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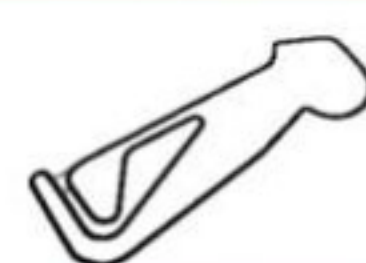
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## POLE POSITION

# The clock is running ahead of Melbourne

**TO BORROW A PHRASE FROM DR SEUSS, 'HOW DID IT** get so late so soon?' You could apply that to many teams up and down the pitlane during Formula 1 testing in Bahrain. Today (Thursday) marks the beginning of the end of the test time available, with just four days of running to go. Next stop: Melbourne.

It's not all panic stations, however. At Mercedes, things are running remarkable smoothly. Not only is its 1.6-litre V6 turbo power unit buzzing along happily in tandem with the energy recovery systems, its works cars appear to have the edge, with customer squad McLaren next up. Great news for British stars Lewis Hamilton and Jenson Button, and look out for Williams and Force India too. Our eight-page test analysis begins on [page 14](#).

We've also interviewed Jean Todt this week to elicit the FIA president's vision for motorsport's future, and revisited a former project of his – the mega Peugeot 205 T16 rally monster. And don't miss our celebration of larger-than-life British racing legend Gerry Marshall, or Volvo's BTCC oddity, the 850 estate.

Speaking of legends, it was great to see the Earnhardt name back in Victory Lane at Daytona. Read our full report on NASCAR's season opener on [page 42](#).

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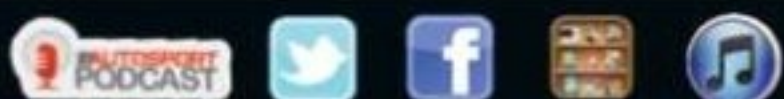


## PRIVATE EAR



"Hello, this is the Renault Sport F1 helpline. We are experiencing a high volume of calls at present, please hold."

## FIND US ON



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DAYTONA INTERNATIONAL

# THE BIG PICTURE

Fan favourite Dale Earnhardt Jr celebrates his first win in the Daytona 500 for a decade last Sunday, after holding off the pack in a rain-delayed race that ended at night

➔ P42 FULL REPORT



# NATIONAL SPEEDWAY



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MILLER/LAT

# This week in F1

## RENAULT UNDER FIRE IN THE DESERT

Renault came in for heavy criticism in last week's four-day Bahrain test when all four of the engine supplier's teams endured a troubled time at the Sakhir circuit.

After suffering a disastrous opening pre-season test at Jerez, Renault brought a significant update package to Bahrain. This helped its teams complete 619 laps of running, compared to just 151 (albeit without Lotus) in Jerez.

Although this represents progress, Renault clearly still has a long way to go to match Ferrari and current pacesetter Mercedes.

More work will be undertaken to improve the 'power unit' before the specifications of each engine are frozen tomorrow (Friday), the midway point of the final pre-season test in Bahrain.



➔ P14 F1 TESTING ROUND-UP

### WHAT THE RENAULT TEAMS HAD TO SAY



THOMPSON/GETTY

#### Red Bull

##### Team boss Christian Horner

"Flavio [Briatore] decided years ago that energy recovery would be the Renault race team's job, not the engine manufacturer's. On the powertrain, it's the responsibility of the engine supplier, but Renault has had a steeper learning curve than Mercedes or Ferrari."



FERRARO/LAT

#### Lotus

##### Technical director Nick Chester

"A lot of it [Renault's deficit] is in operation and software. We only ran the engine at full power for the first time on Saturday [the final day]. There is a lot in how we operate it and how we look after the energy management, which will get better quickly."



THOMPSON/GETTY

#### Toro Rosso

##### Jean-Eric Vergne

"We all know there are some problems from the beginning so there is nothing new. I will not talk negative because everybody knows about it. I'm positive. We still had major problems but they were able to fix some of them. I know it's going to take time."



THOMPSON/GETTY

#### Caterham

##### Kamui Kobayashi

"We had many problems on the engine side. We have too aggressive power delivery, which is very difficult to handle under acceleration. We can see the Mercedes cars are much quicker in the straights, 20-30km/h more. At the moment, we are definitely too weak pacewise."



COATES/LAT

#### Renault

##### Director of track operations Remi Taffin

"It's still not to the level we want, but at least we've got a baseline to work on. Obviously we have also had some problems, which are inevitable. We are on plan but we are still recovering."

## Perez: rivals will catch Mercedes

Force India's Sergio Perez believes rival engine manufacturers Ferrari and Renault will catch up to early pacesetter Mercedes before the start of the season.

"I think the others will come back earlier than the first race," said the Mexican. "The Mercedes is working fine, but things are going to change."



FERRARO/LAT

## Pirelli trials tyre prototype

Pirelli trialled a medium-compound 'prototype' tyre in Bahrain last week to test performance without tyre warmers for the 2015 rules. Pirelli's Paul Hembery said the harder tyres introduced for '14 would reduce 'marbles' off-line.



COATES/LAT

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)



## Ecclestone wins court case

Bernie Ecclestone has won a High Court case relating to the sale of Formula 1 in 2005, but the court ruled the deal was corrupt.

