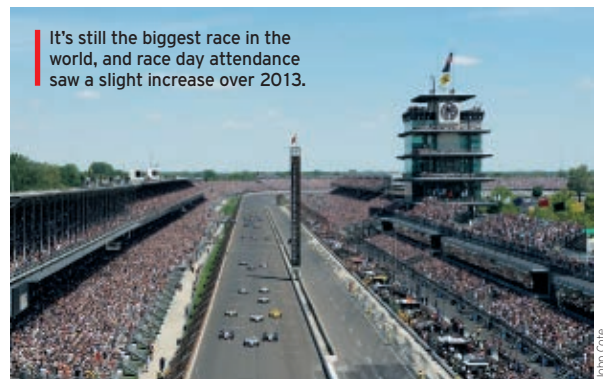
As reported in the previous issue of *RACER*, the 2004 NASCAR champion was fast from the word go in his Andretti Autosport entry, and even a shunt during final practice before Carb Day appeared not to dent his confidence.

Switching to teammate Marco Andretti's spare car, Busch drove fast and smart all race, ending with a fine sixth place and Rookie of the Year honors (LEFT).



Craig Hampson, his race engineer, remarked: "One goal was to ensure Kurt had enough fun and satisfaction to want to do it again. In the garage and on track, he seemed really happy and very team-oriented, which was great."

It's still the biggest race in the world, and race day attendance saw a slight increase over 2013.



John Coite

GLASS HALF FULL

TV ratings boost, but how much does it mean?

> The 98th running of the Indianapolis 500 earned a 3.9 TV rating from Nielsen, an improvement of 0.1 over last year's race. This slight boost could have been attributable to the presence of Kurt Busch,

but also the fact that the local TV tape-delayed broadcast - the race is blacked out locally to encourage more people to attend - didn't have to go up against the Indiana Pacers' NBA Eastern Conference Finals game.



Steven Tee/LAT

Montreal has signed a 10-year, \$170m deal to retain the Canadian GP at Circuit Gilles Villeneuve, on condition that pits and medical center improvements are in place by 2017. The track first hosted F1 in 1978.



Andy Hume/LAT

All the latest Formula 1 news at **RACER.com**

An all-Mercedes front row was a familiar sight, but when one stopped and the other limped, Red Bull pounced.

PERFECTION POSTPONED

When Mercedes' armor cracked, Red Bull's new star took full advantage



Mathias Kneip/Getty Images

RIGHT PLACE, RIGHT TIME, RIGHT GUY

Most people felt that if any driver deserved to benefit from a Mercedes off-day this year, it was Daniel Ricciardo. The Australian, who replaced Mark Webber at Red Bull at the start of this season, has usually – though not always – had a noticeable edge on four-time champ teammate Sebastian Vettel, both in terms of pace and in his ability to nurse his tires on race days.

Get the inside line on Ricciardo at Red Bull in our story, starting page 76.



Mark Thompson/Getty Images

> Like McLaren in 1988, or Ferrari in 2002, the Mercedes AMG F1 team has fallen short in its bid for a 100 percent winning record in a single season. Its perfect start to 2014 ended at the seventh round, the Canadian Grand Prix.

While Mercedes' points leader Nico Rosberg maintained his remarkable record of finishing first or second in every race in the 2014 season, the German was forced to concede the race lead to Daniel Ricciardo's Red Bull Racing RB10 with two laps to go. After losing an estimated

160hp following a failure within his Mercedes W05 Hybrid's energy recovery system, Rosberg was nonetheless able to hold on to runner-up spot. That extended his championship lead to 22 points following teammate Lewis Hamilton's second DNF of the season, this time because of rear brake failure.

However, no one at Red Bull Racing was under any illusion that by some margin the W05 remains the car to beat.

"Let's not beat about the bush – Mercedes had the quickest car," said RBR

boss Christian Horner. "They ran into issues [but] they were very, very strong. We still have a lot to do. We were 7-10mph slower compared to a Force India or Williams on the straight, and that is where we need to improve."

Although this sounded like another jab at Red Bull's engine supplier Renault, the team denied it was looking to switch.

"Change to who?" said team owner Dietrich Mateschitz. "We have no alternatives and the contracts with Renault are long term."



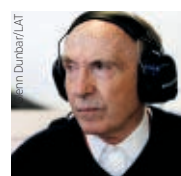
Charles Coates/LAT

Massa destruction, but this one didn't look his fault, Perez having jinked into his path as Felipe went to pass him.

QUITTING WHILE AHEAD

> The ferocious five-way battle that marked the closing stages of the Canadian Grand Prix ended with a collision between Sergio Perez's Force India and the Williams of Felipe Massa at the start of the last lap. Massa's engineer Rob Smedley was angry that Force India didn't call Perez to pit after the Mexican complained of having no rear brakes a few laps from the end.

"Why you leave a car out when you've got that sort of problem is beyond me," said Smedley, who pointed out that



Jann Durnea/LAT

PACE, AT LEAST
Sir Frank Williams at least saw his FW36s were fast, starting fourth and fifth.

Williams and Mercedes had voluntarily retired Valtteri Bottas and Lewis Hamilton, respectively, with similar braking issues.

Perez responded stoutly, commenting: "If someone thinks you can keep two Red Bulls behind for as long as we did with so-called 'terminal' problems, they are clearly misguided."

It was ironic this dispute should occur at the track named after Gilles Villeneuve, whose tenet was "drive it 'til it stops."

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Ereby/LAT



With the drop of the green flag, 16-year-old Matt McMurry became the youngest starter in the long history of Le Mans, breaking the record set by the 17-year-old Ricardo Rodriguez in 1959. 24 hours later, he was the race's all-time youngest finisher, too.

ABIDING SUCCESS

Others were faster but Audi still ruled Le Mans...again

> "Audi wins Le Mans" isn't a headline that generates much surprise, as this June's 82nd running of the grand old endurance race marked the 13th time it fit the occasion, and the 10th in 11 years. But this time Audi Sport Team Joest's R18 e-tron quattros weren't the fastest; they were, however, the best combination of speed, endurance and teamwork.

Andre Lotterer, Marcel Fassler and Benoit Treluyer scored their third overall win in four years with the No. 2 Audi, which was followed home by a brand-new sister car that had been built after the primary No. 1 R18 was destroyed in a

crash during practice. Both cars had to overcome lengthy delays to replace failed turbochargers, but the Audi package - which relies more on its V6 turbodiesel than the complex hybrid systems of rivals Toyota and Porsche - still demonstrated superior reliability over the course of 24 hours, which proved decisive in securing the marque's latest 1-2 result.

"It was really a tough one and I'm really proud because we did a proper job," said Audi Sport boss Dr. Wolfgang Ullrich. "The championship is at a very high level and I'm proud we could win this race because it's a special one."



Sam Borham/LAT

HISTORY BECKONS

With its 13th 24 Hours of Le Mans win, Audi is now just three short of Porsche's all-time record for overall victories at the Circuit de la Sarthe. A little extra pressure on Porsche's newly renewed prototype program...

Audi No. 1 had a star-crossed buildup to the race, but outlasted Porsche's debutant 919 (BELOW) and Toyota's pace-setting TS040.

All the latest sports car news at **RACER.com**



Rick Dobbs/LAT



Rick Dobbs/LAT

A MOVING TRIBUTE

> A year after the devastating loss of popular Dane Allan Simonsen at Le Mans, Aston Martin Racing dedicated a victory in the Pro-Am class to its fallen driver.

The No. 95 GTE-Am class Vantage, driven this year by Kristian Poulsen, Nicki Thiim and David Heinemeier Hansson, was the entry in which Simonsen lost his life in the early stages of last year's race. Poulsen, who had also partnered Simonsen at the 24 Hours in 2012, admitted he had doubts over returning to Le Mans, but did so to honor

the memory of his fellow Dane. The result was cathartic for both driver and team.

"It has been a tough week for all of us," said Poulsen. "To be honest, the first laps at Tertre Rouge [where Simonsen crashed last year] I felt it was a bad idea. But we had the spirit of Allan - he told us to get started and to win the race."

Darren Turner, whose bid for victory in GTE-Pro Aston was thwarted by mechanical troubles, still shared the sentiment. "It was really one for the team," he said.

TERTRE ROUGE

Safety measures at Tertre Rouge, scene of Allan Simonsen's 2013 crash, were enhanced for this year's race. The Armco barrier was moved away from a row of historically-protected trees, allowing it to flex and absorb energy in an impact, and two-layer tire barriers were added.



ITS OVERACHIEVEMENT STARTS FROM WITHIN.



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Dale Earnhardt Jr. rose to third in the Sprint Cup points standings with his second win of the year at Pocono Raceway. It was the first time he'd won at the tri-oval, where his late father won twice, last time in 1993.



Just two weeks after the Indy 500, IMS echoed to sounds of bygone eras at SVRA's first Brickyard Vintage Racing Invitational.



MORE TO COME

SVRA president Tony Parella was largely satisfied with the event. "We have areas to improve," he said, "but the big deal for me is that the Speedway really got behind it. That's encouraging."

MEMORABLE FIRST TIME

SVRA's star rises over the Speedway and is judged a success

> With over 700 cars spanning a century of racing, the Sportscar Vintage Racing Association's inaugural Brickyard Vintage Racing Invitational was unlikely to disappoint, and the 20,000 fans who turned out for the three-day event were treated to possibly the second greatest spectacle in racing.

The Charity Indy Legends Pro-Am race, held on the 2.43-mile IMS road course featured Indianapolis 500 veterans paired with amateur racers, and the event was won by Al Unser Jr. and Peter Klutt in a 1969 Chevrolet Corvette. Eliseo Salazar and Gary Moore finished second in a '65 Ford Mustang GT350, and Willy T. Ribbs and

Ed Sevadjian finished third in a '72 'Vette. Eleven other races took place over the weekend, but the famed 2.5-mile oval was also used for high-speed parades for the various classic roadsters, sprint cars, midgets, Indy cars and Formula 1 cars.

Bobby Unser, who did demo laps in his 1981 Indy 500-winning Penske PC9B, commented: "This event is phenomenal and can grow into something bigger."

"There are all types of racecar here from all different eras: people don't normally get a chance to see that. That, and the fact we're at the greatest track in the world, makes this so special."

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GIL DE FERRAN

TWO-TIME CART INDY CAR CHAMPION
2003 INDIANAPOLIS 500 WINNER



Ever since I started racing, at the tender age of 14, I understood that success was a consequence of essentially having an advantage. As time went on I understood this better and better, and it became engrained in my *modus operandi*. So, as a competitor, I'm always searching for more. More out of me, more out of the car, out of the engine, the tires, etc. How can I improve and gain that advantage?

In fact, as a retired professional racecar driver, this relentless approach is one reason I stayed away from playing with

So we all agree, I assume, that the point of racing is trying your best to find an advantage. With one very important caveat: within the rules! This pursuit drives everyone else in a team as well.

"That's obvious," I hear you say.

OK, but please indulge me and let me be even more obvious.

If you agree with the above, it follows that I should be given a set of rules which hopefully allows me enough latitude to play with a few things and *if I* do a good job, find an advantage (legally), I should win. If I do

"Excellence can sometimes be boring, but what's the alternative? Give concrete running boots to Usain Bolt?"

racecars at lower levels. It's so natural and so all-consuming, that it tends to occupy my every waking moment - a bad thing. It was a good thing when I was driving professionally, but now that I have a proper job, thinking about my driving and how to make my go-kart faster for several hours post-event presents a major obstacle for living a normal working life...

Clearly, I'm not alone. I recall an American motorsport legend wrote a book called *The Unfair Advantage*. To many, it's still motorsport's bible.

a *great* job, I should dominate, win a lot.

Excellence is something to be appreciated. Yes, excellence in the form of domination can sometimes be boring, but what's the alternative? Give concrete running boots to Usain Bolt? Take 100cc out of Marc Marquez' Honda because he's won every MotoGP race this year?

You cannot and you should not regulate against excellence. Period.

I mean, you can if you want, keep it fun and tight, but I'm sorry, I find that fake.

So we now have a problem: how do we



AP Photo/Matt Dunham

EXCELLENCE

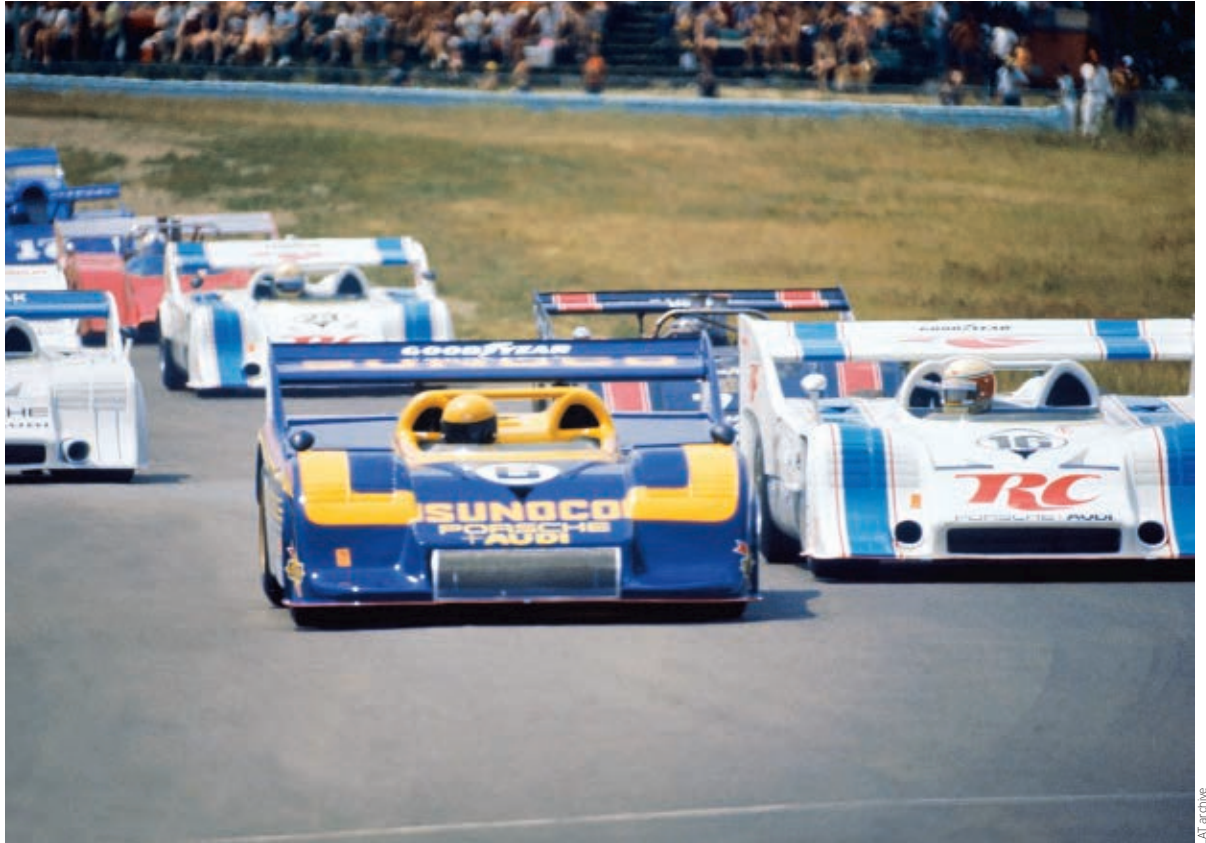
(LEFT) Jamaican sprinter Usain Bolt is widely regarded as the fastest man on earth. He's the first athlete to hold both the 100m (currently at 9.58sec) and 200m (19.19sec) world records since fully automatic timing began. (BELOW) As *RACER* went to press, Honda's reigning MotoGP World Champion Marc Marquez had won all seven 2014 races run so far.



CEFA pictures/Gold and Goose

IMBALANCE OF PERFORMANCE

If a framework of rules that seeks to promote and reward excellence, instead of obsessing over equality, results in cars like the mighty Porsche 917/30 of Can-Am fame, then that's fine with Gil de Ferran.



LAT archive

structure a competition between cars with very different architecture and configurations? It's not a new problem, and it's obsessed and confounded many sectors of motorsports globally for a long time.

Even in Indy cars and Formula 1, this has been a problem. If you were around in the 1980s, you probably recall the difficulty in balancing normally aspirated and turbo charged engines in F1.

In sports car and GT racing, the problem's been very prominent, probably just about forever. How do you mix together cars that are very different? These days, technology and knowledge allows us much greater theoretical and practical understanding of cars and engines. There are various ways people go about trying to find equivalency between these vastly different machines, and this so-called "Balance of Performance" is quite prevalent, both in

Europe and North America.

"So what's the problem? It seems to be working quite well," you might say.

Well, it is to some extent, but let me qualify my statement. Balancing performance works best in the amateur ranks, where one is more focused in finding a stable base for competition and predictable (and low) costs of participation.

When so much of life is about trying to find an advantage and *unbalancing* your performance, it's the fundamentally opposite approach to what many of our sport's governing bodies are trying to do.

And that, in fact, is the fundamental conundrum. Do I reward excellence with accolades, or do I penalize it to bring competitors closer together?

Frankly, creating equivalency is an impossible job, particularly when often you're racing for differences of less than one percent, a figure that's very much within

the error of our engineering understanding. "What's the solution?"

There is no solution, *per se*. Creating perfect equivalency is just not possible. So the only "solution" is to understand and accept, as participants and fans, that fundamental differences will exist between the performance of very different cars and this will likely drive the results.

Nirvana for me?

Give me an amount of energy or some dimensional constraints, whatever...or free everything up for all I care. Bring old Can-Am rules back, I don't know. Just give me a stable framework, let me succeed or fail by my own competence, let me work on my car, let excellence be rewarded.

I want to see a modern version of the legendary Porsche 917.

And I want to know that I was beaten by a better man.

Wouldn't you? ■



BOUNTY HUNTER

Ryan Hunter-Reay has now added an Indy 500 win to his IndyCar Series title...but it shouldn't stop there. The Andretti Autosport ace wants more of both.

WORDS David Malsher | MAIN IMAGE Michael Levitt/LAT





(LEFT) The second-closest finish in Indy 500 history was a thriller, with Ryan Hunter-Reay edging Castroneves. (BELOW LEFT) When RHR speaks, two gens of Andretti listen.

Destiny, in the pre-ordained sense of the word, is a myth. While plenty people (including many of us at *RACER*) felt Ryan Hunter-Reay was destined to win the Indianapolis 500 one day, it was a foolish/optimistic way of thinking - as the man himself highlighted in his post-race press conference, sitting alongside his team owner, Michael Andretti.

"This guy next to me is one of the quickest drivers ever to set foot in this place," said Ryan, "but things just didn't fall right for him on race days...He ran so strong for so many races, and it just never went his way."

Indianapolis Motor Speedway has been a place of extreme lows for Hunter-Reay since becoming its Rookie of the Year in 2008. Barely scraping onto the grid in '09 with a car whose weight distribution was all wrong; inadvertently triggering a last-lap shunt in '10 when his car ran out of fuel; failure to qualify in '11; a mechanical DNF in '12; missing a final chance to pass winner Tony Kanaan last year when the race finished under yellow. Surely, after those disappointments, the ultimate high was also going to come his way, too? Wasn't it?

Well, no, not "surely" at all. So, just in case this year's 98th running of the "500" was his last best chance, Hunter-Reay's resolve solidified during his shootout with Team Penske's Helio Castroneves over the closing laps. No one could honestly say he won because he *wanted* it more than his rival. Most Indy winners will tell you that



victory at the Speedway makes you want it more, not less, and this was Helio's opportunity to join A.J. Foyt, Al Unser and Rick Mears in the four-time "500" winners' club. But Hunter-Reay's pass into Turn 3 on

"This team feels like one where there's nothing we can't handle, nothing that can throw us off course"

RYAN HUNTER-REAY

lap 197 was as revealing as it was thrilling.

Some may come to mis-remember it as the pass for the win. It wasn't: each driver retook the lead heading into Turn 1 on laps 199 and 200. But what that almost-in-the-grass moment did was demonstrate to Castroneves, as well as all who saw it, the extent of Hunter-Reay's ambition...and instinct. That was no calculated maneuver, but one that demonstrated Ryan's opportunism. OK,

that same hold-your-breath-and-go-for-it attitude cost him a chance of winning Long Beach this year, but it also earned him the Baltimore win in 2012 that was key to his claiming the IndyCar Series title.

This 230mph dive into Turn 3 may also have affected the outcome of the "500" race in a physical manner. On lap 199, Castroneves was back in front and, eager not to leave a gap down the inside again, he drove into Turn 3 hugging the inside line, while RHR was able to take the shallower, faster racing line. Consequently, he carried more speed along the short chute to Turn 4 and had a slight momentum advantage onto the front straight...which is where No. 28 passed No. 3 for the final time.

Ten days later, after several photo shoots (including one for *RACER*), media appearances (including *The Late Show with Letterman*), and also a pair of bad races in the double-header at Detroit, Ryan gets a chance at last to talk about the future rather than the immediate past. Still, answering his call with "Is that Ryan Hunter-Reay, Indy 500 champion?" is something that just has to be done...

"Man, that doesn't get old!" says a cheery, but weary voice. "And it's not going to. This is one of those things that stays with you forever."

Right. But that doesn't mean it's mission accomplished for RHR. Just because he's now won the series title and the Indy 500, it's not like everything else is a bonus.

"Hopefully, we're just getting started,">



LUCKY 13TH

Ryan Hunter-Reay's 13th IndyCar win was the biggest one of all and completes his résumé in terms of tracks: he's scored victories on road and street courses, short ovals and now a speedway.



RYAN HUNTER-REAY
#28 ANDRETTI AUTOSPORT
2014 INDIANPOLIS 500 WINNER

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JULY 12
8PM ET



ONLY ON




“Two championships are better than one; two Indy 500 wins are better than one. We’ll keep pushing...”

RYAN HUNTER-REAY

he states firmly. “I believe we have so much we can still accomplish as a team. When you have a talented group of individuals like we currently do at Andretti Autosport, you feel a form of pressure to take full advantage. How many times in a driver’s career does he get an opportunity to be in a successful and well organized environment like this one?”

“So there’s a lot more potential and a lot more to achieve. Two championships are better than one; two Indy 500 wins are better than one. We’ll keep pushing.”

Don’t disbelieve him. The old maxim that the best win is the next win is one that Hunter-Reay, his race engineer Ray Gosselin, and Andretti Autosport as a whole take to heart. Rather than the team’s form going in cycles, Andretti, with RHR at its leading edge, now seems constantly and consistently capable of taking the fight to its primary rivals, Chip Ganassi Racing and Team Penske.

“Yeah, there’s no reason to think otherwise,” says Ryan. “This team feels

like one where there’s nothing we can’t handle, nothing that can throw us too far off course. Obviously, I know there’ll be years that work out for us and some years where it doesn’t go our way. The Verizon IndyCar Series is too close for anyone to look dominant. But I think we should always be one of the teams to beat.”

Modestly, he leaves unsaid that he has been crucial to the re-establishment of Michael’s team as a permanent force. Sometimes, teammates James Hinchcliffe and Marco Andretti can match and occasionally surpass Hunter-Reay, but the guy who’s consistently a factor, the one you’d put your money on to be Andretti’s next champion, is its previous one.

So what could RHR achieve now? Dario Franchitti was 34 when he scored his first Indy 500 win and first series title; look at what he went on to achieve. Hunter-Reay is 33, the same age as Ganassi’s Scott Dixon and Penske’s Will Power. Truly, IndyCar fans are in for a treat if these three remain in their separate teams, fighting for another six or seven years.

Unlike his Antipodean rivals, however, Ryan has another responsibility. As a successful and personable American going up against the best of the best from other nations, he should be the answer to IndyCar’s need for a promotable, admirable, homegrown hero.

INDY WIN No. 3 FOR ANDRETTI AUTOSPORT

Whatever Michael Andretti lacked at Indianapolis Motor Speedway – namely, good fortune – he’s at least tasted glory three times as an owner. The first win came courtesy of the late Dan Wheldon (BELOW) in 2005, and two years later it was Dario Franchitti who took what was then Andretti Green Racing to Victory Lane. This year’s win erased some frustration left over from 2013, when Andretti Autosport finished 2-3-4!



F. Pearce-Williams/LAT

We all remember that in the winter of 2012, after RHR’s successful title quest, IndyCar distracted itself instead with first dismissing its CEO Randy Bernard, and then dealing with the fallout among outraged fans. Meanwhile, yellow-suited Captain America spent his winter untroubled by media commitments. In every sense, it was a waste.

“I sure hope they can use me this time to market IndyCar racing as a whole,” agrees Hunter-Reay. “I am absolutely ready to fly that flag, and I recognize that being the first American to win the ‘500’ in eight years is a big deal. The ball’s in IndyCar’s court to make an impact with that.”

And that does not just mean backsides on seats at the races, or eyeballs on IndyCar’s TV broadcasts. The potential for the series to use Ryan’s success to lure more young American drivers is huge.