A London judge dismissed German company Constantin Medien's \$144 million claim against Ecclestone over his involvement in the sale of the sport's rights to CVC nine years ago, but said Ecclestone had paid a \$44m bribe to German banker Gerhard Gribkowsky, who was jailed for eight and a half years for corruption over the agreement. Ecclestone will stand trial in Germany in April, after being indicted in connection to the payment to Gribkowsky.

## Rob Smedley joins Williams

Rob Smedley, Felipe Massa's long-time race engineer at Ferrari, has joined Williams as head of vehicle performance. Richard Lockwood also joins from Marussia as head of race strategy.

## NASR TESTS FOR WILLIAMS

GP2 racer Felipe Nasr and Caterham refugee Charles Pic were both confirmed in test and reserve-driver roles during last week's Bahrain test.

Nasr will get three tests and five free practice sessions for Williams, while Pic (who replaces 2012 GP2 champion Davide Valsecchi as Lotus's third driver) currently has no driving time slated in the new E22. Nasr made his F1 driving debut during the final day of the first Bahrain test, clocking 87 laps and setting the fourth-fastest time.

Susie Wolff will make her F1 race-weekend debut for Williams during Friday morning practice for the British Grand Prix, after being confirmed as the team's 'development driver'. She will make two Friday appearances and be given one in-season test day in 2014. Lotus has also given Formula Renault 3.5 racer Marco Sorensen and sportscar driver Nicolas Prost 'test-and-development' roles.


















### DID YOU KNOW?



The last female to drive on a race weekend in F1 was Giovanna Amati, who failed to qualify for the first three races of 1992. The last to start a points-awarding race was Lella Lombardi in the 1976 Austrian GP in a RAM Brabham (pictured).

## THE 2014 F1 SUBS' BENCH SO FAR

Test/reserve/development/'affiliated' drivers announced to date

<b>Red Bull</b>	 Antonio Felix da Costa	 Sebastien Buemi	
<b>Ferrari</b>	 Davide Rigon	 Marc Gene	 Pedro de la Rosa
<b>Lotus</b>	 Charles Pic	 Marco Sorensen	 Nicolas Prost
<b>McLaren</b>	 Stoffel Vandoorne		
<b>Force India</b>	 Daniel Juncadella		
<b>Williams</b>	 Felipe Nasr	 Susie Wolff	
<b>Sauber</b>	 Giedo van der Garde	 Sergey Sirotkin	 Simona de Silvestro
<b>Caterham</b>	 Robin Frijns	 Alexander Rossi	

## BIG NUMBER

# 29

The number of laps completed by Marussia over four days in Bahrain due to various technical issues. Teams estimate the new cars take twice as long to fix as the previous generation due to their complexity.



## McLaren has its "buzz back"

Former world champion Jenson Button was upbeat about McLaren's chances after clocking 169 laps and setting the fourth-fastest time during last week's Bahrain test. "The guys have done a fantastic job," he said. "It's good to see the buzz is back at McLaren."



## Raikkonen's shunt

Kimi Raikkonen crashed the Ferrari F14 T in the closing stages of the final day of last week's Bahrain test. The 2007 world champion blamed the crash at the exit of Turn 4 on wheelspin as he clipped a kerb.

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THE ORIGINAL



# Jonathan Noble

## F1's newshound

Mercedes has already earned a 'favourite' tag from pre-season testing, but will it be super-quick Hamilton or quick-thinker Rosberg who prevails?

**A**s pre-season testing edges towards its conclusion, it's not hard to see just why Mercedes has emerged as favourite to be battling for victory when the lights go out at the Australian Grand Prix. The speed and reliability of those silver cars from Brackley has left the team in the driving seat – even though the threat from McLaren is real and we have not yet seen what Ferrari is truly capable of.

But if the winter preparations appear to be ending with some pretty handy hints about the competitive order at the front, and no one will be surprised if Mercedes do indeed come out on top in Melbourne, that growing consensus about form is actually opening up a prospect that could be even more mouth-watering.

For one of the biggest debates raging among onlookers right now is that if this does turn into the year of Mercedes, then which of its drivers is going to benefit the most from the 2014 regulations? Will Lewis Hamilton's blistering natural speed and sensational racing instinct be enough to overcome the more astute Nico Rosberg, who could well use clever strategy to outthink his rival to gain the upper hand?

The days when natural talent alone was enough to guarantee victory are long gone. Tyre management has put paid to that in recent years, and the new 2014 fuel restrictions mean there will be no way a driver can simply jump in the car, drive it as flat-out as he can and hope that he gets to the chequered flag first.

There is now a premium on powerplant energy management. There will even be the need to play the long game, to perhaps drive slowly in the opening stages of the race to keep some extra fuel back for the end,



Rosberg picks his moment near the end to snatch the lead and take the victory – with Hamilton powerless to defend as he has nothing left in reserve.

Could it really happen that way?

**“Will Hamilton’s blistering speed be enough to overcome the more astute Rosberg?”**

when the wick can be turned up to snatch positions.

This early fuel save/late-race boost scenario is one that could be very real Down Under because Melbourne is one of the toughest tracks on fuel consumption. There will be a need to keep an eye on economy.

If Mercedes is indeed ahead, then it's not too hard to imagine Hamilton wringing the neck out of the car to take pole position, with Rosberg lining up right behind him. The early laps could then feature the pair circulating at the front, but with Rosberg cleverly burning less fuel each time past the pits.