“I think the validity of the Indy Lights system is going to be another crucial part to this,” he points out. “My career path was like a game from *Wipeout!*, leaping from structure to structure, hoping none of them is the comedy one that gives you and throws me into the muddy whirlpool below. A couple of them were, actually! But the ladder system to IndyCar is very structured now and that should be attractive to young American drivers.”

For now though, being a source of



(LEFT) A maturing Hunter-Reay should not be confused with one who's going to back it down a notch or two. (FAR LEFT, clockwise from top left) Son Ryden is as enamored with the Borg-Warner Trophy as the rest of us; kissing the yard of bricks; crossing the yard of bricks; enjoying the moment with Michael Andretti. Each revived the other's fortunes.

inspiration to other racers doesn't need to be Hunter-Reay's priority. He appears to be at his prime and, having fought so hard for so long to align that prime as a driver with being in a prime seat, he's got to take full advantage. Becoming a hero to up-and-coming racers will be a by-product of RHR continuing at this level, fighting the best of the best from around the world and proving he *is* one of the best. And there seems every hope of that.

"Given the incredibly tight competition in IndyCar, making predictions about how you'll perform is probably dangerous," he remarks. "But one thing I do know is that if we keep doing what we've been doing - turning up at races with a car that can run at the front - there's no reason why we can't have continued success in years to come. That's the way I look at it."

So while there still will be races when Ryan's fighting spirit costs him - that just goes with the territory of giving 100 percent, 100 percent of the time - there will be far more where it pays off. Big time.

Hunter-Reay has now done the ultimate: win the IndyCar title and the Indy 500. But he wasn't *destined* to do that. It was his innate competitiveness, talent and hard work that earned him those glories, and now they need only serve as a blueprint for his future. That isn't destiny calling; that's the IndyCar record books. ■

IMAGES Walt Kuhn/BorgWarner

MAN OF THE CENTURY

Ryan Hunter-Reay's will be the 100th driver's face on the fabled Borg-Warner Trophy.

Says Bobby Unser, three-time winner of the Indianapolis 500: "The Borg-Warner Trophy signifies that you've reached your goal, the top goal - winning the Indy 500, the biggest auto race in the world. The following year, you get to come back and see your face on the trophy. That is really a neat accomplishment, and something that is part of your life and history and auto racing forever."

While Formula 1 trophies tend to change according to era or race sponsor and the drivers usually get to take them home, the Borg-Warner Trophy is a one-off - one where the drivers' faces get etched in sterling silver onto this magnificent 110lbs, 5ft 4in. pillar of tradition. But since 1988, drivers have been given a "Baby Borg" in commemoration.

Because of shared winning drives in the 1924 and '41 races, the winner of the 98th Indy 500 will be the 100th driver face on the trophy - but Ryan Hunter-Reay's metallic visage will be the 101st in total. Tony Hulman, the man who rescued and restored the Indianapolis Motor Speedway in time for racing to resume in 1946 after World War II, is the other effigy that appears. Quite rightly, his face has been carved from 24-carat gold.








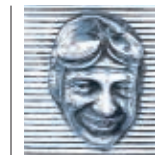




















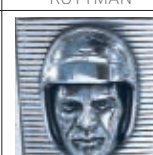


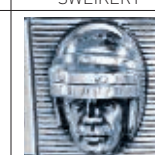





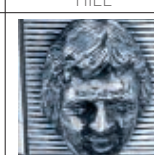




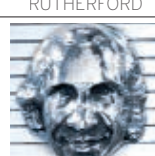

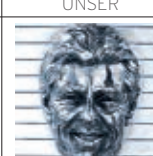
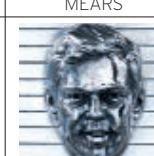





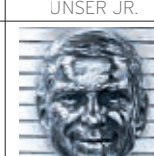
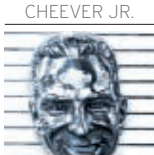
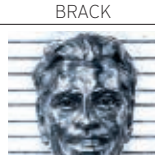





Michael Levitt/LAT

RYAN HUNTER-REAY'S NEW FRIEND

Not the last time he'll see his face in the Borg-Warner Trophy, but he must wait until January for a silver RHR to be revealed.

 1911 RAY HARROUN	 1912 JOE DAWSON	 1913 JULES GOUX	 1914 RENE THOMAS	 1915 RALPH DE PALMA
 1926 FRANK LOCKHART	 1927 GEORGE SOUDERS	 1928 LOUIS MEYER	 1929 RAY KEECH	 1930 BILLY ARNOLD
 1939 WILBUR SHAW	 1940 WILBUR SHAW	 1941 MAURI ROSE FLOYD DAVIS	 1946 GEORGE ROBSON	 1947 MAURI ROSE
 1956 PAT FLAHERTY	 1957 SAM HANKS	 1958 JIMMY BRYAN	 1959 RODGER WARD	 1960 JIM RATHMANN
 1969 MARIO ANDRETTI	 1970 AL UNSER	 1971 AL UNSER	 1972 MARK DONOHUE	 1973 GORDON JOHNCOCK
 1982 GORDON JOHNCOCK	 1983 TOM SNEVA	 1984 RICK MEARS	 1985 DANNY SULLIVAN	 1986 BOBBY RAHAL
 1993 EMERSON FITTIPALDI	 1994 AL UNSER JR.	 1995 JACQUES VILLENEUVE	 1996 BUDDY LAZIER	 1997 ARIE LUYENDYK
 2004 BUDDY RICE	 2005 DAN WHELDON	 2006 SAM HORNISH JR.	 2007 DARIO FRANCHITTI	 2008 SCOTT DIXON

 1916 DARIO RESTA	 1919 HOWARD WILCOX	 1920 GASTON CHEVROLET	 1921 TOMMY MILTON	 1922 JIMMY MURPHY	 1923 TOMMY MILTON	 1924 L.L. CORUM JOE BOYER	 1925 PETER DE PAOLO
 1931 LOUIS SCHNEIDER	 1932 FRED FRAME	 1933 LOUIS MEYER	 1934 BILL CUMMINGS	 1935 KELLY PETILLO	 1936 LOUIS MEYER	 1937 WILBUR SHAW	 1938 FLOYD ROBERTS
 1948 MAURI ROSE	 1949 BILL HOLLAND	 1950 JOHNNIE PARSONS	 1951 LEE WALLARD	 1952 TROY RUTTMAN	 1953 BILL VUKOVICH	 1954 BILL VUKOVICH	 1955 BOB SWEIKERT
 1961 A.J. FOYT	 1962 RODGER WARD	 1963 PARNELLI JONES	 1964 A.J. FOYT	 1965 JIM CLARK	 1966 GRAHAM HILL	 1967 A.J. FOYT	 1968 BOBBY UNSER
 1974 JOHNNY RUTHERFORD	 1975 BOBBY UNSER	 1976 JOHNNY RUTHERFORD	 1977 A.J. FOYT	 1978 AL UNSER	 1979 RICK MEARS	 1980 JOHNNY RUTHERFORD	 1981 BOBBY UNSER
 1987 AL UNSER	 1988 RICK MEARS	 1989 EMERSON FITTIPALDI	 1990 ARIE LUYENDYK	 1991 RICK MEARS	 1992 AL UNSER JR.		
 1998 EDDIE CHEEVER JR.	 1999 KENNY BRACK	 2000 JUAN MONTOYA	 2001 HELIO CASTRONEVES	 2002 HELIO CASTRONEVES	 2003 GIL DE FERRAN		
 2009 HELIO CASTRONEVES	 2010 DARIO FRANCHITTI	 2011 DAN WHELDON	 2012 DARIO FRANCHITTI	 2013 TONY KANAAN			



THE BORG IS BORN

The Borg-Warner Trophy made its debut in 1936, with 24 previous winners added retrospectively; '36 winner Louis Meyer

was the first to be added. The 101st face (LEFT) is that of IMS savior Tony Hulman.



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WORDS Richard S. James | MAIN IMAGE Camden Thrasher

EVOLVING CHALLENGE

Bringing GT3-spec cars into the Pirelli World Challenge has swelled the grid, enhanced competition, reduced costs for privateers and set the sprint-based series' future course.

For more than 20 years, the SCCA Pro Racing Pirelli World Challenge formula served it well - take a road car, work some magic to turn it into a viable racer and go compete in professional motorsports for a reasonable amount of money. During that period, the balance has fluctuated between being largely privateers to more factory based teams. Acura, Audi, BMW, Cadillac, Saleen and Volvo all participated at the factory level in what is now called the GT category. Many more manufacturers took part in the other categories.

Always there, though, were the

privateers. The cars that came from SCCA Pro Racing's short-lived Corvette Challenge formed a big part of the base in the series' first year. Since then, privately built Corvettes, Vipers and Porsches have been a staple of the GT category. But in recent years they've disappeared; the design and engineering expense had become too great to build a car from scratch unless a team had factory support.

The Porsche 911 GT3 Cup provided the first solution - take a factory-prepped racecar, make a few modifications and race in World Challenge. Then some of

the FIA GT3 category cars were allowed, with a different rear wing.

"We acquired the first GT3-spec Audi R8 in North America in January 2012 with a good friend and client, Alex Welch," says James Sofronas, one of the owners of GMG Racing, who also races an Audi R8 LMS in Pirelli World Challenge along with preparing a fleet for customers. "I'd like to give credit to Alex Welch, because he purchased the car himself. And then we said, 'Let's go have some fun with this,' and at that point I thought we'd push World Challenge to allow these GT3 cars because, right from



(MAIN) After Volvo pulled its
Pirelli World Challenge
program, K-PAX went for a
turn-key solution of McLaren
12C GT3s. Going the GT3
route is a cost-effective and
increasingly popular option.
(TOP) Reiter Engineering's
GT3 Lamborghini Gallardo
was a winner in the
St. Pete season opener.



Richard Dole/LAT

Challenge. "One big reason holding us back was the cars were expensive to build. They could easily cost \$300-\$400,000 *and* be unreliable. The teams that seemed to be growing with us were the teams that went to Porsche Motorsports, plunked down \$200,000 and bought a [911 GT3] Cup car. A couple of modifications and in a month they're racing in winning cars.

"We started thinking about how we capitalize on this, and we looked at the GT3 series in Europe, where there are manufacturers like Porsche Motorsports building cars for sale. Let's say we're average millionaires; we can go to Ferrari or Lamborghini and buy a car. We no longer need all the infrastructure and engineering support. We need a crew. And the cars are reliable, because they're designed, engineered and built by the factory."

That opens the series up to almost 20 makes of ready-built cars - with more on the way - that can also compete in two dozen other series worldwide. Already Audi, Porsche, Ferrari, Lamborghini, McLaren and Bentley GT3 cars have competed in 2014.

There are still the factory-backed non-GT3 cars, such as defending series champions Cadillac with its CTS-V coupes and the RealTime Racing Acura TLX that's poised to join in for the later races. Bove promises there will always be a place for such cars, and the series permitted some changes to the Cadillacs prior to the start of the season to allow for the higher performance envelope of the GT3 cars. Given Cadillac's performance (defending GT champ Johnny O'Connell has won all >



Camden Thrasher

Why spend the big bucks developing a car specifically for PWC when you can buy the likes of a GT3-spec Ferrari 458 Italia (LEFT) and win right off the hauler?

the factory, they're 90 percent done."

Prior to the 2013 season, the series did just that, allowing the R8, the Mercedes-Benz SLS AMG and BMW Z4, with some aero modifications. With that experiment deemed a success, GT3 cars running the FIA-homologated aero packages were let in for 2014, and the results are immediately apparent.

"The GT field had been shrinking from 45 cars in 2000 to 20 cars in 2008, then 18, 17, 12.... We saw a trend going in the wrong direction," says Scott Bove, president and CEO of WC Vision and Pirelli World



THE FLOOD GATES OPEN

With a fleet of Audi R8s, GMG was one of the early adopters of GT3 in Pirelli World Challenge. Now, almost every new car joining the resurgent series is GT3 spec.

Camden Thrasher

of the three street races so far, with the exception of the airport/street hybrid at St. Petersburg), the series has pulled back on those allowances.

However, while Cadillac and Acura remain, Volvo pulled its support of K-PAX Racing and its race-winning S60s at the end of 2013. Looking at its alternatives, the team chose the McLaren 12C GT3 for drivers Alex Figge and Robert Thorne.

"We were fairly certain we wanted a mid-engine car," says K-PAX principal Jim Haughey. "We wanted to get the best deal and get as much support as possible. Once we gathered all the information, we developed a spreadsheet. At the end of the day, we took a vote and McLaren won."

It may seem a huge jump from a Volvo sedan to a McLaren supercar - and talking about road cars, it is. But given the development costs of making that Volvo sedan compete with an Audi R8 or Porsche 911, it actually can be more cost-effective to race the McLaren, factory support notwithstanding.

"It's an easy way to get in. Instead of saying, 'Hey, you've got to spend a million dollars to build a car,' you can buy one for, say, \$400,000," says Haughey.

The GT3 cars are designed primarily for endurance racing and, with the exception of a couple of series, usually compete in races of three hours or more. There are some challenges and benefits to taking cars built for running 24 hours and racing them in a sub-one-hour, no-holds-barred sprint - Sofronas lists some adjustments to brake pad compounds and shock tuning, for example. On the other hand, the engines can last for two or three seasons of World



Camden Thrasher

(LEFT) Two GT3 Ferraris and a built-for-PWC Cadillac on the podium at Barber. The series organizers say that competitive mix is one they want to maintain.

Challenge competition without a refresh.

Of course, given that many of the cars in GT are endurance-capable, thoughts turn to some longer PWC races. Indeed, the series and its predecessor, the Escort Endurance Championship, have a history of longer races. That thought *is* being entertained, says Bove, driven by requests from competitors and manufacturers. PWC is considering some longer - but not too much longer - races for 2015, and would also like to have separate races for the GT and GTS classes when numbers support such a move.

It seems that GT3's inclusion has greatly brightened Pirelli World Challenge's future. With more manufacturers developing cars - and several already existing that have yet to make it to the series - there will only be more options from which teams can choose.

"I feel that GT3 is the future and I think World Challenge recognizes that," says Sofronas. "If you're going to run at this level - and you can also run in the GTA class, the pro-am class - why wouldn't you want to race a top-level car that's not only extremely well built, but very safe? And all that stuff's done by the factory, with millions of their own research and development dollars invested in it." ■

CLASS EQUALITY

PWC'S BALANCING ACT

Pirelli World Challenge management not only has the tough job of balancing FIA-legal GT3 cars with cars custom-built to the World Challenge regulations like the Cadillacs in the GT category; it has a similar task with the other classes.

In GTS for example, popular cars include the front-wheel-drive, turbocharged Kia Optima sedan; the Ford Mustang Boss 302 and Chevrolet Camaro V8, rear-wheel drive pony cars; and the mid-engine, flat-six Porsche Cayman S. And those are just the makes of cars that have won through the first six rounds of the 2014 season.

Add in the Aston Martin V8 Vantage and Nissan 370Z, among others, and it's impressive that the cars are even close to being equal.

The key, of course, is data, and using that data to apply handicaps such as weight and/or air restrictors to each car as the series sees necessary.

"Each of the cars has data collection capability, which provides us with accelerometer and top speed data," says Pirelli World Challenge president and CEO Scott Bove. "We monitor 50 to 90mph, 90 to 125mph and we monitor maximum G loading and brake loading. We look at the dynamics, the performance matrix of the cars.

"So we see firsthand how a Kia is managing its acceleration compared to the Camaro. We look at the matrices, and we weight them. Over a period of collecting as much data as we have, we have a field where, in qualifying, the top 10 is within a tenth of a second."



Richard Dore/LAT

Balancing the performance of a front-wheel-drive Kia Optima (ABOVE) and a V8 pony car comes with the territory in GTS.



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IN FOCUS

BENTLEY CONTINENTAL GT3

SERIES/CLASS Pirelli World Challenge GT

TEAM Dyson Racing Team Bentley

SHOOT LOCATION Poughkeepsie, N.Y.

DATE June 10, 2014

PHOTOGRAPHY Peter Harholdt

WORDS Marshall Pruett



CONTINENTAL DRIFT

Bentley is in new territory as its Continental GT3 takes on the sprint-based Pirelli World Challenge.

Conceptually, it's as brilliant as it is incongruous: Legendary British luxury marque with a reputation forged in the world's greatest endurance race heads Stateside to go toe to highly-polished toe with thundering Cadillacs, McLarens and Audis in a no-holds-barred sprint series.

Thanks to a collision of motor racing visionaries, North American audiences will get to watch Bentley's Continental GT3 luxo-racer battling on some of the continent's finest natural-terrain road courses and street circuits as the Crewe-based manufacturer, its technical partner M-Sport, and Poughkeepsie, N.Y.'s championship-winning Dyson Racing have come together to form a vibrantly unique Pirelli World Challenge effort.

Dyson Racing Team Bentley made its PWC GT class debut at Road America in June and will race and learn in the remaining 2014 rounds, before regrouping for a full-on title challenge next year.

"From our point of view, GT3 was our obvious formula in Europe to build the Continental around, and with its adoption in the North American market, seeking a partner to field a program was the next step in our plans," says Brian Gush, Bentley's director of motorsport. "We felt that entering into the Pirelli World Challenge, which has identical specs to those in FIA and Blancpain GT3, was an advantage and a great place to start with our team partner, Dyson Racing. It's really about sharing data and building a presence in a new market for the Continental GT3."

Set within PWC's eclectic mixture of series-specific factory sedans and privateer GT3 machinery, the twin-turbo V8 Continental GT3 will be taking on the likes of Cadillac's CTS-V, the McLaren 12C, Audi's R8 and the Ferrari 458 Italia, to name just a few, yet it stands apart from its rivals in almost every manner. Its civil underpinnings contrast with many of the out-and-out sports cars throughout the class, making its presence in the series a surefire draw for road-racing fans looking for a new twist in an already popular series.

Like Audi's oddball, 5-cylinder turbo 200 taking on fire-breathing V8s in Trans-Am, or Volvo choosing its 850 wagon to challenge



Bentley Motors

A GT3 FOR THE ROAD

Inspired by the Continental GT3 racer, the GT3-R road car (ABOVE) weighs 220lb less than a GT V8 S and is the fastest-accelerating Bentley ever, with a 0-60mph time of just 3.6sec. Only 300 will be built.

the sedans of the Super Touring-era British Touring Car Championship, Bentley's erudite GT3 should elicit a similar frisson of *vive la difference*. So can this silver spoon coupe survive in a series where hammer blows and hip checks are the norm?

Bentley sees the mid-season PWC program launch as a prime opportunity to shift perceptions and reinforce the raciness and competition heritage of a



brand that's just as comfortable with the notion of esses and high-speed sweepers as it is with an effortless cruise to your weekend retreat in the Hamptons.

"When we raced at Le Mans in the past, we put our back into it and did as we know best," Gush says. "That's what we've done with this as well. It's an out-and-out racer with the quality one would expect from a Bentley. We're known as a luxury brand and

(BELOW) The Bentley Continental GT3 isn't the first PWC car to feature a large mesh grille, but surely its predecessors never looked as purposeful. Or as menacing.

a performance brand, so it's our clearly-stated objective to present both sides to American audiences through this program.

"We're fully aware of the diversity within Pirelli World Challenge, and that's added to the value of this program. And we certainly have confidence in Dyson Racing being able to run the car as an independent operation; the car will be as good in their hands as it is in our hands."



BENTLEY'S ENDURING HERITAGE

Like Porsche, Ferrari and, more recently, Audi, Le Mans is in Bentley's DNA.

But while the others have had long-term relationships with the 24 Hours (even Audi is a 16-year/13-win veteran), Bentley's Le Mans history is relatively fleeting, yet fundamental to the legend of the race and the marque itself.

The 24 Hours was first held in 1923, but it was Bentley Motors' six-year presence, culminating in four straight wins for the "Bentley Boys" (ABOVE) in 1927-'30, that gave it its kudos.

A return in 2001 ended with another win in '03 (BELOW).



LAT archive

LAT archive

ROAD CAR TO RACER

MAKING A TON OF DIFFERENCE

With the Continental GT road car tipping the scales at a luxurious 5,115lb, the first order of business for Bentley and technical partner M-Sport to turn it into a thoroughbred racer involved weight loss.

"When you strip away a lot of the luxury and safety from the car, it's a state-of-the-art, high tensile strength monocoque, which is no heavier than any other competition car," Bentley's director of motorsport, Brian Gush, explains. "So once we'd taken out the creature comforts and safety elements, we

were working with a monocoque that was very good and extremely strong.

"We'd done our homework prior to selecting M-Sport as a partner, and we knew we could get to a weight under 1,300kg [2,870lb] quite easily, thanks to the car's layout and the design work we'd done during the feasibility study.

"Then it was a case of diligently working through the detail design and manufacture to make sure we stuck to our weight. When we were done, we homologated

within a kilogram of our projected weight, so we were pretty pleased with that..."

The Continental GT's all-wheel-drive system added weight that could easily be removed and, through its deletion, positioning of the 4-liter, twin-turbo V8 was the next item for optimization.

"Removing the all-wheel-drive system meant we could repack the engine," says Gush, "so we moved it rearward and down within the engine bay, as one is allowed to do in the GT3 regulations."



THE HEART OF THE GT3

The production Continental's large-displacement V8 and twin turbochargers meant Bentley had little to do in the horsepower and torque department for the GT3. Mated to a 6-speed Xtrac sequential transmission in place of the road car's 8-speed automatic, M-Sport lowered the throaty mill and moved it as far rearward as possible to enhance

weight distribution. Engine management is provided by Cosworth Electronics.

"The core engine is identical to the road car," says Brian Gush. "We have the turbos mounted on the outside and it's dry sumped. But apart from that, the race engine is the road engine.

"All the internals are stock. The externals have changed

somewhat, so the manifolds are bespoke, as dictated by the packaging. We've used stock parts wherever possible, because GT3 is ultimately for customer racing and we want to make sure that owning this car isn't more costly than our competition."

Torque is somewhere north of 500lb.ft. and power at or near 600hp in unrestricted form.



Given the road car's potent baseline engine, development work on the GT3's 4-liter, turbo V8 has been minimal.

Designing and installing the Continental GT3's safety systems and race-specific items – brakes, fuel cell, dampers, aerodynamic aids – followed the same approach to ensure no unnecessary weight was carried into the final product. Assembly was done in concert with the crew that will take charge of the racecar.

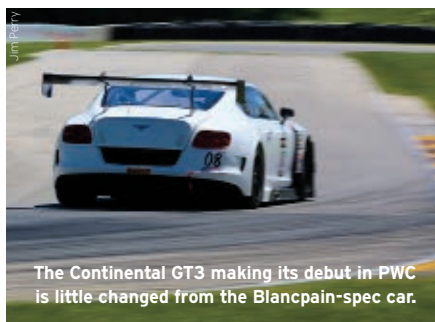
“By lightening the body shell, you're also reducing its stiffness, but you put that back with the addition of the roll cage,” Gush notes. “The end result is that



Final assembly of the Continental GT3 is at M-Sport's Cumbria, UK, facility, which is also home for M-Sport's Ford World Rally program.

the GT3 is twice as stiff as the road car. The bodies are prepared at Bentley's factory in Crewe and then sent up to the M-Sport facility in Cumbria.

“Production time is around five weeks per chassis; we produce them quite slowly with a team of our guys, plus some from our customers, so that they build the cars with us. That's what Dyson Racing did, and it gives them an insight to the build of the car and how it is transformed so dramatically from its production origins.”



The Continental GT3 making its debut in PWC is little changed from the Blancpain-spec car.

MINIMAL CHANGES

The beauty of Pirelli World Challenge's embrace of GT3-spec cars can be found in the Bentley Continental GT3. Other than using spec tires from the series' namesake partner, building dampers to suit the rougher American tracks and adding the requisite graphics to the body, Dyson Racing has benefited from a turn-key solution.

“Changes are minimal, which is wonderful, because Bentley and M-Sport have worked hard to make the car competitive in the Blancpain GT Series,” says team director/driver Chris Dyson. “Perhaps the only significant tweak is that the Pirelli tire we use here is similar in construction, but a slightly different compound than in Blancpain. That's really

only because we don't have tire warmers plus, obviously, our races are a shorter sprint format.

“Going forward, one area for development is shock absorbers. But our intention right now is to work closely with M-Sport and what they've developed and get a good crossflow of information. It wouldn't help right now if we each head down different paths.”

THE DYSON RACING PLAN

ONE STEP AT A TIME

Dyson Racing Team Bentley vice president and sporting director Chris Dyson outlines the team's approach to racing the Bentley Continental GT3 in the cut and thrust of Pirelli World Challenge.

We're running the final five events of the 2014 Pirelli World Challenge, starting at Road America, and the plan is to take a measured approach for the early races. We're starting with one car, and we're waiting on the arrival of our second car and supporting spares inventory.