Having built up a surplus of fuel that would allow him to run at maximum power for an overtaking boost,

Rosberg certainly has the intelligence and application needed to be able to think through every such scenario that could help him triumph, but everything will of course depend on just how much of a fuel-consumption benefit a pursuing car will have over the man ahead.

The potential is there for a fascinating new dynamic thanks to the impact of the fuel regulations. Will clever driving and a more considered approach be a better thing to have in 2014 than out-and-out speed?

Let's not forget that it was that long-game tactic that Niki Lauda put to such devastating effect in 1984 to beat the quicker Alain Prost to the title. And look where Lauda is now... ❄

# This week in motorsport

## HIRVONEN FEARS VOLKSWAGEN UNBEATABLE

M-Sport lead driver Mikko Hirvonen fears Volkswagen is now impossible to beat in the World Rally Championship. The Finn says the Polo R WRC's domination of the first two rounds of the

2014 series is indicative of what is to come for the rest of the season. "Volkswagen are really on their own pace," said Hirvonen. "The car is one or two steps ahead of everybody else, but, of course, they

have good drivers as well. It's clear to see that they can do whatever they want in all three cars. If nothing happens to the Volkswagens then it's going to be tough to win any rally this year."



BETTIO/GETTY

10



## Vanthoor set for Le Mans debut

Reigning FIA GT Series champion Laurens Vanthoor will make his Le Mans 24 Hours debut with the Sebastien Loeb Racing LMP2 squad in June. The 22-year-old Belgian, who shared his 2013 FIA GT title with former Le Mans winner Stephane Ortelli, will join Rene Rast in the Loeb team's ORECA-Nissan 03 for the blue-ribbon event.



## New BTCC challengers revealed

Ciceley Racing has revealed its new Mercedes A-class British Touring Car contender (above) and hopes to test it before the series' official launch event on March 18. Fellow BTCC squad Motorbase gave its 2014-spec Ford Focus its first run at Brands Hatch last week (below). The test was curtailed when returning champion Fabrizio Giovanardi went off at Druids.



HAWKINS

## Indy 500 toys with 'Garage 34'

IndyCar is considering the creation of an invitational 34th entry at the Indy 500 for experimental cars, along the lines of Garage 56 at Le Mans. The idea has not yet progressed beyond the early discussion stage, although Indianapolis Motor Speedway president Doug Boles told AUTOSPORT that he is cautiously open to progressing the idea.

## Fuji washout prompts tweak

A new World Endurance Championship sporting rule means that points will not be awarded in races like last year's Fuji event, when no laps were run under racing conditions.

The new regulations stipulate that "a minimum of two laps must have been completed by the leader outside of a safety car procedure" for half points to be awarded in the event of a race suspension before 75 per cent distance has been reached.

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)



VAN DER LAAN/LAT

## Lotus F1 junior joins Tech 1

Lotus F1 junior Marco Sorensen will switch to Tech 1 Racing for his third season in Formula Renault 3.5. The Danish driver, who was announced as reserve and development driver for the Enstone-based F1 outfit, tested for Tech 1 at the end of last season. He won three races for the Lotus-backed Gravity-Charouz team in 2012-13.

### SORENSEN IN FR3.5 2012-13

**6**  
PODIUMS

**3**  
WINS

**34**  
STARTS

**2**  
POLES

**235**  
POINTS

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ROZENDAA/LAT

## Villeneuve in Indy 500 return link

Jacques Villeneuve could return to the Indianapolis 500 according to speculation as AUTOSPORT closed for press. The Canadian, who claimed Indy 500 victory two years before his 1997 Formula 1 world championship triumph,

has been linked with a deal to drive a third car for Schmidt Peterson Motorsports. Villeneuve was on testing duty earlier in the week, driving the Peugeot 208 Supercar he will race in the World Rallycross Championship.



LAT

## Hyundai to run three WRC cars

Hyundai will field three i20 WRCs in Portugal, Australia, Spain and Britain as the Korean firm seeks to increase the level of data gathered in its return WRC season. Thierry Neuville, Juho Hanninen and Dani Sordo will represent the team.

## Bourdais tops Sebring USC

Sebastien Bourdais put his Action Express Daytona Prototype team at the top of the timesheets on both days of the United SportsCar Championship's official Sebring test. OAK Racing's Morgan-Nissan ended the test second fastest.

## Zandvoort Masters now 'non-F3'

Zandvoort's Masters of F3, which has been staged annually since 1991, will be for cars from British and German F3 this year. The move has been made because it is impossible for teams from the F3 European Championship to transport their cars from the Dutch track to the following weekend's European round at

Moscow Raceway in the time available. Because British and German F3 cars use older-spec engines, the July 6 event will be known as the Zandvoort Masters in line with recent FIA warnings that to be called F3, contests need to run to the latest F3 rules (see AUTOSPORT, February 13).



ESSAY/EBREV/LAT

## In brief



EBREV/LAT

### BRDC SUPERSTARS

The BRDC has announced the 14 drivers for its 2014 SuperStars programme. Alex Brundle, Alex Lynn, Ben Barker, Jake Dennis, Jack Goff, Jolyon Palmer, Jordan King, Oliver Rowland, Sam Tordoff and Tom Sharp will be joined by Joe Osborne, Matt Parry, Tom Ingram and Ben Barnicoat. Alexander Sims (above) is this year's SuperStars ambassador.

### PLOWMAN TO FOYT

Martin Plowman will make his IndyCar return this year when he contests the Indy road course race and the Indy 500 in a second AJ Foyt Racing entry. The Brit, who made three IndyCar starts in 2012 with Sam Schmidt Racing/AFS, tested with Foyt at Sebring last week.

### LATIFI JOINS PREMA

Canadian Nicholas Latifi has joined Prema Powerteam for this season's F3 European Championship. Latifi, a multiple race winner in the recent Florida Winter Series, switches from Carlin, with which he took two pole positions in British F3 last year.

### GIDLEY TEAM QUITS

The GAINSCO/Bob Stallings team has withdrawn from this year's United SportsCar Championship in the wake of Memo Gidley's accident in the Daytona 24 Hours. It has released staff and drivers from their contracts, but is aiming to return in 2015.

### LONG BEACH STARTS

Long Beach will switch to a standing start for April's IndyCar race. The standing start was used by IndyCar for the first time in the second of the two races at Toronto last year.

### TUNJO TO SIGNATURE

Lotus F1 junior Oscar Tunjo is the first driver to commit to Renault's new F3 engine for 2014. The Colombian teenager, a graduate of the Formula Renault Eurocup, will race with Signature on the team's return to European F3 after a two-year sabbatical.

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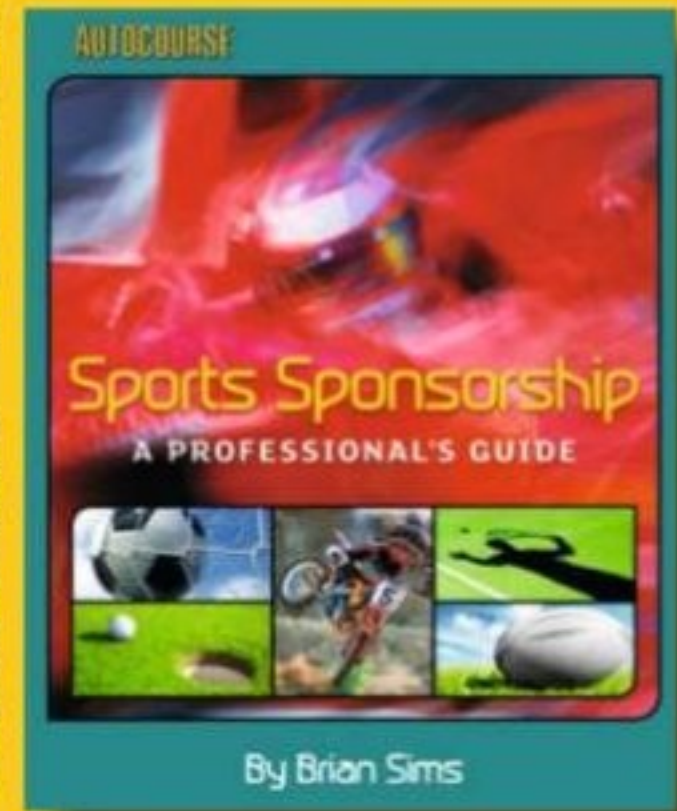
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"It's the best book I've read on sponsorship. Not only a good read with wonderful insights of how Brian secured so much sponsorship during his career, but it really tells you all you need to know about the task. When I'd read it, I was extremely motivated and eager to start my sponsorship quest. Without it, I can absolutely guarantee I wouldn't have been able to compete in GP3 in 2013"

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# Bobby Rahal

## The inside line

The American racing legend and ex-Jaguar team boss loves the idea of an American F1 squad, but reckons it'll be tough to pull off

**A**t first blush, it's wonderful that Gene Haas has ambitions of running a Formula 1 team out of the United States. There should be an American team in F1. In the past there was Carl Haas's Lola team [unrelated to Gene – Ed], if you want to call that American, even though it was British in a lot of respects. Not since Dan Gurney's All American Racers has there really been what you'd call an 'American team' in F1. It's not like running NASCAR; it's not like running IndyCar. F1 is a very different sport that relies on huge sums of money that only international corporations can provide. Perhaps the only companies that don't necessarily need that kind of sponsorship are the automobile manufacturers, but everybody else depends greatly on outside sponsorship. So if Haas is successful in attracting big companies with deep pockets then I don't see why he couldn't start a team.

But F1 is so much more demanding in terms of the resources needed as a team. You literally have to design and build your own car, and that takes dozens of engineers. Probably from the mechanical side it's not a whole lot different to anything else, but it's the production and engineering staff needed. Those are huge numbers. When I was at Jaguar we had 280 employees, and I would say that 220 of those were engineering or manufacturing-based. And we were one of the smaller teams. At the time, Williams, Ferrari and McLaren were probably twice our size.



The previous Haas F1 team:  
Tambay in action in 1986

Haas was in two years [1985 and '86], out the next. AAR was the first American team that actually participated in Formula 1 for more than two years – and even then I think it was only three. Same with Penske and Parnelli in the 1970s. So the track record is not a good one.