We want to master the art of running one vehicle before we start running the second; we don't want to get too far ahead of ourselves. But the intention is to end the season running two cars as our prospective schedule permits. Guy Smith, who races for Bentley in the Blancpain GT Series and has been an integral part of Dyson Racing's driver lineup since 2005, and I will very likely be alternating in the second car, alongside Butch [Leitzinger].

The final race is mid September, so we'll head into the fall ready to embark on a program of testing and development in preparation for a full PWC season in 2015.

Obviously, we want to finish every race, we want to establish the team in the series and we really want to establish Bentley in the series. We're taking all of those objectives very seriously and, based on the competitiveness that the car has shown in its early outings elsewhere, I think we have a good fundamental package. If at the end of the year we've managed to get on the podium a few times and perhaps been able to threaten for some race wins, I would view that as a real success.

Our objective is to head into 2015 on a strong footing, with some momentum behind us. We're not underestimating the task ahead of us because there are a lot of very good, established teams in this series and anything can happen in the short, intense sprint races. We're taking it one event at a time.



Dyson Racing's pedigree is in sports car racing, so learning the Continental GT3 goes hand in hand with getting dialed in to PWC sprint racing.

TECHNICAL MORSELS

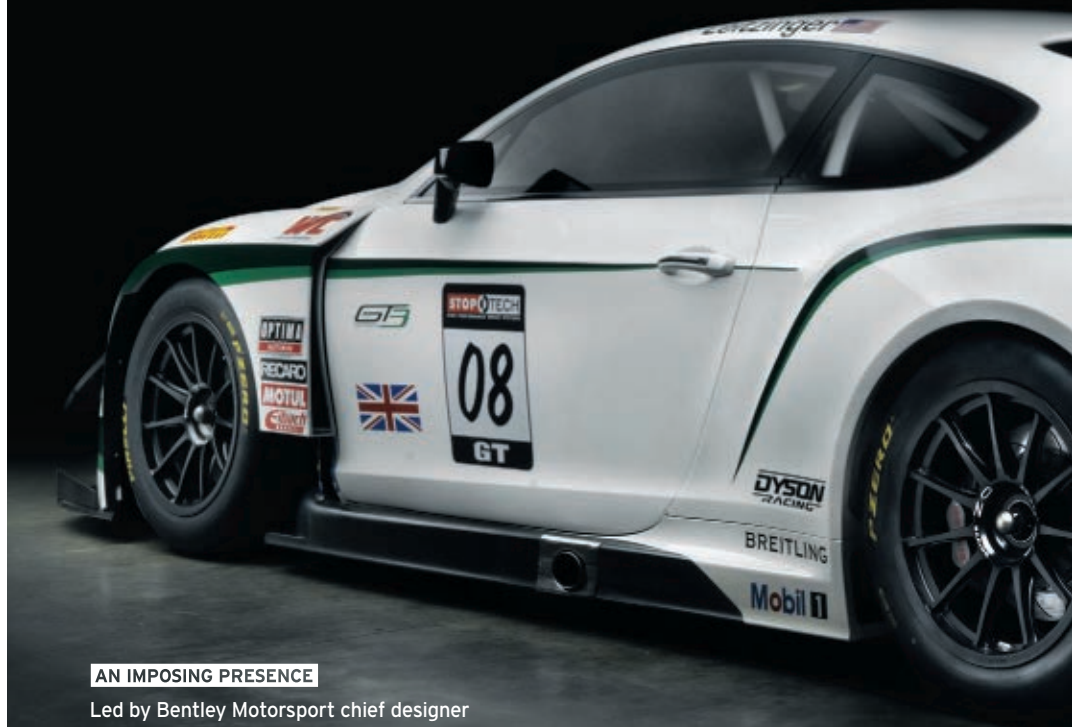
STOPPING POWER

Braking is via ventilated iron discs with six-piston calipers at the front (RIGHT) and four-piston calipers at the rear. Double wishbone suspension front and rear, with four-way adjustable dampers, replaces the road car's air springs.



VERY BENTLEY, PT. 1

Unlike the modular construction found among most of its rivals in the Pirelli World Challenge GT class, the Continental GT3 isn't a boxy frame draped in panels. The uni-body shell is decidedly old school and unmistakably Bentley.



AN IMPOSING PRESENCE

Led by Bentley Motorsport chief designer Graham Humphrys and M-Sport chief engineer Christian Loriaux, the design team for the Continental GT3 produced a racecar that melds form and function in an imposing package that's still clearly a Bentley.

VERY BENTLEY, PT. 2

Despite being a car that's optimized for the race track, the Continental GT3 remains a hand-crafted Bentley, with the steering wheel, door pulls and seat all hand trimmed and stitched by the master craftspeople at Bentley's Crewe, UK, factory.

**ADDED AERO**

A top-mounted carbon fiber rear wing (LEFT) provides rear downforce and stability, with a carbon fiber splitter balancing the aero forces at the front of the GT3. Air flow through the radiators and brake ducts and out from the fenders and hood louvers was key to optimizing flow over the roof and on to the rear wing.



Nick Dimbleby

PROOF OF CONCEPT

Being quick in testing or putting up strong figures on the engine dyno is all well and good, but what ultimately counts is winning. For the Bentley Continental GT3, proof of concept came May 25 at a blustery Silverstone, UK, when the M-Sport-run machine beat a quality-packed GT3 field in the second round of the Blancpain Endurance Series (ABOVE).

Including its debut at the Gulf 12 Hours in Abu Dhabi last December, this was only the third competitive outing for the Continental GT3, and the win was earned the hard way. A drive-through penalty in the opening hour of the three-hour race dropped it to seventh, but a fightback from drivers Guy Smith, Andy Meyrick and Steven Kane put it into the lead with just 15 minutes remaining.

It was fitting that the victory came on Bentley's home ground - some 84 years since the storied marque last raced in the UK.

BENTLEY CONTINENTAL GT3 TECHNICAL SPECIFICATIONS

Layout Rear-wheel drive, two-door coupe

Engine 4-liter, twin-turbo V8, repositioned to the rear of the engine bay; Cosworth engine management
Power/Torque Approx. 600hp in restricted form/500lb.ft.-plus

Fuel/oil systems FIA-spec racing fuel cell; Dry sump oil system w/Mobil 1 synthetic

Transmission Rear-wheel drive (NOTE: road car is all-wheel drive), Xtrac six-speed sequential transaxle gearbox

Drivetrain Carbon fiber propshaft; limited slip differential

Suspension Front/rear double wishbone suspension, four-way adjustable dampers

Steering Hydraulic power-assisted

Brakes Ventilated iron discs w/Brembo six-piston (front) and four-piston (rear) callipers; race-spec anti-lock

Aero Carbon fiber front splitter, rear wing; aero-optimized hood, fenders and rockers

Wheels OZ Racing 18in. x 13in.

Tires Pirelli racing slicks; 310/710 R18

Weight Less than 2,870lb/1,300kg

Weight distribution 52:48

Length 195in./4,950mm

Width 78in./2,030mm

Height 53in./1,350mm



Butch Leitzinger shook down Dyson Racing's newly-arrived Bentley Continental GT3 at Road America in early June and was duly impressed by its drivability "out of the box."



THE DRIVER'S VIEW



BACK IN THE BENTLEY FOLD

BUTCH LEITZINGER

The 45-year-old Pennsylvanian is a 19-year veteran at Dyson Racing, having first driven for the team in the 1995 Rolex 24 at Daytona. Since then, he's won 34 races with Dyson, including two Rolex 24s (to add to a win in 1994). He drove for Bentley in the 2001 and '02 24 Hours of Le Mans, finishing third overall and winning the GTP class in '01.

The Bentley Continental GT3 is a lot different to drive than I expected. I was picturing more of a Trans-Am car, like I drove 10 years ago - high horsepower, fairly small tires - and then, like a typical GT car, just a wing on the back and not much aero. But it's actually a very refined and driver-friendly car to get on with.

The biggest surprise was how easy it is to just get in and get something out of it. It doesn't have any sharp edges, where it's like, OK, OK...and then tries to kill you. It's all very progressive, which is testimony to the work done during its development.

The philosophy behind GT3 is that the cars should be bought and raced by privateers and gentlemen drivers. In the Continental GT3, Bentley has a car that someone can buy and go quickly in right away, and that's crucial. If only a pro can get the most out of it, that's missed the point.

It's more of a purebred racecar to drive than I expected. I thought I'd have to be doing everything in a straight line, coast through the turn, then go for the power whenever the car is squared up again. But you're able to carry more speed in and do

much more mid-corner than I expected. I think a lot of it is the aero helping the car's strong mechanical base package.

They obviously spent a lot of time optimizing the wing and diffuser to balance the car. Road America, where I shook it down for the first time, is a fast track, so you're able to feel the aero quite a bit. The Pirellis seem well suited to the

"Bentley has a car that someone can buy and go quickly in right away, and that's crucial"

BUTCH LEITZINGER

chassis. They reach a plateau where they go on for a long time without degrading. For a big car, it's certainly pretty easy on its tires.

I'm really pleased with the entire package. The Continental GT3's very comfortable being pushed to the limit, its performance is excellent, and it's only going to get better as we as a team become more familiar and more comfortable with this racecar.



IN THE OFFICE

Leitzinger has found the Continental GT3's cockpit to fit Bentley's reputation for tailored excellence. "Because it's Bentley, they took the time to ensure everything has a nice aesthetic to it," he says. "The dashboard is phenomenal; the data comes from a Cosworth display with eight or nine pages of information on it. Positive switches. Everything's been labeled cleanly. It's all very user-friendly and upscale."

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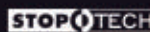
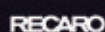


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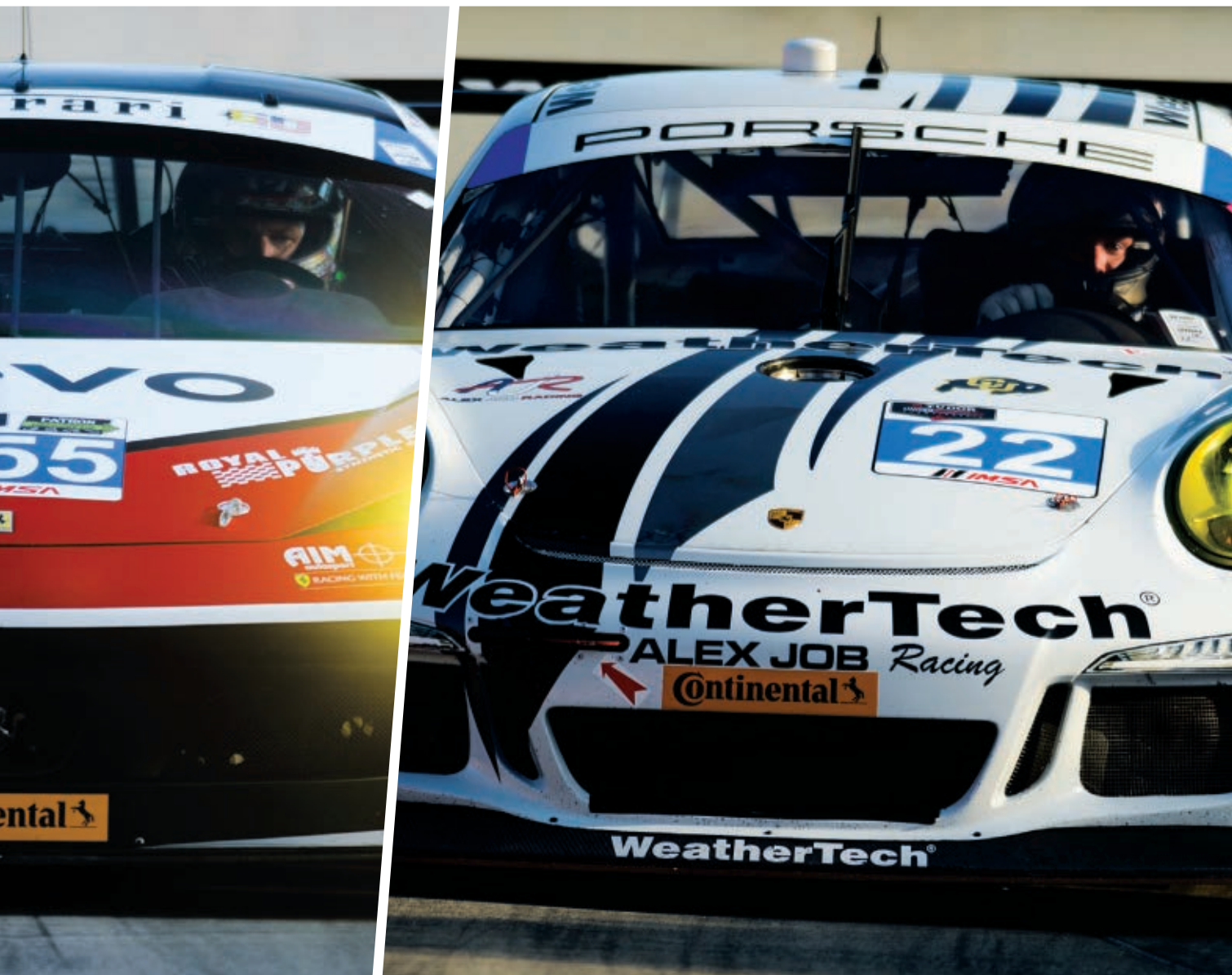




WORDS Richard S. James
MAIN IMAGES Camden Thrasher

WEAPON OF CHOICE

With a racing simulation, if you don't like the car you're driving, you reset and choose again. In the real world of GT Daytona, it's not so simple. Choosing well in the first place counts for a lot.



When it comes to choosing a GT Daytona class car for the TUDOR United SportsCar Championship, there is no simple answer.

In terms of layout, engine, or even how the power is delivered to the asphalt, the permutations verge on the bewildering: rear-engine flat-six; mid-engine V10 with all-wheel drive; mid-engine V8; front-engine V12, V10, or turbo straight-six. What'll it be?

There are other potential weapons, too - just take a look at the wide world of FIA-homologated GT3 cars - but those are the six permutations chosen by TUDOR Championship GTD teams in 2014. The Porsche 911 GT America, Audi R8 LMS and Ferrari 458 Italia are the most popular choices, but racing isn't a popularity contest, and the Aston Martin V12 Vantage, Dodge Viper GT3 and BMW Z4 GT3 are making their mark as well.

As *RACER* went to press, all but the R8, Viper and Vantage had won in 2014 - although Audi narrowly missed victories at Daytona and Mazda Raceway Laguna Seca, and snagged a couple of poles, too. That indicates some level of parity, but almost any driver in the paddock will happily tell you the handicaps that the machine places upon their ability to win.

"Any sports car team or driver is always at the mercy of the ebb-and-flow realities of Balance of Performance," says AIM Autosport Ferrari driver Townsend Bell, who led the GTD points with co-driver Bill Sweedler after four rounds, but headed to round five, the Watkins Glen Six Hours, knowing his 458 Italia would be 10kg (22lb) heavier in upstate New York after IMSA tweaked the BoP on five of the aforementioned six GTD racers.

The numerically dominant cars in the TUDOR Championship GT Daytona class are (ABOVE, from left to right) the Audi R8 LMS, Ferrari 458 Italia and - most prevalent of all - Porsche 911 GT America. But does it equate to ultimate effectiveness?

"Depending on the week, we might be stronger or weaker in certain areas," he adds. "But all I really want at the end of the day is a level playing field to test my abilities against the top drivers out there. I think there's still a way to go before we've achieved an acceptable level of parity, but I don't underestimate the challenge and heartache the sanctioning body has to go through to achieve that universal goal."

Bell's 458 won the Rolex 24 at Daytona after a bit of controversy, and Ferrari is the only marque to score two victories, the Scuderia Corsa entry having won at Detroit's Belle Isle street circuit. That would seem to indicate that AIM principal Ian Willis made a good choice of car when switching to GT from Daytona Prototype in 2012.

"It was the way the package was put together with the client," he says of choosing >

(MAIN) Flying Lizard came close to giving Audi's R8 LMS its first GT Daytona class win at May's Laguna Seca race. (RIGHT) Dempsey Racing is among the double-digit entries fielding Porsche 911 GT Americas. (FAR RIGHT TOP) Scuderia Corsa's No. 63 Ferrari 458 Italia of 2013 Grand-Am GT champ Alessandro Balsan and Jeff Westphal took GTD honors in Detroit. (FAR RIGHT BOTTOM) A variety show in Motown, with Aston Martin, Ferrari, Audi, Porsche and Dodge.



Richard Dole

BRYCE MILLER
Sharing with Christopher Haase, Miller delivered two straight GTD podiums for Audi's R8 LMS in Laguna Seca and Detroit.

the Ferrari. "In Daytona Prototype, we were struggling to get budget, but an opportunity came along with a client who wanted to run in GT. They were courting Ferrari to introduce the 458 into Grand-Am and working with Grand-Am to homologate it. All the pieces came together at the same time.

"Coming from DP, it was a relatively easy transition. If we'd gone to a front-engine car, or rear-engine like the Porsche, it would have been more of a learning curve. Going from a mid-engine DP to a mid-engine Ferrari, with similar characteristics in terms of engineering, made the transition easier."

It's that mid-engine layout that gives the 458 Italia what Bell says is one of

its major strengths, its balance.

"It's a Ferrari, so it looks beautiful, sounds beautiful," he says. "But under the skin, the core handling dynamics are the best I've driven in sports cars in terms of balance and low center of gravity, and it's a very forgiving car to drive."

The benefits of mid-engine balance are preached by Paul and Bryce Miller, owner and driver of the Paul Miller Racing Audi R8, respectively. When it came time to choose a car, Paul Miller says a key influence was what they sell through their family of dealerships, limiting them to Audi, Porsche, Bentley and BMW.

"The R8 had a lot of success in Europe,"

"I think our key strength with the Audi is that it has good balance with the mid-engine placement"

BRYCE MILLER

says Paul Miller. "It demonstrated a lot of reliability; it's really solid. We were impressed with the accessibility and sturdiness of it. It's basically a street engine in the car and we can run a whole season."

Beyond that, he notes the support Audi gives its customers, including engineers, mechanics and factory drivers at the North

BORN FOR THE USA

You might argue that it's something of a waste of time for manufacturers to produce iterations of their GT3 cars for the TUDOR Championship's GTD class, given that IMSA's Balance of Performance tweaks will eventually help out any stragglers.

Nevertheless, Audi, Ferrari and Porsche have all introduced GTD-specific tweaks to optimize their baseline machines for the series' rules and tracks.

AUDI R8 LMS

Although limited in the changes it is allowed to make to the GT3 base model, Audi introduced some small, but significant changes to its R8 LMS for GT Daytona competition. A new, three-section rear diffuser with

upward exiting exhausts improves rear-end grip, while new suspension components are tailored to suit the lower ride-heights in the TUDOR Championship and allow setups more specifically tailored to U.S. tracks.



ILLUSTRATIONS Paul Laguette



F. Perce Williams/LAT

Michael Levitz/LAT

American Endurance Championship races.

But what Bryce Miller cares about most is how the car performs once it's in his hands. From that point of view, he's pleased.

"I think our strength with the Audi is that it has good balance with the mid-engine placement. The car is really efficient from an aerodynamic standpoint. In the medium- to high-speed corners, the car really excels. With the Crawford wings being put on the cars, that starts to offset that aerodynamic efficiency, though," he says of the spec rear wing that every GTD car must use in place of the GT3 aero package the factories deliver.

"We chase some rear tire wear as a

result of the imbalance that comes from that Crawford wing," he adds. "But as far as short-term running is concerned, I think that's where our strength is on this car."

Rear tire wear can also be an issue for the Porsche teams. In fact, ask Andy Lally, and he doesn't list off any real standout attributes for the car, despite the fact that his Magnus Racing Porsche won GTD at the 12 Hours of Sebring with him, regular co-driver John Potter and Marco Seefried taking turns at the wheel.

"I see no defining strengths," he says. "Weakness...torque. First couple of gears coming out of the corner; middle of third-gear corners; grunting out of a



F. Perce Williams/LAT

TOWNSEND BELL
A win at the Rolex 24 and second in Sebring took Aim Autosport's Bell and Bill Sweedler to an early-season points lead in GTD.

mid-speed corner and seeing the Audis pull away there. Plus, downforce and tire life really come into play with the Porsche, with the narrow-body, low-downforce design. We're one of the only cars without a diffuser. We get inefficient tire life."

With four rounds down, Porsches had more podiums than any of the other makes: five in total, compared with the three each of Ferrari and Audi, and BMW's one. Much of that is from sheer numbers; folding the American Le Mans Series GTC category into GTD means there are a lot of flat sixes humming around the track. Another factor is Porsche's long history of endurance racing and the reliability that >

FERRARI 458 ITALIA

Ferrari tasked Michelotto Automobili with developing the 458 for GT3 in 2011. After winning that year's FIA GT3 European Championship with AF Corse, a version was developed for Grand-Am GT, making its debut

at the 2012 Rolex 24 at Daytona with current TUDOR Championship GTD pacesetters AIM Autosport. The Canadian team went on to win the GT Drivers' Championship with Emil Assentato and Jeff Segal.

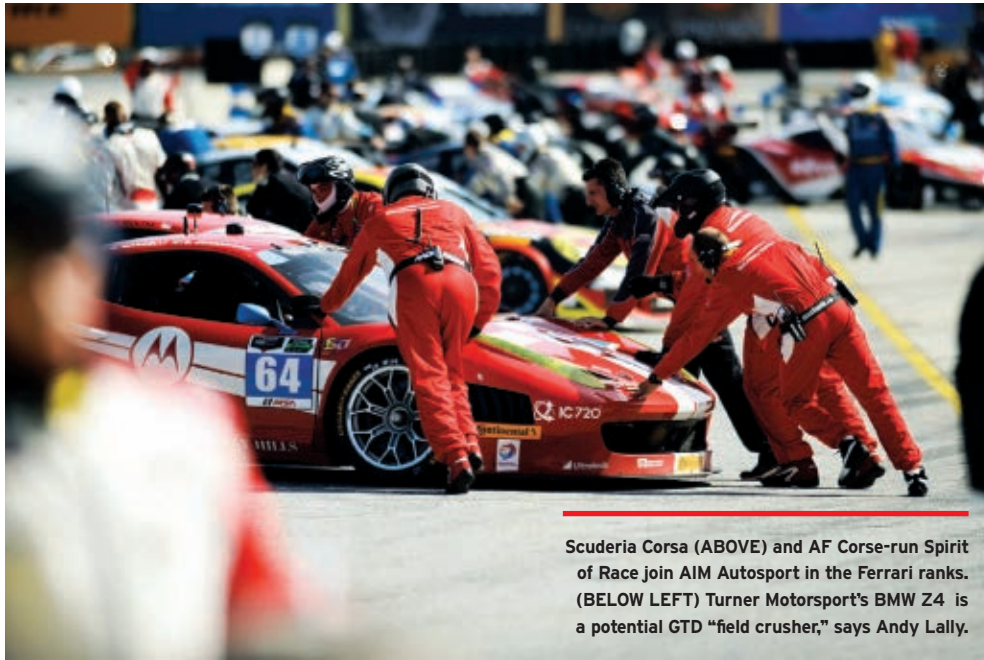


PORSCHE 911 GT AMERICA

Based on the Porsche 911 GT3 Cup, the GT America is produced exclusively for the TUDOR Championship's GTD class. Aside from a new braking system, the biggest changes compared with the

GT3 Cup are a revised front spoiler and undertray to optimize aero balance with the spec Crawford rear wing mandated for all GTD cars. Typically, GT Americas make up half of the 20-plus GTD field.





Scuderia Corsa (ABOVE) and AF Corse-run Spirit of Race join AIM Autosport in the Ferrari ranks. (BELOW LEFT) Turner Motorsport's BMW Z4 is a potential GTD "field crusher," says Andy Lally.

Camden Thresher



Richard Dole/LAT

"The Z4 could be the field crusher. What Turner has done is find a really strong car that no one is running"

ANDY LALLY

comes from that experience, although GT cars are generally more bulletproof across the board. Beyond that, though, Alex Job Racing/WeatherTech Porsche driver Cooper MacNeil sees some positive attributes.

"The Porsche is a very well handling car," he says. "It digs in the rear tires with all that weight in the rear, and it launches out of corners pretty well. Unfortunately, it's down on straight-line speed to the Audi and the Ferrari. At fast tracks like Daytona, the Porsche has a little bit of a disadvantage, but at a track like Detroit or Laguna, where you've got a lot of comers, it fares pretty well because it can handle so much better coming out of corners than the competition."

Brand loyalty plays a bigger part in choosing Porsche over some of the other cars, especially in the case of Alex Job Racing. But another factor for the team was

that, given the car's popularity, the 911 was supposed to be the baseline for the Balance of Performance, with the idea that the other cars would be helped or handicapped based on their performance relative to it.

However, that hasn't always proven to be the case at every track or with every competitor. Balance of Performance is a tricky tightrope to walk, much less perform high-speed tricks. And while the Porsche, Audi and Ferrari are the most popular, as already noted, that doesn't guarantee race wins. The Turner Motorsports BMW Z4 GTE has already won at Laguna Seca, with a little help from the leading No. 48 Flying Lizard Audi sputtering out of gas on the final lap - but Lally thinks the car hasn't yet shown its true hand.

In the pre-Watkins Glen BoP adjustments, the Z4 gained 25kg (55lb) - the most of any car - while the Porsche GT America lost 15kg. But those tweaks aside, Lally believes going down a different path to the herd can bring distinct advantages.

"The Z4 could be the field crusher," he says. "The Ferrari and the Audi are awesome, and there's a bunch; but the smart thing Turner has done is find a really strong car that no one is running. That's the golden ticket in sports car racing, to be able to control your own destiny. Often the Balance of Performance doesn't reflect the true potential of a racecar, and although it's a tough job I would not want, it's definitely easy to find holes in the system."

If what Lally says is true, the BMW Z4 contingent may grow in numbers next year as teams weigh up the pros and cons and decide upon their weapon of choice. Which is where we came in... ■



Richard Dole/LAT

COOPER MACNEIL

Consistent finishing for MacNeil and his Alex Job Racing teammate Leh Keen kept the duo hard on the heels of Bell/Sweedler in the early-season points battle.

GTD vs. GTLM

BACK AND FORTH

Balance of Performance isn't just a difficult achievement within a class, it can be a challenge between classes as well. It's been a common complaint after the merger of the American Le Mans Series and Rolex Sports Car Series that the GT Daytona cars are as fast, or faster, in a straight line than their GT Le Mans counterparts, which are turning faster laps overall.

That comes down to aerodynamics. While GTLM cars run relatively high-downforce wings and diffusers, the GTD cars produce less downforce from their spec rear wings, but produce far less drag as a result. So while the GTLM cars have shorter braking zones and are faster through the turns, the GTD cars are catching them at the end of the straight.

"It's frustrating for both parties," says GTD class Ferrari racer Townsend Bell. "The same is true running around with the current performance capability of the Mazda Prototype, which is way more capable than us in terms of braking and exiting the corner, but significantly handicapped on straightaway speed relative to the entire series."

"In those situations, sometimes it's better to just give up for a few corners, let a gap be established and resume pressing hard," he continues. "Your total elapsed time is probably better off vs. the yin and yang of going back and forth with a GTLM car or a slower prototype. You're better off letting both cars establish their pace."

A GTLM car such as the BMW Z4 GTE is quicker through the turns, but the GTD machines are a match for top speed.



Michael Levitz/LAT

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IMAGES Camden Thrasher

TEAM AMERICA

Corvette Racing's exploits at the world's greatest endurance race, the 24 Hours of Le Mans, are legendary. This year, the American challengers came with an all-new car, the C7.R.

To stand on the top step of the GTE Pro podium at the 24 Hours of Le Mans, first you must beat Corvette Racing.

Since making their debut in 2000, the Corvettes had thundered to seven victories in various iterations of the GT class, with the mightiest 'Vette of them all, the C6.R, taking four of those between 2005 and 2011.

Wait a minute...2011? That was *three* years ago - a lifetime in Corvette Racing terms. Which only added to the pressure on the all-new C7.R as it made its debut at the world's most famous endurance race.

With two TUDOR United SportsCar

Championship wins under its belt, Corvette Racing headed to France on a tear. But the challenge of Le Mans is like no other, and the C7.Rs fell just short of an eighth win.

The No. 73 machine of Antonio Garcia, Jan Magnussen and Jordan Taylor fought back from delays in the night to finish second in GTE Pro, with the sister No. 74 machine coming in fourth in class.

As Magnussen noted afterward: "We had the car to win, but as so often happens at Le Mans, things get in the way. But everybody performed flawlessly."

Roll on 2015 in the quest for eight... >

A moment of reflection... At the 24 Hours of Le Mans, the cars are the stars. But the guys keeping them on track, whatever the challenges thrown at them, are the unsung heroes.

With Corvette Racing focusing on its race pace, grabbing the GTE Pro pole wasn't a priority. Nevertheless, the pair of C7.Rs lined up second and fourth after qualifying, the No. 73 car of Antonio Garcia, Jan Magnussen and Jordan Taylor edging the No. 74 (RIGHT) of Oliver Gavin, Tommy Milner and Richard Westbrook. (BELOW) Taylor (and his legendary mullet) meets the fans. (BELOW RIGHT) Green Le Mans number plates replace the usual TUDOR Championship red and the "3" and "4" carried on them Stateside.

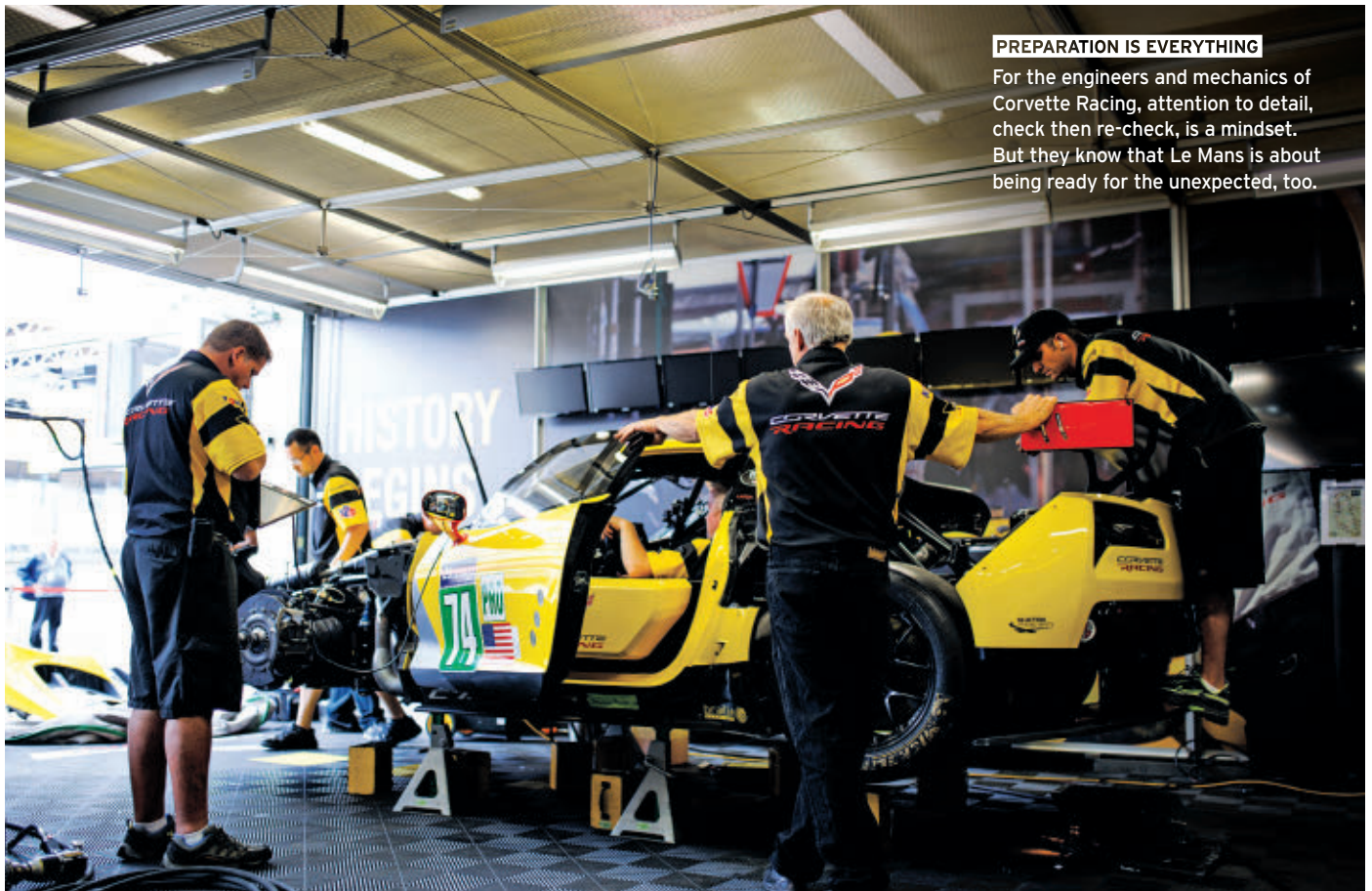


**U.S. GT@LM, Pt. 1:
DEMPSEY
RACING**

The only all-American driver lineup in the 2014 24 Hours of Le Mans, Dempsey Racing-Proton's Patrick Dempsey, Joe Foster and Patrick Long raced their Porsche 911 RSR to fifth in the GTE Am class.

After Long led the opening hours in wet-dry conditions, the team fought back from a brake change and a lengthy stop-go penalty.

"It was a good result for us," said Dempsey (BELOW), "but certainly not what we wanted. We came here to win."



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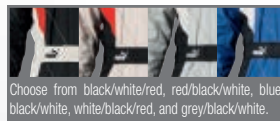
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THE PLAN'S WORKING...

After six hours, the No. 74 Corvette C7.R (BELOW) was out in front by 30sec, with its sister car less than 90sec off the lead. Both had taken a turn in the lead during the early going.



U.S. GT@LM, Pt. 2: KROHN RACING

A late invitation gave U.S.-based Krohn Racing just 17 days to prep and ship its GTE Am-contending Ferrari 458 Italia to Le Mans.

Despite the hurried preps, drivers Tracy Krohn, Nic Jonsson and Ben Collins were consistently in the class top five, until a late-race gearbox issue dropped them down the order to 10th at the finish.

"Given our late entry, there were a lot of reasons why we might not have gotten to the end," said Krohn, "but the whole team did a spectacular job."



(LEFT) When it comes to pit stops, every member of the Corvette Racing crew is a well-drilled machine. But the guys really come into their own if and when things start to go a little off the grid. For the No. 73 C7.R, that came in the form of a faulty air jack; for the No. 74, a slipped alternator belt and gearbox oil leak provided the unscheduled drama. (BELOW) Oliver Gavin provides visuals on his 'Vette's handling. (BELOW LEFT) A brief moment of rest. But the crew remains at constant readiness.





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**U.S. GT@LM, Pt. 3:
COOPER
MACNEIL**

American Cooper MacNeil and his teammate, Jeroen Bleekemolen of the Netherlands, were forced to play GT ironmen on the way to fifth in GTE Pro.

When Bret Curtis of California crashed their GTE Pro Am class Porsche 911 and was unable to take any further part, the search was on for a replacement Bronze category driver to share the re-chassis'd car.

With none found, the entry had to move to GTE Pro, with MacNeil and Bleekemolen driving the whole 24 hours between them.



(LEFT) Jan Magnussen prepares for another stint in the No. 73. After delays during the night dropped the car to fourth in class, Magnussen, Taylor and Garcia fought back in the final hours to grab a hard-earned second. (BELOW LEFT) A life of grime... Rubber, oil and track dirt vs. cleaning foam. As the race progresses, dirt tends to win. (BELOW) The No. 74 Corvette C7.R took its lumps, but battled to the end.



24 HOURS LATER...

It wasn't a win, but after fighting back from technical issues and safety car separations, second in GTE Pro for the No. 73 and fourth for the No. 74 was still worth waving the Stars 'n' Stripes for. On to next year...





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PUNCHING ABOVE THEIR WEIGHT

According to well-worn boxing lore, “A good big ‘un will always beat a good little ‘un.” Which is also usually true of multi-class sports car racing, in which prototype exotica shares the track with – and holds a performance advantage over – the production-based GT classes. But every rule has its exceptions, as these memorable feats of GT giant-killing attest.

WORDS Gary Watkins | MAIN IMAGE F. Peirce Williams/LAT

2003 ROLEX 24 AT DAYTONA

When opportunity presents itself, you must grab it. That’s exactly what The Racer’s Group did in a transitional year for Daytona’s enduro.

This was a race at which the quickest of the GT boys knew they had a chance. Grand-Am had replaced the full-house LMP900s with its own breed of pure-bred racer, the lower-tech Daytona Prototype, and a GT2 car wasn’t that much slower. What’s more, the DPs were unproven, plus there were only a handful of them entered.

A betting man would have put money on a well-driven GT car creating an upset.

The Racer’s Group team of Kevin Buckler was one of those. Buckler had been loaned factory drivers Jorg Bergmeister and Timo Bernhard to share his lead car alongside himself and amateur racer Michael Schromm. Their Porsche 911 GT3-RS spent three quarters of the race in the lead and, with Bergmeister and Bernhard driving, was able to run at a similar pace to the DPs.

“Jorg and I weren’t cruising; we were pushing,” recalls Bernhard. “We knew that, when the DPs started having problems, we had a chance to make history.”

The Multimatic team’s Ford Focus-badged DP, which had been delayed early with a throttle problem, came back at the TRG Porsche. It got within seven seconds at one point, only to be tapped into a spin by a slower car and dropping to fourth.

It was, remarkably, a third win for a GT car at the Daytona enduro classic in four years. But it never happened again, as the DPs found speed and reliability.



DOUGLAS PHILLIPS/LAT

PLAYING THE GT LONG GAME

Founded by Kevin Buckler (ABOVE), The Racer’s Group has run in pro-level GT racing since ‘95. As TRG-AMR, it currently fields Aston Martin GT cars in multiple series.





With the new-for-2003 Daytona Prototype class struggling for speed, reliability and entries on its Rolex 24 debut, the stage was set for a GT car to take an upset win. Step forward The Racer's Group and its GT2 class Porsche 911 GT3-RS (ABOVE).

2001 ROLEX 24

Lightning doesn't strike twice, or so they say. It did at Daytona in the early noughties. Dodge and the French ORECA team did the unthinkable and beat the prototypes in 2000 (see page 64) and then Corvette Racing, the narrow loser in the first year of the decade, flew the flag for the GT brigade 12 months later.

Once again it was Dyson Racing that led the way for the prototypes, still armed with its venerable Riley & Scott MkIII. This time it was a massive 27 laps ahead when the pushrod Ford motor gave up with just three-and-a-half hours to go.

Step forward the Chevy Corvette C5-R of Ron Fellows, Franck Freon, Chris Kneifel and Johnny O'Connell to rumble to a win.

This one was a real race of attrition. When the GTS class Chevy moved to the top of the leaderboard an hour after the Riley retired, it enjoyed a lead of 19 laps over its nearest pursuer, a Porsche running in the baby GT class. That explains why the winning car spent a half hour in the pits in the closing stages, but merely adds to the surreality of the feat.



LAT archive

PLAYING A WAITING GAME

"Sitting there waiting for the race to finish didn't feel right, but there was no reason to take chances," said Ron Fellows, one quarter of the winning Corvette lineup, afterward. "That was one of the strangest races I've ever done." Few involved at Daytona in 2001 would argue with that...

HONORABLE MENTION No.1: LE MANS 1979

It's best remembered for Paul Newman finishing second in Dick Barbour's Porsche 935, but the all-935 podium was a feat of GT dominance to be savored, too.

As the prototype challenge from Porsche's 936 and Mirage's M10 wilted, the massed ranks of 935s were left to fight among themselves. Six finished in the top 10, with the Kremer Racing car of Bill and Don Whittington and Klaus Ludwig (BELOW) taking the victory. A giant-killing feat? Maybe not. But memorable? Certainly.



LAT archive

1994 24 HOURS OF LE MANS

Porsche claimed a 14th outright Le Mans victory with a racer-turned-road car-turned-racer. But the Porsche 962-based Dauer 962LM wasn't conceived to beat the real prototypes entered in '94, only to win the GT class.

Its conception was based on a piece of misinformation. Porsche was preparing to race an updated version of the GT class 911 Turbo S LM, but there was a problem - at least in the mind of Porsche research and development boss Horst Marchart. It was called the McLaren F1.

Marchart had heard that McLaren was preparing to take its new BMW-engined supercar to Le Mans and asked Porsche design legend Norbert Singer if

his latest 911 derivative could beat it. The answer, after an inspection of a McLaren road car, was in the negative.

Singer turned to a road-going version of the 962 that Jochen Dauer had shown at the '93 Frankfurt auto show.

Marchart gave the go-ahead, and the car was homologated and prepped in just three months, ready to take on the fictional McLaren challenge.

The two Dauer 962LMs weren't as quick as the Courage or Toyota prototypes, but they were reliable. When the last pure racer hit problems with 90 minutes to go, the 962LM of Mauro Baldi, Yannick Dalmas and Hurley Haywood inherited the lead and the win.



LAT archive



Conceived to take on an imaginary McLaren assault at Le Mans in 1994, the Dauer 962LM (LEFT) wasn't invited back in '95 - the year when the McLarens did actually show up and dominate the race... (See page 64.)

2000 ROLEX 24

Daytona 2000 was a dogfight to the end – only, the two cars duking it out were GTs. Sure, the French ORECA squad won with its GTO class Dodge Viper because the faster prototypes hit trouble, but it had to fight tooth and nail for the victory with the best of the factory Chevrolet Corvettes.

The Viper GTS-R shared by Olivier Beretta, Karl Wendlinger and Dominique Dupuy was a scant 31 seconds ahead of the second-placed Corvette C5-R after a thrilling class battle that raged through the race. It just happened that, after 20 hours, that battle was also for the overall lead.

The prototypes had wilted early. The winning Viper was second by the 10-hour mark, and overall victory by a GTO car looked assured when the leading Dyson Racing Riley & Scott MkIII lapsed onto seven cylinders with four hours to go.

The victorious Viper had problems of its own in the closing stages. The drivers had to nurse the gearbox through the final two hours, but they held on to score a win that would have been unthinkable the previous November, when ORECA got the last-minute call from Chrysler to even take part.



Michael Leventis/LAT

HONORABLE MENTION No. 2: LE MANS 1995

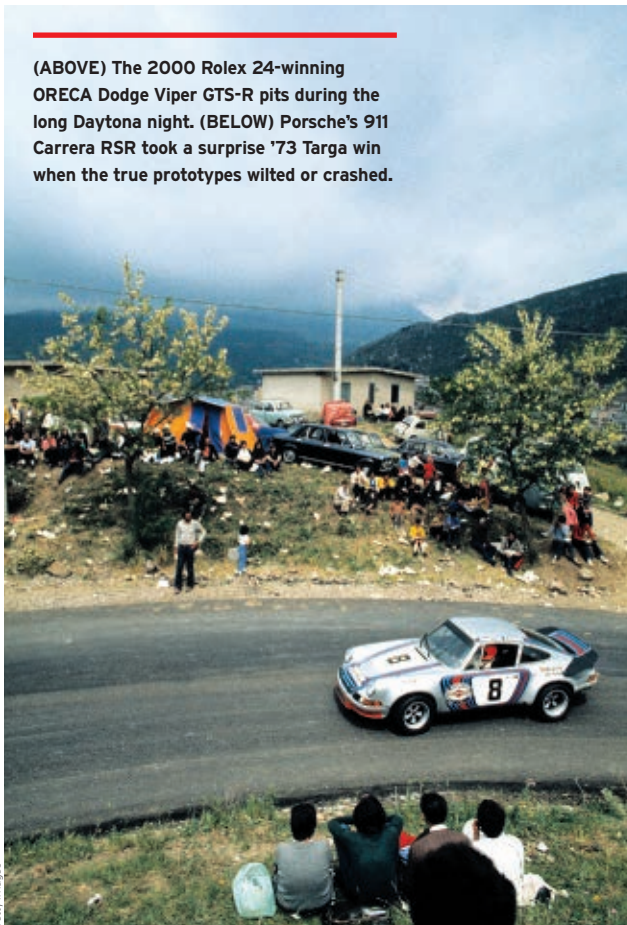
On speed, the prototypes should have had this one in the bag. But like so many GT feats, reliability was the trump card for the GT1 class McLaren F1 GTRs making their Le Mans debut.

Yannick Dalmas, JJ Lehto and Masanori Sekiya brought their Kokusai Kaihatsu Racing car home first (BELOW)...thereby relegating Mario Andretti to second in a Courage prototype, one agonizing place away from achieving the elusive Le Mans, Indy 500, F1 World Championship treble.



Murenbeed/LAT

(ABOVE) The 2000 Rolex 24-winning ORECA Dodge Viper GTS-R pits during the long Daytona night. (BELOW) Porsche's 911 Carrera RSR took a surprise '73 Targa win when the true prototypes wilted or crashed.



Getty Images

1973 TARGA FLORIO

The '73 Targa is best remembered as the final proper running of the last of the great road races, but it also produced an upset. There was only a smattering of prototypes and when they hit problems a GT car took the win in the final Targa run as a round of the World Sportscar Championship.

Only, the winning Porsche 911 Carrera RSR driven by Helmut Marko and Gijs van Lennep wasn't *really* a GT car, not by classification anyway. It was entered as a prototype, although in May '73, the car that set Porsche on the path to its fire-breathing 935 Group 5 and IMSA GTX contender was only lightly modified.

Porsche had decided to upgrade the car for its SWC assault because, to all intents and purposes, it was bored.

"In GT, we were limited by the homologation on what we could do," recalls Norbert Singer. "We wanted to develop the car, because that's what factories do, so we changed it into a prototype to have a look at things we wanted to do for the future."

Despite a few minor tweaks, the 911 was more than three minutes behind the quickest Ferrari 312PB in qualifying, but a driveline issue and a crash soon sidelined Maranello's two-car attack. The solo Alfa Romeo T33/TT/12 in the race was also out early after a clash with a backmarker, leaving the RSR to add a Targa win to its victory in the Daytona 24 Hours earlier in the year.

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THE RISE AND RISE OF GT3

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A GT EMPIRE
Having made his name with BPR Global GT in the '90s, Stephane Ratel now oversees several international and domestic GT series.



EBREY/LAT

Stephane Ratel, the prime mover behind Europe's Blancpain GT Series and a man who's probably saved GT racing two or three times over, had an eureka moment some time in 2005. Concerned by the direction GT racing was again headed, he melded two key ideas together and came up with GT3, the class that now forms the spine of so many of the world's top series.

Back in 2000-'02, Ratel had run the Lamborghini Supertrophy for the Diablo GTR. The cars had a standard V12 engine and would regularly do 20,000km (12,500miles) between rebuilds. "At the same time," he recalls, "we had cars in the FIA GT Championship, such as the Ferrari 550 Maranello, which did 5,000km [3,000miles] at best. The Supertrophy cost practically nothing to run, while I saw teams go bust because of the engine costs in GT1."

Then, in 2004, a car arrived in the GT1 class that Ratel didn't want there in the first place. He regarded Maserati's MC12 as a sledgehammer that would smash FIA GTs. But FIA President Max Mosley was adamant that it should run, albeit with its performance tweaked to the level of the



A CAR TOO FAR...

Conceived specifically for GT1 racing, with only 50 road cars built for homologation, the Maserati MC12 proved an unwitting catalyst for the birth of the GT3 class.

existing machinery in the series.

"Max said, 'Refusing it will create such a storm,'" says Ratel. "He told us we should balance it, so everyone would realize there was no point building such an extreme car."

Hence, the idea of the Balance of Performance was born to peg back the MC12, but it also became one of the twin pillars of GT3, along with the use of production-based engines. The rule



WORDS Gary Watkins
MAIN IMAGE VIMAGES/Fabre

makers would first set a target level of performance and then vet the specs submitted by the manufacturers, or what Ratel calls "specialist tuners," such as Lamborghini builder Reiter Engineering in Germany. Once the approved car was homologated, the rule makers would then tweak performance whenever they saw fit in order to maintain a level playing field.

It's not a new philosophy, of course. It's similar to the system employed for years in the Pirelli World Challenge GT series. But it truly hit the mark in Europe and has now expanded all over the world.

The secret to its success is its inclusiveness. The no-rules category allows anyone with anything vaguely resembling a sports car to come and play. Artificial? Probably. Successful? Undoubtedly. Last year, Reiter sold its 100th Lamborghini Gallardo and is now also offering a cut-price Chevy Camaro, a car that really has no right to be racing on equal terms against the V10 Lambo. But allowing it a bigger engine and wider tires has made it competitive. That philosophy has resulted in a total of 18 marques being



Richard Dole/LAT

CAR OF THE CENTURY

Reiter Engineering has sold more than 100 GT3 Lamborghini Gallardos since 2007. The car's 2014 wins include the Pirelli World Challenge opener in St. Petersburg (ABOVE).

represented in GT3 since its inception.

It's also inclusive because it is cheap, or cheaper than other forms of GT racing. Which explains the category's global expansion: there are major series running or open to GT3 cars on five continents. And the total number of cars built since 2006? So large is the number that no one knows for sure, but consensus is that it's currently somewhere around the 1,000-car mark. ■



The Blancpain Endurance Series (ABOVE) was joined by a Sprint Series (previously run as the FIA GT Series) in 2014. Each crowns its own champion, with a combined Blancpain GT Series title also up for grabs. Centerpiece of the Blancpain GT Series is the Spa 24 Hours enduro.