Being based in the States will also be a disadvantage in that regard. I moved my team [Rahal Letterman Lanigan] to Indianapolis from Ohio when we got involved in the IndyCar Series. Look at Toyota – they tried to do F1 from Cologne, and that didn't work out. If you're in NASCAR,

**“An F1 team has to be based in England, just as IndyCar teams are run out of Indianapolis”**

Unless you buy an existing team, the ability to attract good talent is difficult. We went through that at Jaguar frankly, where we were competing for talent with McLaren or Williams or Ferrari, teams that had been around for decades. There was a level of consistency and continuity there, and in the employees' minds, why would you leave that, regardless of the promises being made elsewhere? So hiring good people will be difficult.

One of the bigger hurdles faced at Jaguar was that people were being told that we were owned by the Ford Motor Company, and Ford would be gone the minute that F1 no longer made marketing sense. A guy like Ron Dennis or Frank Williams could say, 'We've been here since the 1960s or early 1970s, we've got the track record, and we're not going anywhere.'

Will the taint from the USF1 project of 2009/10 be an obstacle? It doesn't help. But even the past US teams that did make the grid tended to not stay around long. Team

you're in Charlotte. If you're in IndyCar, you're in Indianapolis. And if you're starting an F1 team, you have to be in England. To think it can be done differently is a noble thought, but realistically it just lengthens the amount of time it will take to be successful.

The other challenge for Haas will be adapting to the rate of technical development in F1. You're not just building the car from scratch, you're developing it right through the year. A major handicap Jaguar had when I was there was that our windtunnel was in the US, 8000 miles away, whereas Frank Williams could go out of one door and into the next and be in his windtunnel. We'd send people to California for three weeks, and pretty soon their families complained, and soon they were leaving because their families were going to fall apart if they stayed.

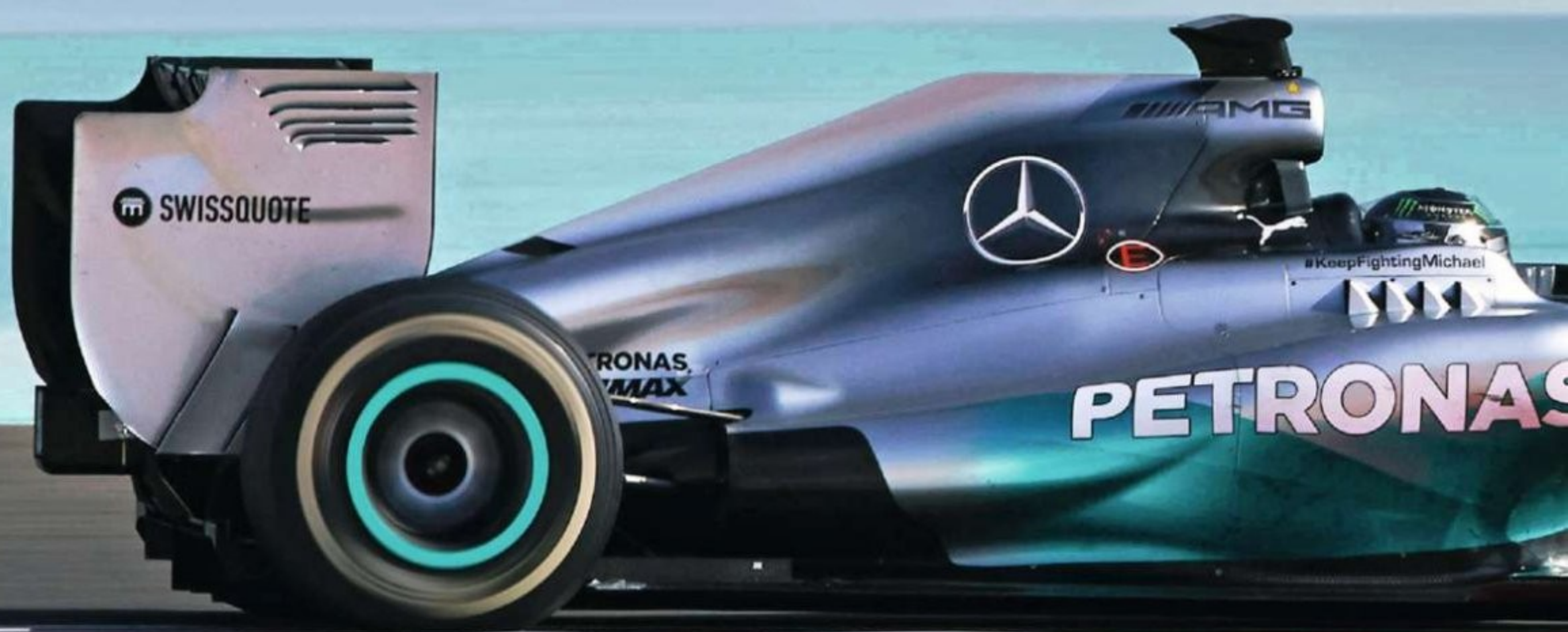
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SPECIAL

# Who is winning the testing war?

Pre-season testing is a notoriously fickle form guide, but after last week's four-day test in Bahrain a clear pattern is emerging. **EDD STRAW** reports from the Sakhir circuit

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**A**fter January's first pre-season test at Jerez, things were looking good for Mercedes. But there was always the possibility that the German marque was simply ahead of the curve in terms of proving its engine and working through the usual grind of testing, that it might all be an illusion. Following four days in Bahrain last week, however, it became increasingly difficult for Merc stars Nico Rosberg (pictured) and Lewis Hamilton to downplay their position of strength.