Philip Platzer/Red Bull

GT3 AROUND THE WORLD

GLOBAL PRESENCE

While North America's TUDOR United SportsCar Championship GT Daytona class (see page 48) and the European-based, Stephane Ratel-helmed Blancpain Endurance Series (LEFT) and Sprint Series are the poster children for the rise of GT3, the global reach of the category is astonishing, and still growing.

In Europe, a number of national GT series are now thriving thanks to the (relatively) low cost of GT3 machinery. Germany's eight-round ADAC GT Masters (ABOVE) puts 25-plus GT3 cars on the grid, with drivers such as Corvette Racing's Oliver Gavin and ex-Toro Rosso F1 racer Jaime Alguersuari among the series regulars. Many of the same teams, cars and drivers compete in the Nurburgring-Nordschleife-based VLN Endurance Championship and the wildly-popular 24 Hours of the Nurburgring.

For years, the British GT Championship was little more than a low-key, club-level series, but promotion by Ratel's SRO Motorsports Group has lured in 20-plus GT3s in a close to 40-car field (GT4 cars making up the the rest) and transformed it into a domestic powerhouse.

Other European-based series are seeing the GT3 effect, too. Globally, Japan's Super GT Championship (where GT3 is the core of the second-tier GT300 class, sharing the track with DTM-style GT500 exotica from Honda, Lexus and Nissan), GT Asia and Australian GT are all experiencing significant growth and, of course, GT3 provides the bulk of the GT class entry in the Pirelli World Challenge (see page 32).



Philip Platzer/Red Bull

Perhaps unsurprisingly, Aston Martin's Vantage GT3 (ABOVE) is the most prevalent car in the British GT3 field.

WORDS Gary Watkins
 MAIN IMAGE Michael Levitt/LAT

CONVERGENCE THEORY

Combining the GTE and GT3 classes into one GT category seemed a great idea on paper. The reality proved different...

It seemed like a good idea at the time. There are two strong classes of international GT racing, so why not combine them to create one even stronger category? That was the objective behind what became known as "convergence." The plan was simple, but its execution has proved much more difficult. Which explains why attempts to bring GTE and GT3 together in 2016 ultimately failed.

Convergence was conceived by the FIA and the Automobile Club de l'Ouest, the organizer of the Le Mans 24 Hours and the promoter of the World Endurance Championship, and announced to the world at the Fuji WEC event in October 2012.

The plan was to somehow combine the GTE class, which runs at Le Mans and in the WEC and TUDOR United SportsCar Championship (as GTLM), with the lower-tech and cheaper GT3 division, which has now spread around the globe and is the basis of the TUDOR Championship's GTD class and a growing component of Pirelli World Challenge's headline GT class.

This would have meant creating a single category with lower costs than the existing GTE - one that was more in line with GT3 and would enable manufacturers racing in both categories to produce just one car. The objective, said ACO sporting manager Vincent Beaumesnil, was to do this while "keeping the technical credibility of GTE."

That's a reference to the lack of regulations in GT3, the class created almost a decade ago by Stephane Ratel (see page 66). A founding principle of GT3 was the idea of Balance of Performance, which means cars aren't built to a set of regulations as such, but are adjusted on a model-by-model basis to achieve a certain performance, with equality then maintained by frequent tweaking of that performance.

Over the lifespan of GT3, this has allowed such disparate machinery as the Bentley Continental GT3 and the Morgan Aero Super Sport to race against more conventional GT cars from Ferrari, Porsche, Lamborghini, Audi and Aston Martin.

What on the face of it seemed a simple plan began to get complicated as one looked into the detail. Which was Ratel's stance all along. His response to convergence was essentially, "If it ain't broke, don't fix it." He argued that the success of GT3 was proof that it was working just fine as it was.

A statement from Ratel after the FIA/ACO announcement in Japan noted that,

"GTE is double the price of GT3, and convergence would have resulted in something in the middle"

STEPHANE RATEL

"One of the fastest growing categories in motorsport...should not be disturbed by the need to rescue the GTE category."

Suggesting convergence was motivated by a need to save GTE was somewhat dramatic, although the ACO and FIA were keenly aware that it needed to keep a cap on costs in the higher category. The GT3 class was flourishing, with manufacturer representation in double figures. GTE, while healthy in the WEC and healthier still in the American Le Mans Series, didn't have the quantity of makes, nor the car counts enjoyed by some GT3-based series.

Ratel argued that GT racing required different classes, just like other disciplines.

"GT racing deserves, like most other major categories, different steps of



HARTMUT KRISTEN
 Porsche Motorsport boss Kristen was unhappy with the "take it or leave it" GT convergence option presented to the manufacturers.

development," read his statement. "This should correspond to the variable levels of team and manufacturer involvement. There is as much a need for two categories in GT racing as there is in prototypes, where LMP2 cars run alongside LMP1 entries."

Ratel's argument was that GTE was an arena for manufacturers, while GT3 was for privateers. It shouldn't be forgotten that GT3 was launched with the FIA GT3 European Championship run to a pro-am format.

It has, however, moved away from that. The manufacturers, most notably Audi and BMW, started to put significant effort into winning the important 24-hour enduros at the Nurburgring and Spa that



Uniquely, the TUDOR United SportsCar Championship runs both GTE and GT3 cars, as GT Le Mans and GT Daytona, respectively. In its original guise, the one-class ethos of GT convergence would have retained the best of both worlds.

had moved over to GT3 regulations, while Ratel has made use of the class he created in his attempts to revive his made-for-TV sprint format, whose star briefly shone in the guise of 2010-'11's FIA GT1 World Championship. The championship, now known as the Blancpain Sprint Series, is all about pro teams and pro drivers fighting over a 100,000 euro (\$135,700) prize fund.

The FIA and the ACO set up a convergence working group to progress its ideas, initially with a goal of finalizing new rules in the summer of 2013 for introduction in '15. The group included all the manufacturers on both sides of the GTE/GT3 divide. Quickly the plan shifted

away from one class to two sub-classes. Manufacturers would build a car to run in a lower class that would replace GT3, but then homologate a kit to allow it to run in a higher division that replaced GTE. This quickly became known as GT and GT+.

The idea, initially, was for the kit to include a high-downforce aero package and a more powerful race-developed engine with performance controlled by sonic air-restrictors, as per GTE. The GT class contenders, like many existing GT3 cars, would be powered by near-standard engines.

The problem was that manufacturers solely involved in GT3 didn't want the expense of making high-compression racing



DOUG FEHAN
Corvette Racing
program manager
Fehan says sonic
restrictors are an
effective element in
GT racing Balance
of Performance.

engines, while the car makers who had them already were unwilling to give them up.

The prospect of the rules coming together without any of the GT3-only makes being willing to move up to GT+ seemed real.

The FIA tried to resolve the impasse by coming up with the idea of accelerometers or torque sensors. They would be fitted to each car to measure performance and the data they provided would then be used to match the speeds of the different cars.

The GTE manufacturers, essentially the same quartet of Aston Martin, Chevrolet, Ferrari and Porsche who derailed Ratel's idea to come up with a new GT1 class at the end of the 2000s, still weren't happy. >



Several manufacturers produce GTE and GT3 versions of the same car, including Dodge with its Viper (ABOVE). In theory, GT convergence would need just one base car to be produced.

But the FIA and the ACO were working to a tight deadline. Having already delayed the introduction of the new classes until 2016, they wanted to announce their masterplan at June's 24 Hours of Le Mans, which would allow time for them to go through the necessary FIA processes this year. At a meeting in May, the chairman of the working group, Christian Schacht, asked for a unanimous acceptance of accelerometers in GT+ for the convergence process to continue.

The GTE manufacturers felt they had a gun to their head and rejected the plan, and hence convergence came to an abrupt halt.

Porsche Motorsport boss Hartmut Kristen wasn't happy with what happened at the final meeting, saying: "There were

so many questions with what they were suggesting, but it was presented as a take it or leave it proposal."

Corvette Racing program manager Doug Fehan points out that sonic restrictors are one of the three major tools, alongside weight and aerodynamics, used in the BoP process. He suggests that removing restrictors from the rule makers' armory would have been foolhardy.

"You have to look from our perspective: the simplicity of a sonic restrictor makes it just the most cost-effective way of making a BoP," he explains. "It's tried and tested both in Europe and the U.S., and all the manufacturers recognize that. The technology that the FIA was talking about for the future is TBD. It's not plug and play!"



Power-limiting sonic restrictors in GTE limit the maximum amount of air going into the engine (ABOVE, Corvette Racing's LS7) by choking airflow when flow velocity hits the speed of sound.

Camden Thrasher

Everyone involved in the convergence process appears to have been in favor of the idea in principle, with the exception of Ratel, of course. He suggests that "common sense has prevailed."

"GTE is double the price of GT3, and convergence would have resulted in something in the middle," he says. "That would have resulted in 50 percent on top of the actual cost of GT3, and that would have killed what we know today."

The TUDOR Championship might appear to have less to gain than the WEC from convergence, given that it has no fewer than six manufacturers competing in GTLM, plus a strong field of GT3-based cars in GTD. Yet Scot Elkins, rules boss at USC sanctioning body IMSA, insists he was in favor. And why wouldn't he be? As he says, "we've got six manufacturers in GTLM, but sure we'd like eight or nine."

For now, convergence is halted, but the process might not have been a waste of time. The ACO's Beaugrenesse insists "all the work has not been done for nothing." Much of what was largely agreed on the chassis side will go forward as a proposal for the evolution of the GTE rules for 2016.

That could be one positive outcome of the talks, but it shouldn't be forgotten that there has already been one significant negative. McLaren, which came into the GT3 category with its MP4/12C in 2011, was some way down the road with a GTE car when the FIA and the ACO made their announcement.

Fact is, there would have been a McLaren racing at Le Mans already, but for the convergence talks. Food for thought... ■

GTLM'S BIG SIX
Although 27 GTE cars raced in this year's 24 Hours of Le Mans, only four manufacturers were represented. For most GTE variety, the TUDOR Championship's GT Le Mans class gets the nod, with five full-time marques and a sixth joining on occasion.



ASTON MARTIN VANTAGE V8
Not a full-timer, but Aston Martin Racing does enter the marquee races when it can - the Rolex 24 being its only outing so far.

Richard Prince/SRT Motorsports



BMW Z4 GTE
Second U.S. season for the nimble Z4 GTE, which doesn't currently run in the WEC. Its GT3 version also races in GTD.

Scott R. LePage/LAT



CHEVROLET CORVETTE C7.R
The successor to the mega-successful C6.R is already a GTLM race winner, and finished second in GTE Pro at Le Mans.

Scott R. LePage/LAT



FERRARI 458 ITALIA
The car won the GTE Pro class at the 24 Hours of Le Mans and is raced in GTLM by Risi Competizione and Krohn Racing.

Richard Prince/SRT Motorsports



PORSCHE 911 RSR
The return of factory 911s to U.S. GT racing began in style with a GTLM win at the season-opening Rolex 24 at Daytona.

Richard Prince/SRT Motorsports

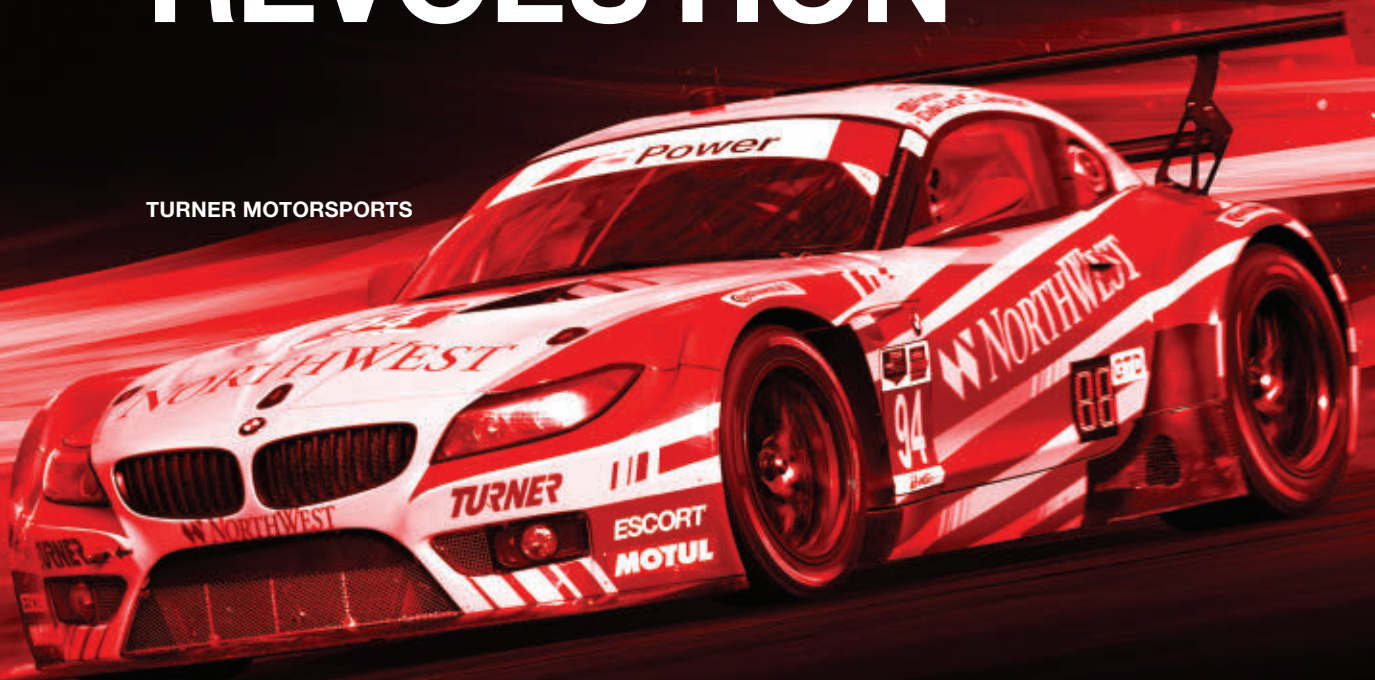


DODGE VIPER GTS-R
After taking a win in its first full season last year, 2014 for the Viper has produced near-misses, but no GTLM wins just yet.

Richard Prince/SRT Motorsports

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MOVING ON UP

2013 Porsche Pirelli GT3 Cup Trophy USA Gold class title-winner Loren Beggs (LEFT, center) stepped up to Platinum for '14 and was the early-season points leader.



BEST OF BOTH WORLDS

The Porsche Pirelli GT3 Cup Trophy USA is a destination in itself *and* a stepping stone to pro racing.

How do you take club racing and make it more professional without losing the club sense of fun and *esprit de corps*? Where can amateur racers go when they need to push themselves harder and hone their skills to a finer degree, but aren't quite ready or willing to dive into the pool of all-out pro racing? The Porsche Pirelli GT3 Cup Trophy USA may have the answer.

Run by Newport Beach, Calif.-based Competent Motorsport, the Porsche Pirelli

GT3 Cup Trophy USA's mission is to create a national series on some of the best road courses for the advanced club racer who is seeking to perfect his or her racecraft in a structured, but fun manner. In essence, the series strives to be the best of both worlds.

With the full support of Porsche Motorsport North America, the series is an ideal transition ground. Some of those racing here are quite content to make this the pinnacle of their racing résumé, while

(ABOVE) Close-quarter action from Porsche Pirelli GT3 Cup Trophy USA Platinum racers Lorenzo Trefethen (17), Loren Beggs (03) and Jesse Menczer (84) in the 2014 season-opener at Auto Club Speedway, Calif.

others are using the series as a proving and learning ground before moving on.

The Porsche 911s used in the GT3 Cup Trophy are older models that must run "stock" as they originally were delivered by Porsche Motorsport North America. The emphasis is on developing the driver, so every effort is made to equalize the performance of the cars. Most race weekends in the seven-round series, which has recently supported both the



IT'S WHAT PORSCHEs ARE MADE FOR...

There are some 22 Porsche platform racing series operating around the world. Each is fundamental not just to Porsche Motorsport's business model - after all, more people racing Porsches equals more cars and parts being sold - but it also speaks to a core philosophy for Porsche

Motorsport, chiefly that Porsches exist to be raced. The GT3 Cup Trophy USA fills an important part of the strategy.

Jens Walther, Porsche Motorsport North America president & CEO, elaborates.

"One-make series are a critical aspect to Porsche and how we approach not only

motorsports, but the overall philosophy of the brand," he explains. "For eight years, Porsche Pirelli GT3 Cup Trophy USA organized by Competent Motorsport has proven to be an ideal bridge between club and professional racing.

"Porsche Motorsport North America has been very pleased



Ryan Hobst

PRECIOUS METAL

To the winner, the spoils... The series' unique trophies are made from CNC'd aluminum by partner RSS and always earn a place of distinction in a driver's home or office.



Georgie Alan Photography



ENDURING APPEAL

The Silver and Gold classes (ABOVE, Gold points leader Robert Rodriguez) allow older-spec Porsches to still compete in the Porsche Pirelli GT3 Cup Trophy USA.

Formula 1 U.S. Grand Prix and V8 Supercars at Circuit of The Americas, includes from four to seven hours of seat time, and a team of professional coaches are at the disposal of every driver.

Series founder and president Greg Franz says, "We're here for the serious gentleman racer, so on track it's all business. Off it, it's a social experience for a bunch of like-minded individuals. We strive to maintain the balance and that's one of our keys to success."

The series' "all business" attitude out on the track definitely pays dividends for racers looking to use it as a springboard to pro racing, as Pirelli's vice president of communications and motorsports, Rafael Navarro, attests: "The fact that we see competitors we first met in Porsche Pirelli GT3 Cup Trophy USA racing with us at the highest level in GT racing is testament to a product and program that is working for everyone involved."

to see how it provides the necessary experience for drivers and teams to progress with confidence from the entry levels of the sport to the highest levels. Creating a proper playing field to achieve this is no easy task, but every year Competent has struck an impressive balance for all involved."



Ryan Hobst

THAT CERTAIN FEELING

Few things provide an adrenaline rush as intense as racing - and when the playing field's as level as the one provided by the Porsche Pirelli GT3 Cup Trophy USA, the satisfaction from putting in a winning drive is even greater.

SERIES AT A GLANCE

THE FORMAT



All cars in the Porsche Pirelli GT3 Cup Trophy USA race on Pirelli P-Zero slicks - another way the playing field is kept level.

Strictly for amateur drivers, the Porsche Pirelli GT3 Cup Trophy USA even excludes professional driver coaches from entering. Eligible cars include the 996 and 997 models of GT3 Cup cars, which are further categorized as Platinum for 997s made between 2010-'13, Gold for 997s from '05-'09 and Silver for 996 iterations from 2000-'04. Each car class has its own championship, but all cars are shod with Pirelli P-Zero slicks. Each race weekend consists of multiple track sessions and ends with a 50-minute race.

2014 CALENDAR

- April 4-6 Auto Club Speedway, Calif.
- June 6-8 Mid-Ohio Sports Car Course, Ohio
- June 28-29 Mazda Raceway Laguna Seca, Calif.
- Aug. 1-3 Road America (Elkhart Lake), Wis.
- Aug. 22-24 Portland International Raceway, Ore.
- Sept. 12-14 Miller Motorsports Park, Utah
- Oct. 24-26 Sonoma Raceway, Calif.

THE DRIVER'S VIEW

Tom Haacker, Platinum class racer: "The thing about this series is that we all come here to race hard and win, but when it's all done, we can enjoy each other's company. I've raced in other series including some pro events like the Rolex 24, and that doesn't happen often. When you add to that the professionalism of the series, the tracks we go to and the cost value, it just doesn't make sense for the serious gentleman racer to go elsewhere."



(LEFT) TruSpeed Motorsports racer Tom Haacker says that the Porsche Pirelli GT3 Cup Trophy USA delivers on multiple fronts.

PETIT LE MANS: A GRAND FINALE

The 2014 TUDOR United SportsCar Championship concludes at one of racing's greatest tracks and events.

In what's been an historic and memorable year for U.S. sports car racing, it's only fitting that the inaugural TUDOR United SportsCar Championship should end its season and crown its champions at one of the jewels in the road-racing crown, the 17th annual Petit Le Mans powered by Mazda, at Road Atlanta, Oct. 1-4.

With the 10-hour/1,000-mile, day-into-night race also being the fourth and final leg of the Patron North American Endurance Cup, there's a huge amount to play for as all four TUDOR Championship classes battle it out on the dramatic sweeps and undulations of the 2.54-mile, natural-terrain road course set in the picturesque heart of Georgia.

In the Prototype class, the season has turned into a fascinating fight between the powerful Daytona Prototypes and the more nimble P2 cars. Add in a double hit of GT action from the awesome GT Le Mans factory racers and a GT Daytona class loaded with quality and variety, plus the

super-close PC prototypes, and you're guaranteed excitement from start to finish.

And with a packed program of support events (see column, RIGHT), too, the action comes at you non-stop.

Fans can enjoy the legendary Petit Le Mans atmosphere, catch the racing from the many great viewing locations, and see the cars and star drivers up close in the TUDOR Championship paddock.

At just \$80 for a four-day advance superticket, plus many other great ticket options, the 2014 Petit Le Mans is an event no sports car racing fan should miss.



SCOTT F. LE PAGE/LAT

WORKING ON THOSE NIGHT MOVES

It's a special time when the sun sets at Petit Le Mans. As well as the race itself heading into dramatic darkness, check out Thursday's night practice, too.



LAT

FAN-TASTIC

THE PETIT EXPERIENCE



DREW GIBSON/LAT

- The TUDOR United SportsCar Championship thrives on being fan friendly, and Petit Le Mans will have autograph sessions and a pre-race open grid (ABOVE) that lets you soak in the atmosphere around the cars and drivers...
 - ...and if you're looking for appropriate items for the stars to sign, the Vendor Village has all the gear a fan could want, plus plenty of food and drink, too.
 - Check out the Sports Bar and Club Patron where you'll find big-screen TVs to watch with other fans. The feature race is 10 hours long, but you're not going to want to miss a thing.



SCOTT F. LE PAGE/LAT

- IMSA's Continental Tire SportsCar Challenge will be unleashing the big fields and close action of its Grand Sport and Street Tuner classes (ABOVE). Seriously, where else would you get to see a high-profile race in which Aston Martins and Mazda MX-5s mix it up?
 - There are two races each from some of the most exciting one-make series in the country: Cooper Tires Prototype Lites Powered by Mazda, Lamborghini Blancpain Super Trofeo, Porsche GT3 Cup Challenge USA by Yokohama and the Mazda MX-5 Cup Presented by BFGoodrich Tires. Impressive stuff!



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Taking on the role of teammate to four-time F1 champ Sebastian Vettel would be daunting for anyone, but Red Bull Racing's 2014 newbie Daniel Ricciardo (RIGHT) has more than delivered on the opportunity he's been given.

INTERNAL THREAT

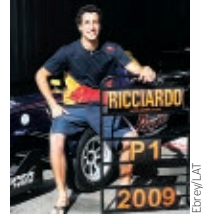
If Sebastian Vettel thought that new Red Bull Racing F1 teammate Daniel Ricciardo would be a pushover, the Australian's astonishing early-season form shows that he's anything but.

WORDS Adam Cooper | MAIN IMAGE Mark Thompson/Getty Images





Andy Hone/LAT



Envy/LAT

GETTING NOTICED

After racing karts and Formula Ford in Australia, Daniel Ricciardo competed in Formula BMW Asia in 2006, then switched focus to Formula Renault in Europe in 2007-'08. But his breakout season came in '09, when he moved up to British Formula 3 and took the title at his first attempt (ABOVE) - the first Aussie to win it since David Brabham in 1989.

Daniel Ricciardo's victory in June's Canadian Grand Prix was final proof that Red Bull Racing has found itself a driver of the top rank. When the Australian was named as successor to sports car-bound fellow countryman Mark Webber, there was a widespread assumption that he would settle into a supporting role alongside four-time Formula 1 World Champion Sebastian Vettel - a guy quick enough to keep the German on his toes, but whose prime job would be to log valuable Constructors' Championship points and maybe, just maybe, develop into a serious contender as the seasons went by. It was a perception shared not just by the world at large, but by team insiders.

Against expectations, Ricciardo has been the star of the season, putting in consistently strong performances in both qualifying and races and, more often than not, leaving Vettel in the shade. Indeed, in Montreal, he jumped Seb in the second round of pit stops with a great in-lap, putting himself in a prime spot to take advantage when the previously dominant Mercedes duo hit trouble.

"Daniel's been on it from day one," says Red Bull Racing technical director Adrian Newey. "A relatively inexperienced driver coming to a new team often takes a while to settle. But Daniel seems to have adapted



Alastair Skaley/LAT

"We knew [Ricciardo] was quick, but he's being quick taking less out of the tires than Vettel"

HELMUT MARKO

right away to the new engine regulations and the slightly different characteristics of the car. He's been very good."

"We're really happy and satisfied with what he's delivering," adds Helmut Marko, who's pivotal role in Red Bull's driver development programs makes him a guy Ricciardo needs to impress. "He still has to learn a few things, but that's normal. To be honest, he's surprising us. We knew he was quick, but he's being quick taking less out of the tires than Vettel, plus he's always

there, no matter the pressure on him."

Like Vettel, Ricciardo is a product of the Red Bull junior program (see sidebar), and his progression from Formula Renault to grand prix winner has been no fluke. Every step of the way he's been carefully monitored by Marko, whose hard-nosed role isn't just to nurture talent, but to drop drivers deemed no longer worthy of the energy drink company's financial largesse.

In the middle of 2011, Ricciardo was fast-tracked into F1 with the now defunct HRT team, spending a half season quietly learning at the back of the grid. Then came two years with Red Bull's F1 talent incubator, Scuderia Toro Rosso, where he was in a head to head with friend Jean-Eric Vergne for the right to a future RBR seat. He gave an indication of his speed with some outstanding qualifying performances, notably sixth in Bahrain in 2012. But, while solid, his race form was less eye catching and he never bettered seventh at STR.

Nevertheless, when Webber's intentions to quit F1 became known in July last year, Ricciardo had already marked himself as the man for the job.

"He demonstrated that he had outstanding ability, just as Sebastian did, in the different series we placed him in," says RBR team principal Christian Horner. >

(ABOVE LEFT) Job done... Daniel Ricciardo is greeted by the Red Bull Racing crew after taking his maiden Formula 1 victory in the 2014 Canadian Grand Prix. (LEFT) Despite his struggles relative to Ricciardo in the early races, Sebastian Vettel was happy to see the Australian become the 105th different driver to win a World Championship GP.



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"He won the British F3 Championship, graduated to World Series by Renault, then very nearly won that, too. Certainly, the testing he did for RBR was enlightening. In the F1 young driver tests he was outstanding, first in Jerez in 2009, and even more so in Abu Dhabi a year later. It was obvious he was extremely quick. What he lacked was race experience.

"We decided at the end of 2011 that, with all respect to Sebastien Buemi and Jaime Alguersuari, they weren't contenders for RBR seats. Dietrich [Mateschitz, Red Bull founder] made the decision to place Daniel and Jean-Eric at Toro Rosso. Over the two seasons we were able to gauge their development, Daniel stood out. Obviously, other candidates were out there beyond

(ABOVE) Ricciardo heads teammate Vettel in Montreal. When the Mercedes duo floundered, it was the former who was best placed to take advantage and score a maiden grand prix win. (ABOVE RIGHT) The 24-year-old has been flexing his muscles since being given his opportunity with Red Bull Racing.

the Red Bull program, but we had confidence he was the right guy for RBR."

The hours Ricciardo spent in RBR's simulator provided plenty of additional information to base a decision on.

"It was crucial," says Horner. "It gave us the opportunity to work very closely with him and understand in our environment how he was performing. The final litmus test was the Silverstone test last July. It made sense on merit for him to get the seat."

But Horner concedes that there were question marks over what Ricciardo could deliver running wheel-to-wheel with the biggest names in the business at the superheated sharp end of the grid.

"We knew he was fast and we knew he could race well; I think our slight doubt was

"We knew he was fast and could race well; our slight doubt was the pressure of being in a frontrunning team"

CHRISTIAN HORNER

the pressure of being in a front-running team, which is very different from the midfield. Certainly he allayed all of that in the first race in Australia, finishing on the podium, and he's backed it up since then with some very, very convincing drives.

"I think our early doubt was whether he was an attacking driver. But from his performance in Malaysia, where he was passing cars on the outside, he's demonstrated he can race with the best of them. Any doubts we had were put to rest seeing how he drove in those early races."

Certainly, moving to a team he already knew well was a lot easier for Ricciardo. But what's been remarkable about his performance is the way he's overshadowed Vettel - but without generating any of the tensions that characterized the German's uneasy relationship with Webber.

"He's done a great job," says Horner. "And it's great for Sebastian to have that pressure, too. He wants that competition because, ultimately, it gets more out of him. It's a healthy relationship. There's genuine respect and friendship between them.

"Mark and Sebastian were very different people at very different points in their careers. Dan and Seb are far closer in age, with common interests and so on. There's no tension, and I think that's healthy for the team, to be honest with you."

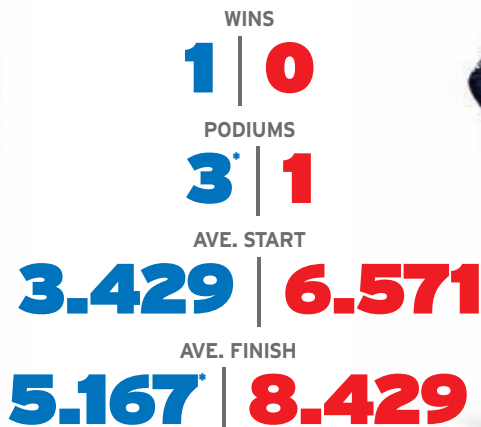
So what of Vettel? He wasn't helped by early retirements in Australia and Monaco, or by problems that have cost him vital >

DANIEL RICCIARDO



HEAD TO HEAD

Ricciardo's stats from the first seven GPs of 2014 are impressive. Not included is his second place finish in Australia, from which he was disqualified for exceeding fuel flow limits.



*Not including P2 in Australia, from which he was subsequently disqualified.

SEBASTIAN VETTEL



Russian Daniil Kvyat is the latest Red Bull protégé to be placed in its Toro Rosso "incubator." In his F1 debut at the 2014 Australian Grand Prix, the then-19-year-old became the youngest point-scorer in history.



RED BULL JUNIOR PROGRAM

WINGS CLIPPED

Red Bull invests heavily in its junior driver program, but not everyone it supports makes it to the top of F1.

No sponsor has done more to promote young drivers in recent years than energy drink manufacturer Red Bull. Four-time Formula 1 World Champion Sebastian Vettel remains the poster boy for the scheme, although it shouldn't be forgotten that he was also backed by BMW - and his spell as Sauber-BMW's third driver, which culminated in his GP debut at the 2007 U.S. GP in Indianapolis, was an important part of his education.

Daniel Ricciardo, in contrast, is a Red Bull man to the core, as is Scuderia Toro Rosso rookie Daniil Kvyat, who seems to have a bright future with the company after an impressive start to his F1 career. They're the successes, but many more have fallen by the wayside.

The lucky ones made it to F1, and were usually given a couple of seasons to prove themselves before it was deemed that they didn't quite have what it took. The list includes Christian Klien (48 GPs), Tonio Liuzzi (39), Scott Speed (28), Jaime Alguersuari (46) and Sebastien Buemi (55), while Jean-Eric Vergne is currently in his third season with Toro Rosso. Others reached the fringes of F1, such as Neel

Jani, Brendon Hartley and, more recently, Antonio Felix da Costa, who was unexpectedly overlooked in favor of Kvyat for the STR seat, but some didn't even get that far.

Sometimes it's ended messily, but the bottom line is most of these guys might not

have got anywhere near F1 without Red Bull.

"The Red Bull program backs talent, and in F1, or any sport at a high level, you've got to deliver," says Red Bull Racing team principal Christian Horner. "If you're fortunate enough to be in the program, you have an opportunity. It's then down to the individuals how they use that opportunity. If they're good enough, they emerge the other side, like Seb, or Daniel. And it looks like Kvyat is from a similar ilk.

"And, of course, it's also an opportunity for drivers who didn't quite make it in F1, like Buemi, who's having a fantastic sports car career now. Da Costa we've supported into DTM, and he's doing a great job for BMW. So even if F1 doesn't work out, it's a springboard for them to earn a living as a professional driver, something they wouldn't have otherwise had without Red Bull support."

It could be pointed out that dropping drivers after paying for a couple of years of F1 is an expensive way of going about things, but Horner makes a good point: "Yes it is, but compare the cost of Daniel to some of the external options that were available to us. We saved a fortune..."



Lorenzo Balagna/LAT

LIFE AFTER RED BULL

In 2006, Scott Speed became the first American in F1 since Michael Andretti in 1993, but was dropped by Toro Rosso mid way through '07. Ironically, he now drives for Andretti's team in Global RallyCross.



(LEFT) Moving to Red Bull Racing has put Daniel Ricciardo in the spotlight, but he's handled it well. (BELOW) The smile's a near-permanent fixture out of the car, but he's all business in it. (BELOW LEFT) "Putting in the work" off the track, as well as on it.



Steven Trede/LAT

Andy Hors/LAT

AUSTRALIA'S EXCLUSIVE CLUB IN F1

Daniel Ricciardo is the fourth Australian to win a Formula 1 World Championship grand prix.

Sir Jack Brabham (BELOW) was the first, and remains the benchmark, with 14 GP victories between 1959 and '70 and three F1 titles. (See page 106.)

Alan Jones came next, with 12 GP wins between 1977 and '81, as well as the 1980 title.

Mark Webber fell short of an F1 title, but Ricciardo's predecessor at Red Bull did win nine GPs between 2009 and '12.



LAT archive

track time in practice. However, there's no escaping the fact that it took him time to feel comfortable with the 2014 car, and while there were positive signs as the season moved into its European phase, he still doesn't seem to be at one with the car, as was the case in past years. He outqualified Ricciardo in Canada, albeit by a tiny margin, then lost out to him in the race. Given his record over the past four seasons, much more is expected from him.

A key issue is the loss of rear downforce after the outlawing of blown diffusers. Vettel was the master of driving the car in that form and, of course, Newey pursued that route more successfully than anyone else. But RBR's resident tech genius agrees that its loss has posed problems for Vettel.

"There's a fair bit of that," says Newey. "Seb has a very particular way of driving, and if we can get the car to suit that driving style, then he's very effective. If we can't, then he's not able to exploit that. So it's a work in progress. We can't bring the blown diffuser back, obviously, but Sebastian was quick before they came along, so it's a re-learning curve for him."

"We have to still work to get a car where Seb's happy and he gets his confidence back," says Marko. "It's mainly mapping, but he also must adapt. He was used to going to the limit when he had a perfect car, a car to his liking, but at the moment we can't produce a car to his liking. That's the big difference: Ricciardo, what he gets, he takes it and runs with it - and Sebastian at some stage also has to go for it with what he has.

"Sebastian is a master of making a car to



Andy Hors/LAT

"I didn't know what to expect. Obviously, I didn't expect to come out and be a second faster than [Vettel]"

DANIEL RICCIARDO

his liking. But at the moment, if hundreds of engineers can't make this Renault engine work properly, how can he as a driver solve it? Still, I think he'll start to adapt."

Marko says that this fresh challenge won't harm Seb: "It's new and it forms his character. When you talk to him immediately after a race, of course he's not really happy. But when he goes into it and sees the reason, then he's OK."

You could argue that the two drivers went into the 2014 season with two very different mindsets. For Ricciardo, it's the chance of a lifetime and the best car he's ever had, while for Vettel expectations were downgraded. He's known since the first test that the package he has under him doesn't come close to what he had in recent seasons. And after all his success, it can't be easy.

Others may have had reservations, even his supporters, but Ricciardo says he came into the season with high hopes.

"Put it this way, I came into the team this year with a pretty clear mind," he says. "I had a lot of confidence in myself that I could get the results that I've had. I just knew if I was putting in the work, keeping fit and healthy, that the team would form around me, and they would be more than capable of giving me a car that could get me on the podium. I haven't surprised myself as much as some people have been surprised."

But even he hadn't predicted his form relative to his illustrious teammate.

"I didn't really know what to expect, to be honest," says Ricciardo. "Obviously, I didn't expect to come out and be a second quicker than him. I'd done some Red Bull tests and been a bit quicker sometimes, but on a different day, or different tires, or whatever. So I'd never really gone head-to-head with him. Deep down I knew I could get close to him. Did I think I'd be finishing in front of him in the first few races? I don't know..."

Ricciardo's rise to prominence has been a welcome feature of the season, and his success is popular even with rivals, who can't help but like the guy. However his friendly demeanor disguises a fierce determination to succeed, and no doubt he'll be doing everything he can to strengthen his position.

"Absolutely. Beneath the big smile there's a hugely competitive and very determined young man," says Horner. "Don't be misled by the grin into thinking that he's 'Mr. Nice' on the track, because he's as hungry as any of them out there..." ■



2014 SCHEDULE



ROUND 1
April 4-6 / Fontana, CA
Auto Club Speedway
EVENT: Festival of Speed



ROUND 2
June 6-8 / Lexington, OH
Mid-Ohio



ROUND 3
June 28-29 / Monterey, CA
Mazda Raceway Laguna Seca
EVENT: Competent Motorsport Classic



ROUND 4
August 1-3 / Elkhart Lake, WI
Road America



ROUND 5
August 22-24 / Portland, OR
Portland International Raceway



ROUND 6
September 12-14 / Toole, UT
Miller Motorsports Park
EVENT: Utah Grand Prix



ROUND 7
October 24-26 / Sonoma, CA
Sonoma Raceway

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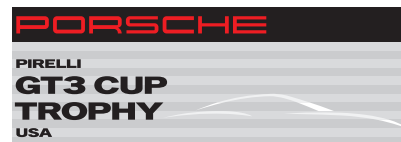
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WORDS Tom Jensen | MAIN IMAGE Nigel Kinrade/LAT

CHANGE FOR THE BETTER

Joey Logano came to NASCAR on a wave of expectation, failed to deliver at Joe Gibbs Racing, but is building a strong second act at Team Penske.

Given the astronomical rate of teenage divorces in the United States, it should come as no real surprise that Joey Logano's first adult marriage of sorts - his relationship with Joe Gibbs Racing - began as so many young unions do, filled with big dreams and lofty expectations. Then, as is so often the case, it cratered prematurely in disappointment, dashed hopes and, ultimately, divorce - a bitter pill to swallow at the age of 22.

The good news? Like a lot of young men who got in over their heads at too tender an age, Logano's second act, courtesy of Team Penske, is going a whole lot better than his first one ever did.

First, a bit of background: A child prodigy who once won 14 consecutive Legends Series races at Atlanta Motor Speedway, Logano was championed by Sprint Cup veteran Mark Martin as NASCAR's next great talent at about the same time this skinny kid from Connecticut hit puberty. It wasn't long after that Logano picked up the nickname "Sliced Bread" as in, "the greatest thing since sliced bread."

Shortly after signing with JGR, Logano won his first USAR Hooters Pro Cup Series race at age 15, in just his second series start. Likewise, he became the youngest winner in NASCAR Nationwide Series history with a victory in his third start in that division, a win that came just weeks after turning 18.

And then, a decision that at the time seemed merely bold, but in hindsight seems remarkably short-sighted: On Aug. 25, 2008, Coach Joe Gibbs



Nigel Kinrade/LAT



Matthew T. Thacker/LAT



Matthew T. Thacker/LAT

(FROM TOP) Joey Logano took the wheel of Team Penske's No. 22 Ford in 2013; his results in just 50 starts with Penske have already exceeded anything achieved in 145 races and four seasons at Joe Gibbs; Texas was the first of two (so far) 2014 wins.

announced that Logano would take over the iconic No. 20 Home Depot Toyota from Tony Stewart, who was leaving to form Stewart-Haas Racing.

Against a backdrop of great expectation, four years at JGR produced little in the way of tangible results for Logano and the team: Just two race victories - a hype-intensifying 2009 rookie season win in New Hampshire, followed by an almost three-year wait until Pocono 2012 - and 16 top-five finishes in 145 Sprint Cup starts.

Despite having title-winning crew chief Greg Zipadelli in his corner for his first three seasons at JGR, then highly-touted Jason Ratcliff for the fourth, Logano never once qualified for the Chase for the Sprint Cup and never finished even as high as 15th in points. In a sport where patience isn't always a virtue, the "Sliced Bread" story was starting to turn a little stale...

Seemingly washed up at 22, Logano was unceremoniously dropped by JGR at the end of 2012 in favor of '03 Cup champ Matt Kenseth, with Logano being picked up by Team Penske to race its No. 22 entry. It was one of those rarest of rare moves, a change of scene that has benefited both drivers and both teams.

Since joining Penske, Logano's career has exploded: In his first 50 starts with Penske - the entire 2013 NASCAR Sprint Cup Series season and the first 14 events of the 26-race 2014 Cup regular season - Logano already had three victories and 17 top fives, numbers that blow away those he put up at JGR.

In his debut Penske campaign last year, >





Matthew T. Tracker/LAT

(LEFT) Logano's placid personality contrasts with an aggressive driving style, but sits well with his similarly easy going crew chief, Todd Gordon (BELOW). Team owner Roger Penske sees great potential in the combination of Logano and teammate Brad Keselowski (BOTTOM, heading the pack at a restart in Texas).

Logano finished a career-best eighth in points and this year, he became the second driver (after Kevin Harvick) to clinch a Chase spot by winning twice - at Texas and Richmond - in a three-race span in April. At long last, the tall, gawky New Englander has found a home, and it sure looks like his second career marriage is going considerably better than his first.

So what happened? How did Logano go from being a disappointment at JGR to a rising star at Penske?

The short answer is, lots of things.

First and foremost among them is that Brad Keselowski, the brash, outspoken racer from Michigan, lobbied team owner Roger Penske hard to hire Logano during 2012, when Keselowski won what so far is Team Penske's only Sprint Cup championship.

In Logano, Keselowski saw a little bit of himself, which he shared with his boss. "He [Penske] likes to hire drivers who are naturally aggressive behind the wheel," says Keselowski, "because then he doesn't have to tell them to be aggressive - which I don't think anyone has ever accused him of having to do with me and Joey."

Penske paired Logano with crew chief and fellow Yankee Todd Gordon, a quiet, former supermodified racer from New York state. The two quickly bonded.

"My job is pretty easy because I think Joey and I both kind of share a similar passive attitude, personality-wise," says



Matthew T. Tracker/LAT

"I might annoy [crew chief Todd Gordon], because I come in the shop and I basically sit in his office"

JOEY LOGANO



Russell LaBounty/LAT

Gordon. "Neither of us gets very fired up. We don't get emotional and tied into that, and I think that's part of what makes us successful, because even when our car is junk we're always communicating. We always talk. There's never 'me against you.' I think we do that well."

"I feel like Todd and I talk to each other as a driver/crew chief relationship probably more than anyone else in this garage," says Logano. "I might annoy him a little, because I come in the shop and I basically sit in his office."

Making it work for both cars, though, took the buy-in of all parties: Keselowski and his savvy young crew chief, Paul Wolfe; Logano and Gordon; both crews, Roger Penske himself, and the whole Team Penske operation.

"The chemistry, not only between Joey and myself, but between Joey and Brad and Paul and myself continues to grow," says Gordon. "And as we've gotten more successful, it's allowed all of our organization to have more confidence in the notebooks of each other and how we build off of each other. That's the key thing that I think allows us to continue to build and push each other forward, and it's definitely proven successful."

Both Penske drivers like a similar feel from their cars, which wasn't the case with Logano when he was at JGR, with Denny Hamlin and Kyle Busch the lead dogs >

PENSKE'S LONG ROAD TO NASCAR GLORY

Given Roger Penske's incredible level of success in U.S. open-wheel racing, including 11 titles and 15 Indy 500 wins, it's extraordinary that it took until 2012 for "The Captain" to land a first NASCAR Sprint Cup title.

His first NASCAR win came in 1973, when Mark Donohue (who else?) won the Riverside season opener (BELOW).

A first Daytona 500 win followed in 2008 with Ryan Newman, and Brad Keselowski finally delivered that elusive first title four years later.



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Russell Labounty/LAT

and Logano the new kid on the block.

"When these cars are built back at the shop, they're all built the same," Wolfe says of the Penske Fords. "You can take a 22 [Logano] or a 2 [Keselowski] and just change the paint scheme on it, bring it to the race track and it'll work for either guy. I don't believe there are many teams that can say that, so I think that's a big reason for a lot of the success we've had."

Another small, but critical element: Shell-Pennzoil's execs love Logano, who still peppers his conversations with wide eyes and an occasional "awesome," "cool" and "wow." Considering that the first two

Shell-Pennzoil/Penske drivers were Kurt Busch, who famously melted down at Homestead at the end of 2011, and AJ Allmendinger, who was temporarily benched by NASCAR, then released by Penske after testing positive for the stimulant Adderall in a drug test midway through '12, Logano's a breath of fresh air off the track.

On the track, Keselowski appreciates his teammate's aggressiveness.

"Even though we're going to have many years and many opportunities, we both want it right now," says Keselowski. "I think Roger likes that about us, and we like the fact that he lets us be us. So

(ABOVE) Logano celebrates with the No. 22 Team Penske crew after winning at Richmond in April. His second victory of the season locked him into the field for the 2014 Chase.

there's a mutual respect there."

There was little of that at JGR, where Hamlin and Busch, two talented and mercurial personalities, were at times disdainful of the young Logano.

"There are things we could learn from Joey," Busch said after Kenseth was signed. "But you look at Matt as a teacher; you look at Joey as a student. I think I'll always kind of see it that way."

After the 2013 Daytona 500, in a Tweet to Keselowski, Hamlin referred to Logano as "your idiot teammate" and then, a few weeks later, wrecked Logano at Bristol. Afterward, he went back on Twitter to say, "Hush little child."

A week later, at Auto Club Speedway, the tables were turned. Racing for the win on the last lap, Logano got loose, hit Hamlin and sent him head-first into the inside wall. The contact fractured Hamlin's back, forcing him to miss four races.

But all that is pretty much in the rearview mirror now. Team boss Penske likes his lineup and believes both Logano and Keselowski are title ready.

"The combination of Joey and Brad is super," says Penske. "They're talking every day. But even more important, Todd Gordon and Paul Wolfe have really bonded.

"It's an open book in this team, and to me that makes the difference," he adds. "I'm thrilled with where we are, and I think we've got a great runway for us long-term." ■

"ZIPPY" UNZIPPED

Prior to Joey Logano joining him at JGR's No. 20 Toyota team in 2009, crew chief Greg Zipadelli had led Tony Stewart to 33 Sprint Cup wins and two championships. In three seasons with Logano (BELOW), he added just two more wins (LEFT, Pocono 2012).



Jared C. Tilton/Getty Images



LAT



“Lottery” races at Talladega (ABOVE), or a bad day on a road course, don’t mean as much when getting in the Chase is all about winning. (BELOW) Earnhardt Jr. and Jimmie Johnson are both locked in.

RACING INTO THE CHASE

WIN. WIN. YOU’RE IN

With two “regular season” wins guaranteeing a place in NASCAR’s Chase, the game has changed

Every time NASCAR tweaks its Chase for the Sprint Cup format, the teams likewise change their approaches to getting in to the post-season and then, once locked in, prepping and racing for the 10-race Chase itself.

This year, the Chase field has been expanded to 16 drivers – win once in the 26-race regular season and you’re probably in; win twice and you’re locked in. The only proviso being that you have to finish top 30 in “regular season” points to seal the deal.

For Dale Earnhardt Jr., being locked into the Chase (courtesy of wins in the Daytona 500 and Pocono) meant he didn’t have to worry about running well on the road course at Sonoma, Calif., one of his worst tracks. For the first time in years, Earnhardt didn’t do any road course testing.

“We decided not to work that hard and just go there without a test and wing it,” said Earnhardt ahead of the June 22 race. “We’ve got teammates to test it, so we’ll see what they liked, and we’ll go knowing we don’t have to dig and gouge for every single position and don’t have to worry if it’s a total disaster.”

After Earnhardt won the season-opening Daytona 500, two weeks later he ran out of



“We don’t have to dig and gouge for every single position and don’t have to worry if it’s a total disaster”

DALE EARNHARDT JR.

fuel on the last lap trying to win in Las Vegas. It was a gamble he likely wouldn’t have taken last year, when race wins weren’t the be-all and end-all for Chase eligibility.

“It was a good, risky move on their part because they had nothing to lose because of this format,” Las Vegas winner Brad

Keselowski noted of Earnhardt and crew chief Steve Letarte. “I look forward to being able to take those same opportunities because, believe me, I’m not scared to take them.”

As far as teams locked into the Chase trying exotic setups and radical changes over the summer, yes, there’s certainly some of that. But with the proliferation of computer simulation, it’s less pronounced than it might otherwise be. What being locked in does do is let teams give their crew guys more time off so they can be rested for the Chase, and also save their tests and best cars for NASCAR’s playoff round.

And, besides, it isn’t like the teams locked in have already quit trying to win.

“For me, it just doesn’t work that way,” says Rodney Childers, crew chief for Kevin Harvick at Stewart-Haas Racing. “Anybody who knows me, if we’re not the fastest car in practice, I’m not happy. And if we don’t sit on the pole, I’m not happy, and if we don’t win the race, I’m not happy. We’ve just got to keep working to make our team better, and I think the best way we’ve got to do that is to keep bringing good cars to the track and keep trying to win races.”