If anything, Mercedes looks significantly stronger even than it did in Spain. The Mercedes is the quickest car, the most convincing from trackside and has more than one race simulation completed. Is it the car with the greatest ultimate potential? Impossible to say. But as one rival driver quipped, "I'd put everything I have on Mercedes winning [the first race] in Australia". Few would bet against him.

Testing times count for little, but Rosberg's

fastest time of 1m33.283s, set on the final morning of the test, was hugely impressive. Remember, in these new cars with less downforce, unproven and, according to some, unspectacular engines, that is a mere 0.953s off the German's 2013 pole position time. Had he gone out on supersoft rubber, rather than the softs he used for his low-fuel qualifying simulation, and strung together the perfect lap, there is a feeling within Mercedes that he would have matched or even beaten the V8 benchmark. There was the option to go for a second qualifying simulation, but it wasn't considered necessary. That's how comfortable Mercedes is.

The only real negative was the question of reliability. During the eight days of winter testing to date, Mercedes has completed more laps than any other team. But in Bahrain, the F1 W05 caused more red flags than any other car. Rosberg stressed the need for the team to make the car "bulletproof" in time for the Australian Grand Prix on March 16 and, as much as anything, it seems that Mercedes' ability to

fully lean on its car is allowing it to discover the minor, potentially race-stopping, glitches before some of its rivals.

"We're learning a massive amount," said Rosberg. "Every lap is important, every lap we learn and we discovered a lot of reliability issues that you only discover if you push the car to the limit. So these were important discoveries and we have a few days to sort these out. Hopefully, we can reduce the amount of issues we're getting and by the time we get to Melbourne be able to finish the race."

If that sounds a little negative, it isn't. There is no guarantee of either Mercedes finishing in Melbourne – these cars and engines are simply too new to be assured of that. But compared to its opposition, the Silver Arrows are in glorious shape. The fact that their most convincing rivals, McLaren and Williams, use the same 1.6-litre turbocharged V6 engine tells you exactly what is at the heart of the success of the Mercedes team. Amid all the talk about the sound of the engines, McLaren driver Jenson Button put it best. "The ▶



► Ferraris still sound like [normal] engines but ours sound different. I don't really care, because ours is the quickest, I think, and the most reliable at the moment!"

The Mercedes-Benz PU106H hybrid power unit certainly sounds the most refined to the ear. The Ferrari has a pleasing, piercing rasp to it, but the Mercedes now sounds the most under control. There are no unpleasant rattles or dull burlings, which the Renault units often have, while it's clear that the Merc is also the most driveable. The power delivery of the Renault is pretty savage, while Ferrari's Kimi Raikkonen was caught out by the torque at the rear wheels when exiting Turn 4 late on the final afternoon and was spat nose-first into the wall. Considering Raikkonen has one of the most cultured right feet on the grid, that tells you a lot about how good a job Mercedes has done.

There was also astonishment among rival teams when the Mercedes clocked 206mph down the start/finish straight. That's around 12mph faster than in Bahrain in 2013.

Why is the engine so good? It's simply down to a combination of investment, long lead times and quality personnel (and plenty of them). When the

engine regulations changed from the original four-cylinder configuration to a V6, Mercedes had already made a lot of progress on the four-pot version and the V6 engine was running on the dyno by early 2012. Harness that to the fact that Mercedes-Benz High Performance Powertrains is reckoned to have made the biggest investment in the first-generation KERS system introduced at the start of 2009 – and likely had the best system on the grid – and it's clear that Mercedes was always best-placed to deliver the strongest engine.

Already a few in the paddock are trotting out the line privately about Mercedes buying its way to the front, but this is exactly what F1 is about. Invest heavily and, crucially, use that investment properly, and you can thrive. It's what the best teams have always done. It's also testament to the work former team principal Ross Brawn did, with his decision to go ahead with an all-singing, all-dancing advanced car/engine dyno seemingly key to Mercedes having ironed many of the kinks out of its engine before hitting the track.

But it's not just on the engine side. Assessing the overall quality of the Mercedes chassis itself is difficult because there are few direct comparisons, but it looked well-behaved on track.



## Red Bull v Ferrari rear-end comparison

By Gary Anderson

**1.** The radiator exits share a similar concept. Ferrari's look a little larger and Red Bull's more curved on the upper surface.

**2.** The diffuser produces around 35 per cent of a car's total downforce. More important is the consistency, especially at high speed when the car is low to the ground and under braking. The