Team E Racing's distinctive colors have been seen at or near the front of the USF2000 pack for virtually the whole season so far.



Andersen Promotions

SPOTLIGHT: VICTOR FRANZONI

Afterburner Autosport's rookie Victor Franzoni startled everyone by winning the Cooper Tires USF2000 Championship Powered by Mazda season-opener, but has since shown that kind of form is the norm. The Brazilian has added third places at the natural road course at Barber, the Indy road course and even the tight oval at Lucas Oil Raceway. Franzoni currently lies a stout fourth in the points standings.



Andersen Promotions

RC COOLER

With experience comes results, as RC Enerson is proving in USF2000

RC Enerson is proof there's no substitute for experience. The 17-year-old from New Port Richey, Fla., had a quiet start to his Cooper Tires USF2000 Championship Powered by Mazda career in 2013, learning the car and tracks. But he's shot out of the blocks in '14, finishing runner-up in race one of St. Petersburg's season-opening double-header, then winning race two.

STACKED FIELD

RC Enerson's job isn't easy... There are some 20 of the best young drivers from around the world going up against him at each USF2000 race.

At rounds three and four at Barber Motorsports Park, again racing in front of the Verizon IndyCar Series crowd, Enerson claimed both wins for Team E Racing.

He's still mastering his craft, and the slipstream battles on IMS's road course and oval racing at Lucas Oil Raceway weren't so successful, but Enerson is learning fast, so look out for the name.

RC ENERSON HAS TURNED UP THE HEAT!



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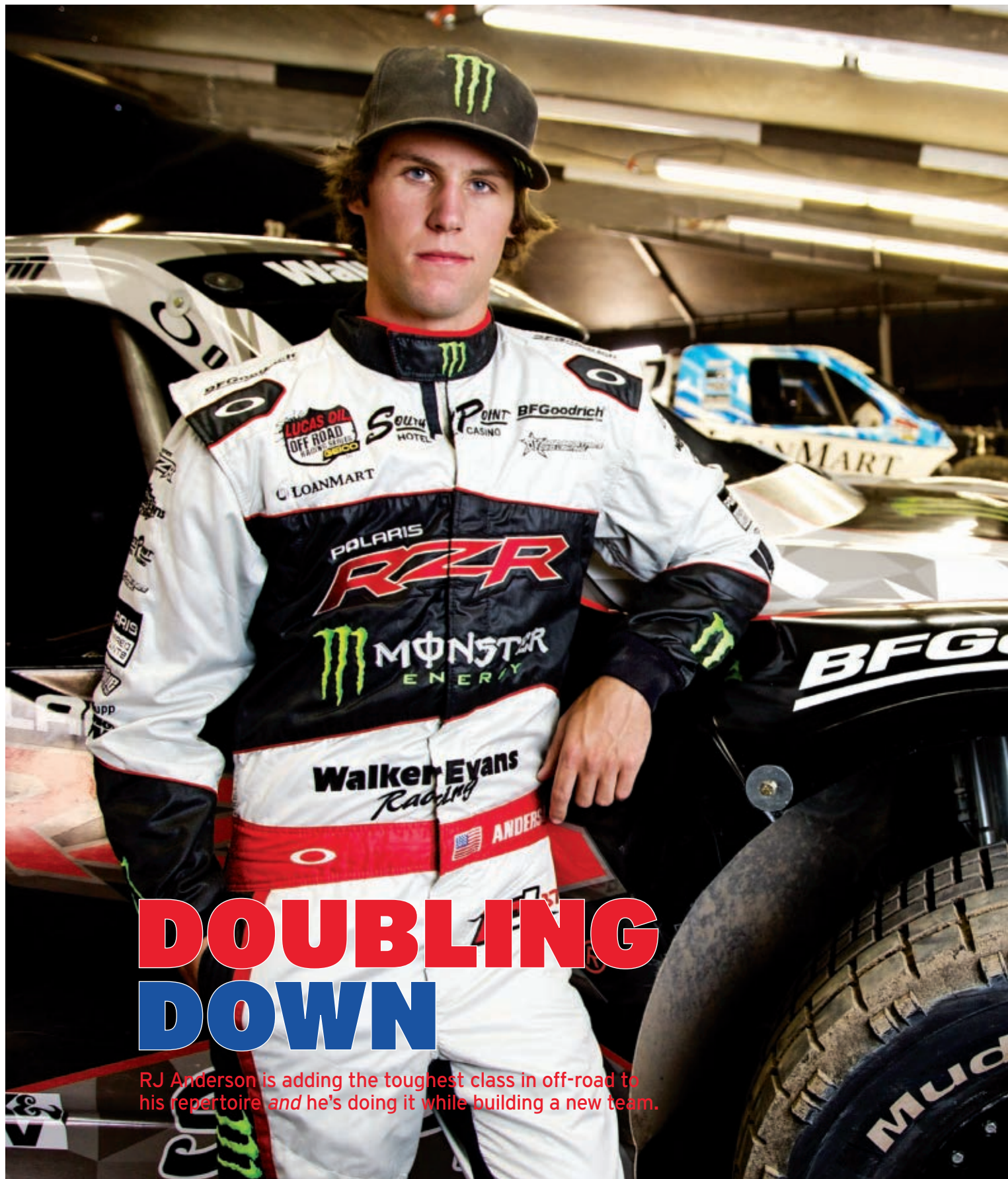
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DOUBLING DOWN

RJ Anderson is adding the toughest class in off-road to his repertoire *and* he's doing it while building a new team.



WORDS & IMAGES Richard S. James

It's a long road from roaming around the off-road pits as a four-year old to owning your own short course off-road racing team, earning a couple of championships and competing with the best the Lucas Oil Off Road Racing Series has to offer.

For RJ Anderson, the road was shorter than for many, and perhaps the destination was inevitable. But that doesn't make the task any less daunting as he attempts to challenge the sport's top guns in Pro 2 while continuing to race in Pro Lite, where he won the championship in 2012 and finished second in '13. Adding a second class to a racing program is tough enough; doing it while starting a team from the ground up is a big leap.

"All the stress is on your shoulders when you have your own team," Anderson says. "But it's good for the long haul. I'm really happy with the way that it's going, and being in control of my own destiny is the way I'd like things to go. It's been awesome, but it's definitely way more work. Days off mean time spent trying to make things better...so there are really no days off."

"Days off mean time spent trying to make things better...so there are really no days off"

RJ ANDERSON

The 21-year-old from Riverside, Calif., has a pretty good mentor to turn to if he needs it. His father, Randy, was crew chief for Off Road Motorsports Hall of Famer Walker Evans' racing efforts, helping him to some of his 21 off-road titles and on into Evans' foray into the NASCAR Truck Series. That's why young RJ spent so much time hanging around off-road pits.

But even then, Walker Evans' racing activities were winding down. As his father transitioned into being part owner and general manager of the Walker Evans Racing parts business, RJ wasn't in the racing world. But by virtue of the shop being near a kart track, the kid was

sucked back in. While the karting was more about fun than a serious pursuit, when he first saw off-road Trophy Karts running with CORR at Chula Vista, the hook was set. One way or another, he was going to race one.

And he did, for about a year, before moving to UTVs with Polaris, beginning a relationship that led to the company being primary sponsor of the Pro 2 alongside others such as Monster Energy, LoanMart and, of course, Walker Evans Racing.

"I was 15 when I started racing UTVs, and I raced a Polaris - my dad did a lot of business with them, so that's why we got one," RJ explains. "We were underpowered, getting beat by guys with big motors. The cars handled, but we couldn't build a motor as fast as the Rhinos and Kawasakis were going. We got our butts kicked for two years, but we kept faithful to the brand and then Polaris came out with the XP900 and we went and won the championship that year. Now, if you don't have a Polaris, you might as well not show up."

He still races a Polaris, in the WORCS off-road series for motorcycles, ATVs and UTVs.

After Anderson won the LOORRS UTV title, he went to Pro Lite, spending a year racing in the Midwest where he won rookie of the year honors. Then he came back to LOORRS in 2012 and dominated the Pro Lite points from the second round on.

"I don't think anyone knew exactly what to expect from me in a Pro Lite," he says. >



RJ Anderson is a title-contending driver in LOORRS Pro Lite (ABOVE), but views his parallel campaign in Pro 2 as a chance to take on the best of the best.



It's a good thing that RJ Anderson (MAIN) enjoys challenging himself. As well as adding Pro 2 (LEFT) to his existing Pro Lite program for 2014, the 21-year-old Californian has started his own team.

RJ Anderson was a trailblazer for kids climbing the ladder from Trophy Karts to UTVs and on to Pro Lite (BELOW).



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"I was one of the first kids to go from Trophy Karts all the way to Pro Lites, so I think people wanted to see how competitive a kart and UTV guy could be. It took me a little while to get warmed up but, by the end of my first year in Pro Lite, I won three of the last five races and took second in points.

"It definitely took me a little bit to learn, but racing an RZR [UTV], I had to focus so much on the corners and be perfect in all

"My biggest surprise in Pro 2 has been how easy it is to make a mistake and how bad it hurts you"

RJ ANDERSON

my lines. So when I got in the Pro Lite, it was a lot faster, but I was able to dial in the corner speeds so well because I had to work at it so hard before."

In comparison to 2012, last year was a disappointment, despite the fact that he won twice as many Pro Lite races as any other driver. Some tough races that ended in DNFs meant he fell a scant 23 points shy of Brian Deegan for the title.

Now, Anderson's added a Pro 2 truck to the mix and history looks like it could repeat itself. Six races into the season, he was already within spitting distance of the podium, having scored a fourth and a fifth at Wild West Motorsports Park after three straight sixth-place finishes. After the first six races, he was sixth in the points, just behind legend and 2010 and '13 Pro 2 champ Rob MacCachren - and this while

also maintaining third in the Pro Lite points with a win and a third to his credit.

"I had a couple of sponsors come to me and want me to move up to Pro 2," Anderson says. "I didn't know if I was ready, but Pro 2 is where you know you're racing the best. In Pro Lite, there's a stacked field and it's arguably the most competitive class, but the best drivers, in my opinion, are in Pro 2. You can win as many Pro Lite championships as you want, but that doesn't make you the best. To be the best, you have to beat the best."

And now he's trying to do just that. Round 6 in Reno, he started third and ran as high as second behind Deegan before sliding back back to fifth. That shows that a driver has to be on his game every second of a race, a lesson Anderson is learning.

"My biggest surprise in Pro 2 has been how easy it is to make a mistake and how bad it hurts you," he says. "I was in third place at [Wild Horse Pass], made a little mistake and finished sixth, and I was in fourth at Elsinore and ended up sixth. The field's so close you just can't make any mistakes."

It's one of many tests he'll face during the season. But as each one comes, he takes the lessons learned to heart.

"I learn something every time - not just my driving, but in communicating to my team, too," he says. "I need to make sure I stay in the top-five range so I can learn from the top guys and get all my laps. Twice in the first four races I've had contact that shortened my time up in the front pack.

"But I have no doubt that by the end of the year we should be able to contend with these guys for podiums and wins." ■



MEET THE NEW BOSS

AS AN OWNER-DRIVER, LIFE'S CHANGED FOR JEREMY MCGRATH

On a warm Thursday afternoon, Jeremy McGrath holds up a pole while a crew member attaches another part of the awning that will serve as his Lucas Oil Off Road Racing Series team's home for the next couple of days.

It's a different circumstance for the Supercross and motocross star turned off-road racer, who, until this year, had mostly raced for teams owned by others. Although he's never been one to shy away from lending a hand, this time the awning he's erecting is his.

"It takes a lot," says McGrath of starting his own Pro 2 team after two-and-a-half seasons with Stronghold Motorsports. "The amount of stuff you need and the amount of help and knowledge you need. It's a little bit of everything. I don't have this background, so it's a bit harder for me. The writing checks gets old, but when you're doing a startup, you need to have all the stuff. I'm not going to do it halfway, I'm going to do it right."

McGrath's season so far has been a bit of a struggle, but so were the last two years after winning three races in his first year in LOORRS in 2011. He's seventh in points with a couple of top-five finishes, which isn't bad with - as he puts it - a new...*everything*. And if nothing else, he says he's happier.

"I have a lot more confidence now than I did," he says. "I feel like we're in a better space. I'm in a way better space mentally, as far as a driver goes. The hardest part of it is getting all the hiccups out of the truck."

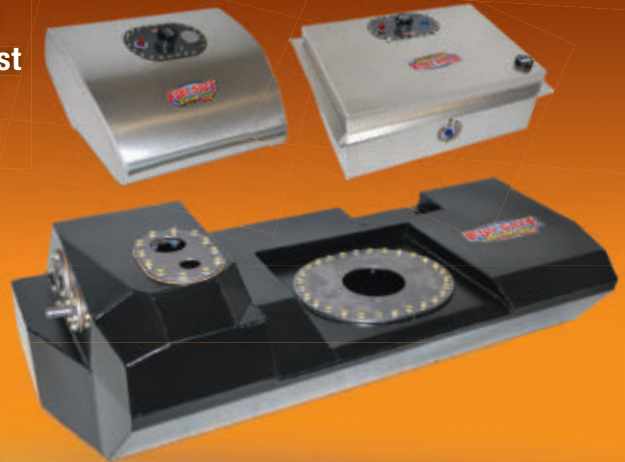


After six rounds, Jeremy McGrath's No. 2 truck was seventh in the Pro 2 standings.

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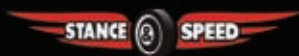


PHOTOGRAPHY: PETER HANDELSTADT ART: BOB VANDEWATER FOREWORD: DAN GURNEY

FOREWORD BY DAN GURNEY

HARDCOVER, 11 X 11

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Indy 500 Winner,
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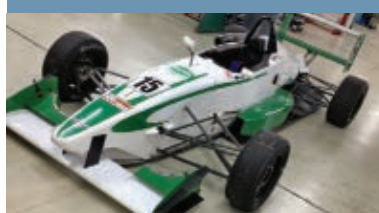
Same as 2nd place Runoffs car that led many laps. Loyning engine. Expensive mods and spares worth over \$20,000. Price: 15,000 OBO. **Contact Jerry at (530) 367-3899.** [1141-08]

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2004 STAR MAZDA



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Upgraded chassis wiring by Kevin Mitz. Two sets Jongbloed wheels and new Hoosier tires, new paint. MoTeC ADL, paddle shift, Momo wheel, stands, laptop and software, air tank, GoPro, all log books plus history, professionally sorted, ready to race - fast. \$47,500 OBO. **Contact Ron at (530) 836-1198.** Transportation available. [25011-07]

Chassis #009 Engine #2116 (Hasselgren) EFI Data/Ohlin Dampers. Very Low mile FA developed by Dorricott Racing. **Contact: sjcollias@tummycompany.com or call (310) 562-5110.** [25032-07]

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Russell LeBourcq/LAT



While everyone raved about Kurt Busch's Indy 500 debut, open-wheel vets enjoyed a solid month of May in NASCAR, too. Sam Hornish Jr. (LEFT) and Kyle Larson both won Nationwide Series races.



Charles Coates/LAT

RICCIARDO: CANADA'S NEW AUSSIE STAR

An F1 driver will always remember his first win with affection, but by breaking Mercedes' stranglehold on 2014, Daniel Ricciardo won favor even among the objective observers. Incidentally, he is the sixth F1 driver to score his first ever grand prix win at Montreal. The rest of the list? Gilles Villeneuve (1978), Thierry Boutsen ('89), Jean Alesi ('95), Lewis Hamilton (2007) and Robert Kubica ('08).

F1 WORLD CHAMPIONSHIP

March 16	Australia	Nico Rosberg
March 30	Malaysia	Lewis Hamilton
April 6	Bahrain	Lewis Hamilton
April 20	China	Lewis Hamilton
May 11	Spain	Lewis Hamilton
May 25	Monaco	Nico Rosberg
June 8	Canada	Daniel Ricciardo
June 22	Austria (Spielberg)	
July 6	Britain (Silverstone)	
July 20	Germany (Hockenheim)	
July 27	Hungary (Hungaroring)	
Aug. 24	Belgium (Spa)	
Sept. 7	Italy (Monza)	
Sept. 21	Singapore (Marina Bay)	
Oct. 5	Japan (Suzuka)	
Oct. 12	Russia (Sochi)	
Nov. 2	United States (CoTa)	
Nov. 9	Brazil (Interlagos)	
Nov. 23	Abu Dhabi (Yas Marina)	

VERIZON INDYCAR SERIES

March 30	St. Petersburg	Will Power
April 13	Long Beach	Mike Conway
April 27	Barber	Ryan Hunter-Reay
May 10	Indy GP	Simon Pagenaud
May 25	Indy 500	Ryan Hunter-Reay
May 31	Detroit 1	Will Power
June 1	Detroit 2	Helio Castroneves
June 7	Texas	Ed Carpenter
June 28	Houston, Texas 1	
June 29	Houston 2	
July 6	Pocono, Pa.	

July 12	Newton, Iowa
July 19	Toronto, Ontario 1
July 20	Toronto 2
Aug. 3	Mid-Ohio, Lexington, Ohio
Aug. 17	Milwaukee, Wis.
Aug. 24	Sonoma, Calif.
Aug. 30	Fontana, Calif.

ISMA TUDOR UNITED SPORTSCAR CHAMPIONSHIP

Jan. 25-26	Daytona	S. Bourdais/ J. Barbosa/C. Fittipaldi
March 15	Sebring	Pruett/Rojas/Franchitti
April 12	Long Beach	S. Pruett/M. Rojas
May 4	Monterey	J.V. Overbeek/E. Brown
May 31	Detroit	J. Taylor/R. Taylor
June 7	Kansas (PC)	C. Braun/J. Bennett
June 29	Watkins Glen, N.Y. (6 Hours)	
July 13	CTMP, Bowmanville, Ont.	
July 25	Indianapolis, Ind.	
Aug. 10	Road America, Elkhart Lake, Wis.	
Aug. 24	VIR, Alton, Va.	
Sept. 20	Circ. of The Americas, Austin, Texas	
Oct. 4	Road Atlanta, Ga. (1000m/10hrs)	

NASCAR SPRINT CUP SERIES

Feb. 23	Daytona 500	Dale Earnhardt Jr.
March 2	Phoenix	Kevin Harvick
March 9	Las Vegas	Brad Keselowski
March 16	Bristol	Carl Edwards
March 23	Fontana	Kyle Busch
March 30	Martinsville	Kurt Busch
April 7	Texas	Joey Logano

FEATURE RACE

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Russell LeBourcq/LAT

TICKET INFO

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WHERE & HOW

All roads lead to 16th & Georgetown, and shuttle buses help make parking easier.

April 12	Darlington	Kevin Harvick
April 26	Richmond	Joey Logano
May 4	Talladega	Denny Hamlin
May 10	Kansas	Jeff Gordon
May 25	Charlotte	Jimmie Johnson
June 1	Dover	Jimmie Johnson
June 8	Pocono	Dale Earnhardt Jr.
June 15	Michigan	Jimmie Johnson
June 22	Sonoma, Calif.	
June 28	Sparta, Ky.	
July 5	Daytona, Fla.	
July 13	Loudon, N.H.	
July 27	Indianapolis, Ind.	
Aug. 3	Pocono, Pa.	
Aug. 10	Watkins Glen, N.Y.	
Aug. 17	Brooklyn, Mich.	
Aug. 23	Bristol, Tenn.	
Aug. 31	Atlanta, Ga.	
Sept. 6	Richmond, Va.	
Sept. 14	Chicagoland, Ill.	
Sept. 21	Loudon, N.H.	
Sept. 28	Dover, Del.	
Oct. 5	Kansas City, Kan.	
Oct. 11	Charlotte, N.C.	
Oct. 19	Talladega, Ala.	
Oct. 26	Martinsville, Va.	
Nov. 2	Fort Worth, Texas	
Nov. 9	Phoenix, Ariz.	
Nov. 16	Homestead, Fla.	

NASCAR NATIONWIDE SERIES

Feb. 22	Daytona	Regan Smith
March 1	Phoenix	Kyle Busch
March 8	Las Vegas	Brad Keselowski

WHAT GOES AROUND...

After having his win hopes spoiled by others' aggressiveness in the closing stages of the Indianapolis 500, Ed Carpenter proved a point his next time out with a storming charge to victory at Texas Motor Speedway.



Nigel Kinrade/LAT

"I enjoy racing, and you do it for fun and try to get the most out of it, but those mistakes are just not good enough at this level. I've got to just take it a bit easier"

WILL POWER on his penchant for penalties. Texas saw his fourth in five races, this one for pit lane speeding.



Nigel Kinrade/LAT



"I really don't want either car not to finish - so it's probably going to take another four wins"
LEWIS HAMILTON on what he needs to get back level on points with Nico Rosberg



Matthew Brabham scored a breakthrough first career win in Indy Lights at the GP of Indy, just 10 days before his grandfather, Sir Jack Brabham, passed away.

March 15	Bristol	Kyle Busch
March 22	Fontana	Kyle Larson
April 4	Texas	Chase Elliott
April 11	Darlington	Chase Elliott
April 25	Richmond	Kevin Harvick
May 3	Talladega	Elliott Sadler
May 18	Iowa	Sam Hornish Jr.
May 24	Charlotte	Kyle Larson
May 31	Dover	Kyle Busch
June 14	Michigan	Paul Menard
June 21	Elkhart Lake, Wis.	
June 27	Sparta, Ky.	
July 4	Daytona, Fla.	
July 12	Loudon, N.H.	
July 19	Chicagoland, Ill.	
July 26	Indianapolis, Ind.	
Aug. 2	Newton, Iowa	
Aug. 9	Watkins Glen, N.Y.	
Aug. 16	Mid-Ohio, Lexington, Ohio	
Aug. 22	Bristol, Tenn.	
Aug. 30	Atlanta, Ga.	
Sept. 5	Richmond, Va.	
Sept. 13	Chicagoland, Ill.	
Sept. 20	Sparta, Ky.	
Sept. 27	Dover, Del.	
Oct. 4	Kansas City, Kan.	
Oct. 10	Charlotte, N.C.	
Nov. 1	Fort Worth, Texas	
Nov. 8	Phoenix, Ariz.	
Nov. 15	Homestead, Fla.	

Dan R. Boyd/LAT



FEATURE RACE

MOBIL 1 SPORTSCAR GRAND PRIX
WHEN July 10-13
WHERE Bowmanville, Ont. Canada
 Canadian Tire Motorsport Park (a.k.a Mosport) barely made the merged calendar, but this scenic and challenging track deserves it.

TICKET INFO
CanadianTireMotorsportPark.com

WHERE & HOW
 Located north of Bowmanville, CTMP is situated near major highways that run through Southern Ontario.

NASCAR CAMPING WORLD TRUCK SERIES

Feb. 21	Daytona	Kyle Busch
March 29	Martinsville	Matt Crafton
May 9	Kansas	Kyle Busch
May 16	Charlotte	Kyle Busch
May 30	Dover	Kyle Busch
June 6	Texas	Matt Crafton
June 14	Madison	Darrell Wallace Jr.
June 26	Sparta, Ky.	
July 12	Newton, Iowa	
July 23	Rossburg, Ohio (dirt)	
Aug. 2	Pocono, Pa.	
Aug. 16	Brooklyn, Mich.	
Aug. 20	Bristol, Tenn.	
Aug. 31	CTMP, Bowmanville, Ontario	
Sept. 12	Chicagoland, Ill.	
Sept. 20	Loudon, N.H.	
Sept. 27	Las Vegas, Nev.	
Oct. 18	Talladega, Ala.	
Oct. 25	Martinsville, Va.	
Oct. 31	Fort Worth, Texas	
Nov. 7	Phoenix, Ariz.	
Nov. 14	Homestead, Fla.	

BLACK MAGIC IN MOTOWN

"One of the crew joked they should change the name to O'Connell Island," said Johnny O'Connell after sweeping both Pirelli World Challenge GT races at Belle Isle. "I don't know about that, maybe there is an Irishman buried out here..."

Gregg DeGuire



June 1	Detroit, Mich. (GT)**
June 1	Millville, N.J. (TC)**
June 21	Elkhart Lake, Wis. (GT, TC)**
July 20	Toronto, Ontario (GT)
Aug. 3	Mid-Ohio (GT, TC)**
Aug. 24	Sonoma, Calif. (GT)**
Aug. 31	Brainerd, Minn. (TC)**
Sept. 13	Miller Park, Toole, Utah (GT, TC)**

** double-header event

FIA WORLD RALLY CHAMPIONSHIP

Jan. 19	Monte Carlo	Sebastien Ogier
Feb. 9	Sweden	Jari-Matti Latvala
March 7-9	Mexico	Sebastien Ogier
April 4-6	Portugal	Sebastien Ogier
May 9-11	Argentina	Jari-Matti Latvala
June 1	Italy	Sebastien Ogier
June 27-29	Poland	
Aug. 1-3	Finland	
Aug. 22-24	Germany	
Sept. 12-14	Australia	
Oct. 3-5	France	
Oct. 24-26	Spain	
Nov. 14-16	Britain (Wales)	

NHRA MELLO YELLO SERIES

Feb. 9	Pomona
Feb. 23	Phoenix
March 16	Gainesville
March 30	Las Vegas
April 13	Charlotte, N.C. (PSM)
April 27	Houston, Texas
May 18	Atlanta, Ga. (PSM)
May 25	Topeka, Kan.

WOMAN OF THE CENTURY

The NHRA's long been an industry leader in promoting women in motorsports, a point underscored at Kansas when Courtney Force scored the 100th series win by a female after defeating Cruz Pedregon in the Funny Car final.



June 1	Englishtown, N.J. (PSM)
June 15	Bristol, Tenn.
June 22	Epping, N.H. (PSM)
June 29	Chicago, Ill. (PSM)
July 6	Norwalk, Ohio (PSM)
July 20	Denver, Colo. (PSM)
July 27	Sonoma, Calif. (PSM)
Aug. 3	Seattle, Wash.
Aug. 17	Brainerd, Minn.
Sept. 1	Indianapolis, Ind. (PSM)
Sept. 14	Charlotte, N.C. (PSM)
Sept. 21	Dallas, Texas (PSM)
Sept. 28	Madison, Ill. (PSM)
Oct. 5	Reading, Pa. (PSM)
Nov. 2	Las Vegas, Nev. (PSM)
Nov. 16	Pomona, Calif. (PSM)

COOPER TIRES INDY LIGHTS CHAMPIONSHIP

March 30	St. Petersburg	Z. Veach
April 13	Long Beach	G. Chaves
April 26	Barber 1	Z. Veach
April 27	Barber 2	G. Chaves
May 9	Indy GP 1	M. Brabham
May 10	Indy GP 2	L. Razia
May 23	Indianapolis	G. Chaves
July 6	Pocono, Pa.	
July 20	Toronto, Ontario	
Aug. 2-3	Lexington, Ohio 1&2	
Aug. 17	Milwaukee, Wis.	
Aug. 23-24	Sonoma, Calif. 1&2	

PRO MAZDA CHAMPIONSHIP

Mar. 29-30	St. Petersburg 1&2	S. Pigot
April 26-27	Barber 1&2	S. Pigot
May 9-10	Indianapolis 1&2	S. Hargrove
May 23	Indianapolis (oval)	G. Grist
July 6	Pocono, Pa.	
July 20	Toronto, Ontario	
Aug. 2-3	Lexington, Ohio 1&2	
Aug. 10-11	Trois-Rivieres, Quebec 1&2	
Aug. 17-24	Milwaukee, Wis.	
Aug. 23-24	Sonoma, Calif. 1&2	

USF2000 CHAMPIONSHIP

Mar. 29	St. Petersburg 1	V. Franzoni
Mar. 30	St. Petersburg 2	RC Enerson
April 26-27	Barber Park 1&2	RC Enerson
May 9	Indianapolis 1	W. Owen
May 10	Indianapolis 2	A. Starrantino
May 24	Indianapolis (oval)	A. Telitz
July 19-20	Toronto, Ontario 1&2	
Aug. 2-3	Lexington, Ohio 1,2&3	
Aug. 10-11	Trois-Rivieres, Quebec 1&2	
Aug. 23-24	Sonoma, Calif. 1&2	

FIA WORLD ENDURANCE CHAMPIONSHIP

April 20	Silverstone	A. Davidson/ N. Lapierre/S. Buemi
May 3	Spa	A. Davidson/ N. Lapierre/S. Buemi
June 14-15	24 Hours of Le Mans	M. Fassler/ A. Lotterer/B. Tréluyer
Sept. 20	Circ. of The Americas, Austin, Texas	
Oct. 12	Fuji, Japan	
Nov. 2	Shanghai, China	
Nov. 15	Sakhir, Bahrain	
Nov. 30	Sao Paulo, Brazil	

PIRELLI WORLD CHALLENGE

March 30	St. Petersburg, Fla. (GT)**
April 13	Long Beach, Calif. (GT)
April 27	Barber, Birmingham, Ala. (GT, TC)**
May 16	CTMP, Bowmanville, Ont. (TC)**

RACER.com

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IMSA's Continental Challenge had one of the feelgood stories of the year on Memorial Day weekend when wounded Marine Liam Dwyer won at Lime Rock. Series coverage continues on FOX Sports.

JULY 6

POCONO 500

The second half of the Verizon IndyCar Series calendar airs in its entirety on NBCSN, including the second leg of the Triple Crown.

After a 24-year hiatus, Pocono returned to the calendar last year with a 400-mile race. This year, it returns to its traditional 500-mile length, and the spotlight will be on Ryan Hunter-Reay. The Indy 500 winner scoops a \$1m bonus if he can add victory in this race and in the Fontana finale. All three events are worth double points, too, which RHR could also use...

Each corner of the "Tricky Triangle" is modeled on turns from other race tracks. Turn 1 (with 14-degree banking) is based on the late, lamented Trenton Speedway. Turn 2 features nine-degree banking characteristic of Indianapolis Motor Speedway, while Turn 3's six-degree banking is similar to The Milwaukee Mile.

DETAILS

12:00pm NBCSN



ALL TIMES ARE EASTERN (ET)

TUESDAY JULY 1

2:00am ESPN2: NASCAR Now

WEDNESDAY JULY 2

2:00am ESPN2: NASCAR Now

THURSDAY JULY 3

1:30pm ESPN2: NASCAR Countdown
4:00pm FS1: NASCAR Sprint Cup final practice, Daytona Beach, Fla. (L)

FRIDAY JULY 4

2:00am ESPN2: NASCAR Now
8:00am NBCSN: FIA Formula 1, British Grand Prix, practice, Silverstone (L)
3:00pm FS1: NASCAR Nationwide Series qualifying, Daytona Beach, Fla. (L)
5:00pm FS1: NASCAR Sprint Cup qualifying, Daytona Beach, Fla. (L)
6:30pm NBCSN: Pirelli World Challenge, Elkhart Lake, Wis. (D)
7:00pm ESPN2: NASCAR Nationwide Series, Daytona Beach, Fla. (L)

SATURDAY JULY 5

8:00am NBCSN: FIA Formula 1, British Grand Prix, qualifying,

6:30pm Silverstone (L)
TNT: NASCAR Sprint Cup, Daytona Beach, Fla. (L)
11:00pm ESPN2: NHRA Mello Yello Drag Racing Series, qualifying, Norwalk, Ohio. (SDD)

SUNDAY JULY 6

2:30am ESPN2: NASCAR Now
7:30am CNBC: FIA Formula 1, British Grand Prix, Silverstone (L)
4:00pm FS1: IMSA Continental Challenge Championship, Watkins Glen, N.Y. (D)
12:00pm NBCSN: Verizon IndyCar Series, Long Pond, Pa. (L)
4:00pm NBCSN: Indy Lights, Long Pond, Pa. (SDD)
9:00pm ESPN2: NHRA Mello Yello Drag Racing Series, eliminations, Norwalk, Ohio. (SDD)

MONDAY JULY 7

3:00am ESPN2: NASCAR Now

TUESDAY JULY 8

2:00am ESPN2: NASCAR Now

WEDNESDAY JULY 9

2:00am ESPN2: NASCAR Now

THURSDAY JULY 10

No racing scheduled at press time

FRIDAY JULY 11

11:30am FS1: NASCAR Sprint Cup practice, Loudon, N.H. (L)
1:00pm FS1: NASCAR Nationwide Series practice, Loudon, N.H. (L)
4:30pm FS1: NASCAR Sprint Cup qualifying, Loudon, N.H. (L)
7:00pm FS1: NASCAR Camping World Truck Series qualifying, Newton, Iowa (D)
8:00pm FS1: NASCAR Camping World Truck Series, Newton, Iowa (L)

SATURDAY JULY 12

10:00am FS1: NASCAR Nationwide Series qualifying, Loudon, N.H. (L)
11:30am FS1: NASCAR Sprint Cup final practice, Loudon, N.H. (L)
3:00pm ESPN2: NASCAR Nationwide Series, Loudon, N.H. (L)
8:00pm NBCSN: Verizon IndyCar Series, Newton, Iowa. (L)

SUNDAY JULY 13

7:00am FS1: MotoGP Championship, Germany (L)

12:00pm TNT (July 13)
NASCAR Sprint Cup Series
TNT signs off its handful of NASCAR's top-tier events at New Hampshire Speedway.



2:00pm FS1: TUDOR United SportsCar Championship, Bowmanville, Ontario, Canada (L)

MONDAY JULY 14

No racing scheduled at press time

TUESDAY JULY 15

2:30am ESPN2: NASCAR Now



"We're very flexible on that. Realistically, the number one thing is to make sure we don't embarrass the sport"

GENE HAAS on whether his planned F1 team would have an American driver



Racing runs across all NBC's peacock feathers in July: IndyCar on NBCSN, F1 on NBCSN and CNBC, "NASCAR America" on NBCSN and Global Rallycross on NBC.



Michael Levitt/LAT

WEDNESDAY JULY 16

2:30am ESPN2: NASCAR Now

THURSDAY JULY 17

2:30am ESPN2: NASCAR Now

FRIDAY JULY 18

8:00am NBCSN: FIA Formula 1, German Grand Prix, practice, Hockenheim (L)
3:30pm FS1: NASCAR Nationwide Series

CHANNEL GUIDE

ABC	ESPN on ABC
CBS	CBS Broadcasting, Inc.
CNBC	NBC Business News
NBC	NBC Universal
NBCSN	NBC Sports Network
ESPN	ESPN networks
ESPN-N	ESPN News
FOX	FOX Broadcast Network
FS1	FOX Sports 1 (formerly SPEED)
FS2	FOX Sports 2 (formerly FUEL)
TNT	Turner Network Television
VELOCITY	Velocity Channel
L	Live Program
R	Repeat Program
TBD	Start Time to Be Determined
D	Delayed from Earlier Day
SDD	Same Day, Delayed

All listings subject to change. Networks may broadcast programs at different times in different time zones. Check local listings.

6:30pm practice, Joliet, Ill. (L)
FS1: NASCAR Nationwide Series final practice, Joliet, Ill. (L)

SATURDAY JULY 19

8:00am NBCSN: FIA Formula 1, German Grand Prix, qualifying, Hockenheim (L)
3:00pm NBCSN: Verizon IndyCar Series, Race 1, Toronto, Ontario. (L)
4:00pm FS2: NASCAR Nationwide Series, qualifying, Joliet, Ill. (L)
6:00pm FS2: ARCA stock cars, Joliet, Ill. (L)
8:00pm ESPN2: NASCAR Nationwide Series, Joliet, Ill. (L)
ESPN2: NHRA Mello Yello Drag Racing Series, qualifying, Denver, Colo. (SDD)
11:00pm

SUNDAY JULY 20

2:00pm NBC: Red Bull Global Rallycross, New York, N.Y. (L)
7:30am CNBC: FIA Formula 1, German Grand Prix, Hockenheim (L)
10:00am FS1: IMSA Continental Challenge Championship, Bowmanville, Ontario, Canada (D)
2:00pm NBC: Red Bull Global Rallycross, New York, NY (L)
2:30pm ESPN: NHRA Mello Yello Drag Racing Series eliminations, Denver, Colo. (SDD)
3:00pm NBCSN: Verizon IndyCar Series, Race 2, Toronto, Ontario. (L)
4:00pm NBCSN: Indy Lights, Toronto, Ontario, Canada. (SDD)

MONDAY JULY 21

No racing scheduled at press time

TUESDAY JULY 22

No racing scheduled at press time

WEDNESDAY JULY 23

2:30am ESPN2: NASCAR Now

8:30pm FS1 (July 23)
NASCAR Camping World Trucks
There'll be unusual lines aplenty as NASCAR's Trucks hit the dirt at Eldora Speedway.



Michael Levitt/LAT

THURSDAY JULY 24

2:00am ESPN2: NASCAR Now

FRIDAY JULY 25

8:00am NBCSN: FIA Formula 1, Hungarian Grand Prix, practice, Hungaroring (L)

8:30am FS1: NASCAR Nationwide Series practice, Indianapolis, Ind. (L)
10:30am FS1: NASCAR Nationwide Series final practice, Indianapolis, Ind. (L)
11:30am FS1: NASCAR Sprint Cup Series final practice, Indianapolis, Ind. (L)

7:00pm FS1 (July 25)
TUDOR United SportsCar Super Weekend at the Brickyard kicks off with IMSA's best on the IMS road course.



Michael Levitt/LAT

9:00pm FS2: ARCA stock cars racing, Indianapolis, Ind. (L)

SATURDAY JULY 26

8:00am NBCSN: FIA Formula 1, Hungarian Grand Prix, qualifying, Hungaroring (L)
9:00am FS1: NASCAR Sprint Cup Series final practice, Indianapolis, Ind. (L)
FS1: NASCAR Nationwide Series qualifying, Indianapolis, Ind. (L)
2:00pm ESPN: NASCAR Sprint Cup Series qualifying, Indianapolis, Ind. (L)
2:00pm NBC: Red Bull Global Rallycross, Charlotte, N.C. (L)
4:00pm ESPN: NASCAR Nationwide Series, Indianapolis, Ind. (L)
7:00pm ESPN: NHRA Mello Yello Drag Racing Series qualifying, Sonoma, Calif. (SDD)

SUNDAY JULY 27

7:30am CNBC: FIA Formula 1, Hungarian Grand Prix, Hungaroring (L)
1:00pm ESPN: NASCAR Sprint Cup, Indianapolis, Ind. (L)
9:00pm ESPN2: NHRA Mello Yello Drag Racing Series eliminations, Sonoma, Calif. (SDD)

MONDAY JULY 28

No racing scheduled at press time

TUESDAY JULY 29

No racing scheduled at press time

WEDNESDAY JULY 30

2:30am ESPN2: NASCAR Now

THURSDAY JULY 31

2:30am ESPN2: NASCAR Now

MULTIMEDIA

ZEOD LE MANS CHARGE "ELECTRIC SPEED RECORD!"



Jeff Bowman/LAT

Nissan's ZEOD RC accomplished two goals at Le Mans before the 24 Hours - a new electric speed record of 300kph and the first all-electric lap. Check out Nismo.TV on YouTube for onboards of the feats.

AUDI INSIGHTS RACER: "Audi R18 e-tron quattro basic"



RACER Channel's Le Mans coverage included a four-part series with Audi Sport Team Joest race engineer Brad Kettler, giving tech insights of Audi's LMP1 contender.

ON TWITTER

The Williams Formula 1 team - @WilliamsRacing - is particularly good at keeping fans up to date with its



Glem Dunbar/LAT

progress through every race session. Also has many offers and competitions in between events.

RACER.com

As well as Robin Miller's Mailbag, RACER.com now features Marshall Pruett's answers to your tech questions. Write to PruettsTechMailbag@Racer.com



If you haven't checked out The *RACER* Channel on YouTube, you're missing out. You'll find a variety of on-board and Visor Cam views, driver's and engineer's video answers to tech questions, and more!



Nigel Kinrade/LAT

STAR LETTER

Defining greatness

I enjoyed your Great Teams Issue (*RACER*, June) but was left pondering how modern racing has made success less a combination of skill and ingenuity along the lines of Colin Chapman and Jim Clark, but a matter of effective resource management, as Chip Ganassi's teams have exemplified.

Now, obviously, winners are always going to be the teams who can put together the best package under the rules. But it would be nice if those rules let ingenuity play a bigger part in the equation again.

Ty Flanders *City, Socorro, N.M.*

HEARD ON RACER.COM

ECCLESTONE DISMISSES F1 TV DECLINE

The last time I heard this type of comment was at a Blockbuster, when we asked why they didn't have debit card transactions: "Oh, debit cards are just a fad, not worth the cost." Really Bernie? You honestly think that Twitter, internet, e-mail, social media is a fad and everyone is going to go back to their TVs?

Sonja Ravenscroft

The way that viewership is calculated for sponsor use is also outmoded. Young people don't access media the way their parents used to, and these series and their sponsors are still using outdated forms of understanding who is watching.

Michael Fornarina

I'm 18 and social media is more of a fad/play toy for younger teenagers who don't have lives or give a crap about the rest of the world anyway. Once they get past that high school stage, most realize they have better things to do than check Twitter every two seconds. It's actually funny that some people just assume that all teenagers are going to magically become interested in F1 because of some Twitter posts. F1 cars need to be loud again, crazy fast, and look good. If you want to turn people into fans, this is what is needed.

Matt

F1 conspiracy theory...

Poor F1. It's lost fast, great-sounding cars and competition at the front this year, so now the only dramas they can manufacture are conspiracy theories.

Is Mercedes submarining Hamilton to boost favorite son Rosberg? Did Bernie throw a switch to make both Mercedes go off-song in Canada and allow someone else a token win? Will anyone still care about these popgun cars at the end of the season? Stay tuned...if you can stand the excitement.

Barry Donner *Charlotte, N.C.*

...but there is also this

I know everybody is complaining about the sounds of this year's F1 cars, but the races this season have been the most fun in years. It's obvious the Mercedes boys are going at it hard and the team is letting them, which is a refreshing change.

Everyone wants a perfect world, of course, but I can deal with the flat-sounding engines if the cars continue to produce the level of excitement we've seen in the first half of 2014!

Loren Brazile *Cincinnati, Ohio*



Andy Hone/LAT

WRITE NOW

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Careful what you wish for

Indy 1964, my first, is remembered for the revolting MacDonald/Sachs crash. Sadly, I watched it unfold from my seat at the exit of Turn 4. Fifty years later (from high up in Turn 3), I have a cheerier distinction to stress.

The '60s were touted as Indy's wildest decade with the rear engine revolution, monocoques, turbines, sidecars, and engine choice. 1964 reached the pinnacle of variety with tire wars and A.J.'s final roadster win following 146 laps in the lead.

IndyCar 2014 is criticized as a spec series, but witness this year's riveting race. Passes all day long and all the way through the field. A daring concluding six laps. Did the '60s feature that? Never. The 1964 race was a parade, with little competition and excitement.

Be careful what you wish for. Wide-open rules might produce interesting and differentiable cars, but they will never give us the spectacle we saw this year.

Mark Lamontia *Landenberg, Pa.*

Better late than never

I was sorry to hear that Gene Haas is delaying his F1 team until 2016, but then it occurred to me that it could actually be a good thing

Haas was already behind, and if they had rushed it we might have seen a repeat of the USF1 fiasco. Sounds like they are doing it right, and this might be the last chance for a U.S. F1 team.

Susan Colter *Tacoma, Wash.*

The Editors are not bound to agree with readers' opinions.

RACER welcomes your letters, if sent via U.S. Mail or e-mailed to letters@racer.com. Or, log onto RACER.com and click on the link provided on the home page.



As well as reporting live from IndyCar and sports car events, Marshall Pruett answers your tech questions at RACER.com. E-mail PruettsTechMailbag@Racer.com.



Jaeger/Sheridan

OUT TAKE

To mark the Austrian GP's F1 return, local hero Gerhard Berger drove his 1988 Ferrari F1/87/88C at the Red Bull Ring, then let reigning champ Sebastian Vettel behind the wheel.

ANNIVERSARIES

JULY BIRTHDAYS



LAT archive

JEAN-PIERRE JARIER

Richard Petty, 7/2/37; Rene Arnoux, 7/4/48; Jan Magnussen, 7/4/73; Tom Kristensen, 7/7/67; Marino Franchitti, 7/7/78; Dale Coyne, 7/8/54; **JEAN-PIERRE JARIER, 7/10/46**; Guy Ligier, 7/12/30; Rick Hendrick, 7/12/49; Thierry Boutsen, 7/13/57; Jarno Trulli, 7/13/74; Oriol Servia, 7/13/74; **WAYNE TAYLOR, 7/15/60**; Chris Amon, 7/20/43; Bernd Schneider, 7/20/64; Robby McGehee, 7/20/73; Calvin Fish, 7/22/61; Scott Dixon, 7/22/80; Jim Hall, 7/23/35; Gordon Kimball, 7/24/52; Johnny O'Connell, 7/24/62; Tiago Monteiro, 7/24/76; Philippe Alliot, 7/27/54; Fernando Alonso, 7/29/81; Rodolfo Lavín, 7/30/77.

WE REMEMBER



LAT archive

SWEDE SAVAGE

Achille Varzi, 7/1/48; Onofre Marimon, 7/31/54; Jerry Hoyt, 7/11/55; Fireball Roberts, 7/2/64; Sparky Belmont, 7/4/68; Jo Schlesser, 7/7/68; Pedro Rodriguez, 7/11/71; Lance Reventlow, 7/24/72; **SWEDE SAVAGE, 7/2/73**; Eddie Rickenbacker, 7/23/73; Roger Williamson, 7/29/73; David Purley, 7/2/85; Rich Vogler, 7/21/90; Paul Warwick, 7/21/91; Al Loquasto, 7/31/91; Davey Allison, 7/13/93; **JUAN MANUEL FANGIO, 7/17/95**; Gary Avrin, 7/14/96; Jeff Krosnoff, 7/14/96; Rodger Ward, 7/5/04.

J.M. FANGIO d. 7/17/95

Exemplifying an era when greatness conferred nobility more than celebrity, Argentina's *El Maestro* dominated the first decade of the F1 World Championship. And he still holds the win percentage record (47 percent) having triumphed in 24 of the 51 GPs he started.



LAT archive

WAYNE TAYLOR b. 7/15/60

A champion sports car racer himself, Wayne Taylor is also experiencing the rare pleasures of owning and directing the team that bears his name to TUDOR Championship prototype victories with his sons Jordan and Ricky driving.



Michael Levent/LAT



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WHO Sir Jack Brabham, three-time F1 World Champion
WHERE Australia, UK, and all around the globe...
WHEN April 2, 1926 - May 19, 2014



Jack Brabham leads Hulme, Clark and Hill at Zandvoort in '66, on his way to one of four wins and the Formula 1 World Championship that year. It's the first and only time the feat has been achieved by a driver racing a car bearing his own name.

Daniel Ricciardo's first Formula 1 victory at the Canadian Grand Prix was a welcome and poignant pick-me-up for Australian motorsport fans, coming just weeks after the death of Sir Jack Brabham, one of the most significant figures in racing history.

Being an ace racecar driver was not the only bullet in Brabham's gun; almost unique among his F1 colleagues, he had a strong understanding of engineering, having been a mechanic in the Royal Australian Air Force. On top of that was a "get it done" mentality.

After moving to the UK in 1955, he used all three of those qualities and hooked up with the works Cooper team. In '58, he campaigned the marque's radical rear-engined cars in both F2 and F1 and scored several top 10 finishes. When John Cooper acquired 2.5-liter Climax engines for '59, two wins and three other podium finishes were enough to earn Brabham the World Championship. He doubled up in '60 after a dominant five-in-a-row win sequence.

Cooper, having started the rear-engined trend, was left behind by the switch to 1.5-liter engines in 1961, and Brabham suffered a poor year in terms of F1 results. However, he and Ron Tauranac had started



Jack was 33 by the time he scored his first F1 win at Monaco in '59 (ABOVE), yet squeezed in 12 more seasons and three World Championships.



In 1961, Brabham and Cooper reintroduced rear engined cars to Indy, starting 13th, finishing ninth and sparking a revolution.

Motor Racing Developments, a company which began building Formula Juniors, with a long-term plan for graduating to F1.

In '62, Brabham campaigned his own car in grand prix racing, the BT3. The following year, he expanded his team to a two-car operation and hired Dan Gurney. Gurney's 1964 victories in France and Mexico provided the team's breakthrough. Two years later, Brabham was ready for F1's new 3-liter regs like no one else. Using an Oldsmobile-based Repco engine, Jack took a dominant third World Championship, the only driver to earn the ultimate accolade in a car bearing his name. Teammate Denny Hulme earned the team's second title the following year before departing.

Brabham retired from driving in 1970 (still a race winner at the age of 44) and sold his company to Tauranac, who himself eventually sold to Bernie Ecclestone.

Gurney, who, like Bruce McLaren, was inspired to go the driver/engineer/owner route, recalled his friend Brabham as "a fierce competitor, an outstanding engineer, a tiger of a driver, an excellent politician and a hands-on creator and visionary."

We can only echo that. ■

BRABHAM TALENT GETS PASSED DOWN

Sir Jack Brabham saw sons Geoff, Gary and David find notable success in sports cars. Geoff won the IMSA GTP title four times and the 24 Hours of Le Mans; Gary won the Sebring 12 Hours; David (BELOW, with his father) twice won the American Le Mans Series and added an outright win at Le Mans. Matt (son of Geoff) and Sam (son of David) are showing similar promise.



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Competition GTS-class turbocharged Optima shown.