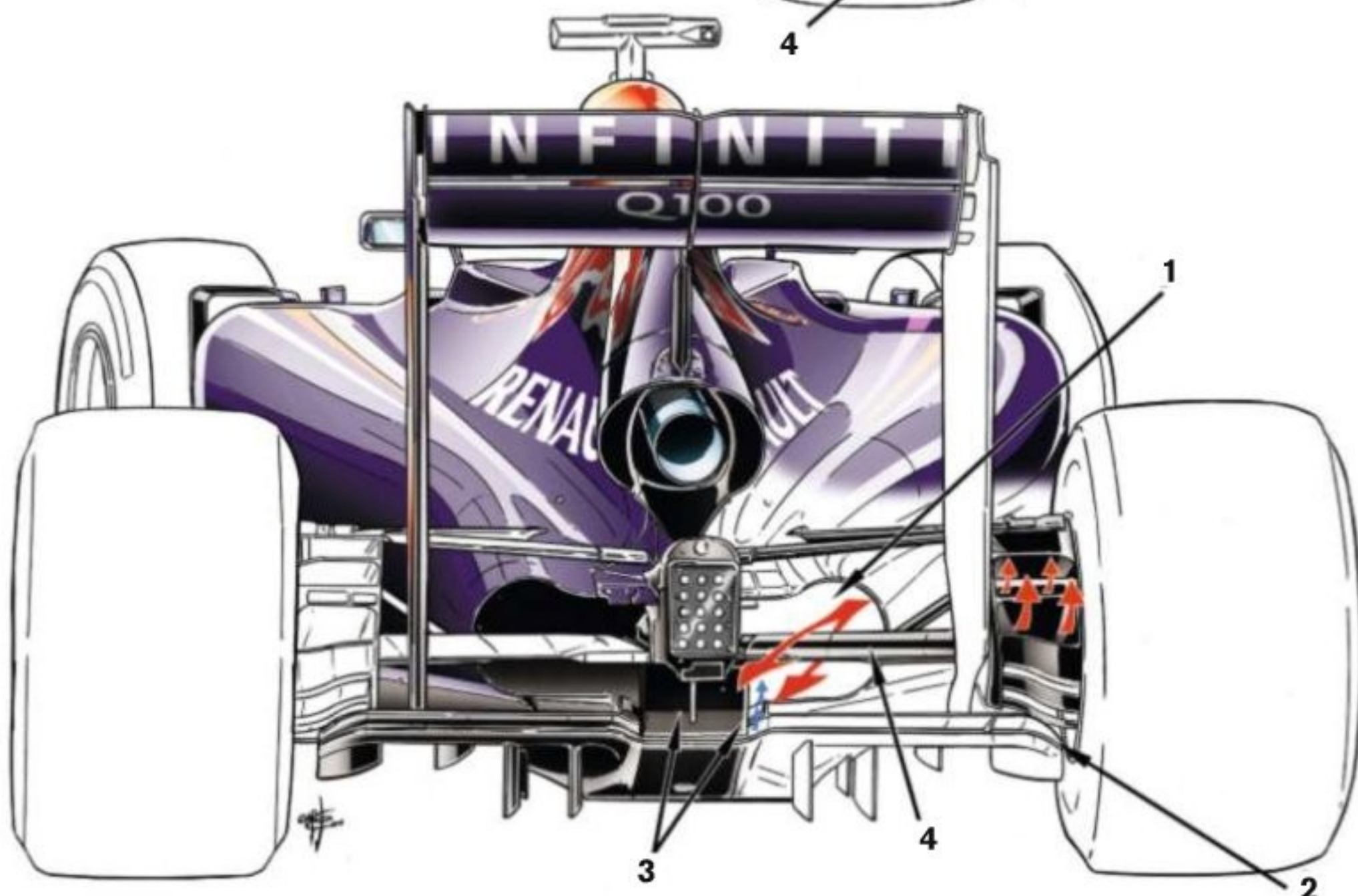
trailing-edge detail is one area that you can work on to help achieve this. Ferrari has a small turning vane that goes completely around the trailing edge. By comparison, on the Red Bull the central section and the outer vertical section are missing. This outer section turns out abruptly to 'talk' to the low-pressure area behind the rear tyre.



**3.** As far as the centre section is concerned, if there is good airflow coming into the centre of the diffuser from the Coke-bottle area then the Ferrari should be best.

**4.** Both cars have covered or at least streamlined the

driveshaft with the lower wishbone/rear trackrod. Getting as high a volume of airflow as possible through this area is important to the performance of the rear wing, underfloor and the diffuser. It also reduces the drag level, improving straightline speed.





Button is happy with McLaren's progress so far

**"I think we will be ready. There's a lot of work to do, but I have a good feeling about the first race"** JENSON BUTTON



Williams had time to practise pitstops in Bahrain

## McLAREN SHOWING PROMISE

The McLaren also looked good. Button was on track at the same time and the MP4-29 did look more settled on the brakes. But he made it very clear that, while things look promising for McLaren, Mercedes' works team is the quickest.

"I think there is one team that definitely has enough rear downforce, looking at the times," said Button. "The thing that we need to concentrate on is being ready in terms of understanding fuel saving. I think we will be ready – we are very good at that – so I have a good feeling about the first race.

"There's a lot of work to do for everyone before the first race and you can see from the lap times that the difference from the slowest car to the fastest is massive. I'm sure it will be closer by Melbourne."

McLaren's fastest lap, set by Kevin Magnussen on the second day, was on supersoft rubber. This was the fastest non-Mercedes time of the test and, considering it was 1.627s off Rosberg's mark, that suggests Mercedes has a big advantage. But Magnussen's run was not a qualifying simulation; instead it was a chance to allow the rookie to get a feel for the change in grip from one tyre to another. While Magnussen did lean on the car, he wasn't on qualifying levels of fuel. That Button set a near-identical time, only on soft rubber, suggests that even by a conservative estimate you can wipe half a second off that deficit.

McLaren's suspension blockers, which grabbed the headlines when they appeared at Jerez, continued to be run in Bahrain. During the first test these were parts produced by rapid prototyping, but at the Sakhir track they were properly realised in carbonfibre. This is not something a team unconvinced by the concept would do and suggests they will still be on the car come Melbourne.

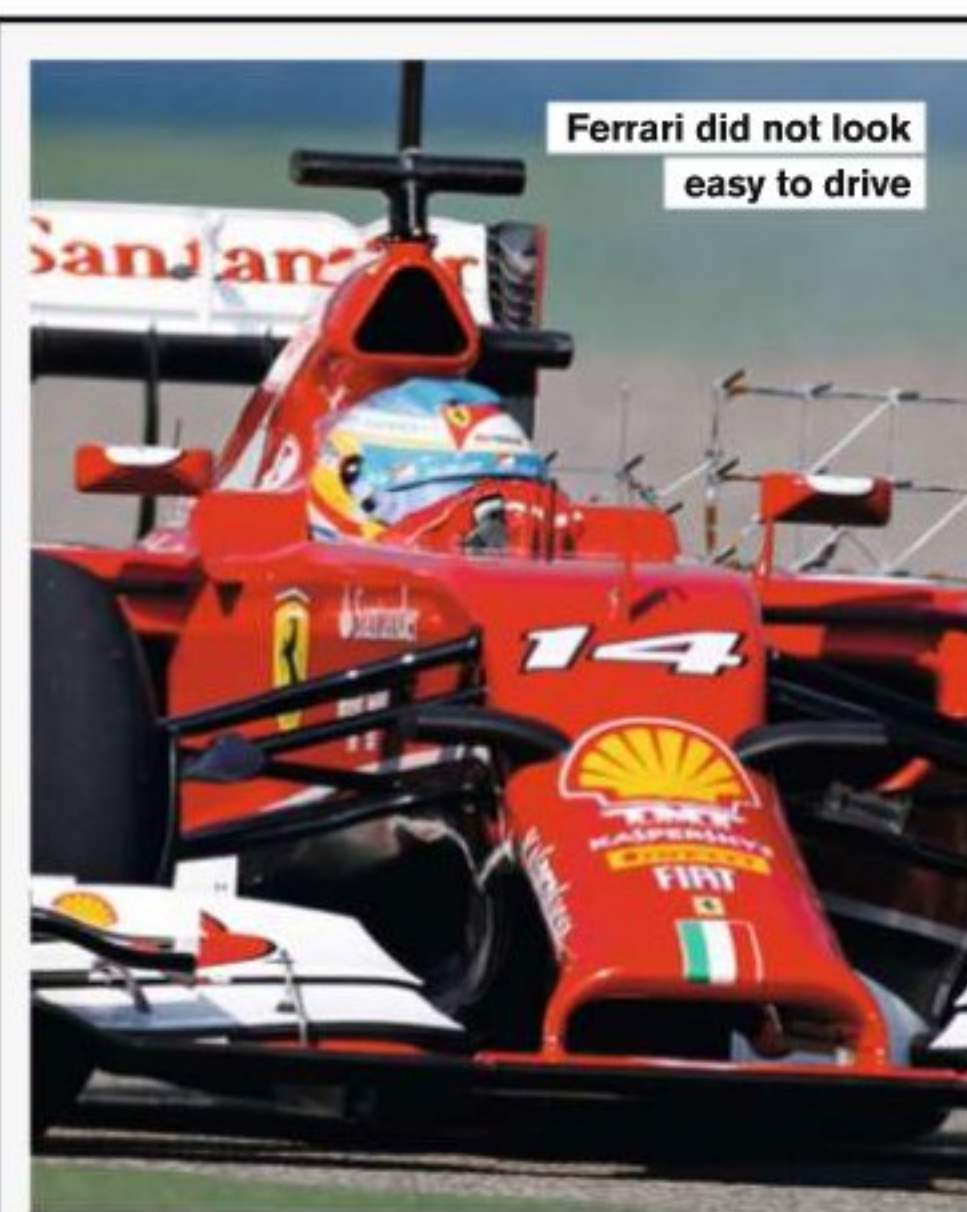
## WILLIAMS WELL ADVANCED

Seeing as one of the major storylines of the test was how well Mercedes is doing, it's no surprise that Williams is also having a strong pre-season run. What made the biggest impression was not the speed of the car – it looks brisk but right now not Mercedes-botheringly fast – but the fact that the team could afford to dedicate significant time to pitstop work.

"I used to get told off for saying I was very satisfied or happy with the way things are going, because some people say you should be trying harder," joked test-team boss Rod Nelson. "But I'm very happy. We did 115 laps [on Friday], 43 live pitstops, twentysomething race starts. So we are ticking things off the winter checklist. The knock-on effect of that is that we don't have to do that work next week, so we really can work on performance."

Things didn't go quite so smoothly for the fourth Mercedes-powered team, Force India, which did have a number of glitches. But the Silverstone-based squad is still shaping up well for the year and it would be a surprise if it wasn't a nailed-on top-10 runner come Australia. Nico Hulkenberg set the fastest lap on day one of the test and ended up fifth fastest overall, but this wasn't a qualifying simulation so can't be directly compared to Rosberg's mark.

"It's been a constructive programme from Jerez through to where we are and we have pretty much met all the objectives," was deputy team principal Bob Fernley's conclusion. "But as always there are things we can improve." ▶



Ferrari did not look easy to drive

## TRACKSIDE VIEW

An afternoon stint at trackside on day four in Bahrain was dominated by Nico Rosberg's Mercedes and Jenson Button's McLaren pounding round on long runs – always a sign that a team is well advanced with its test programme.

One of the first things you notice with the Mercedes is that the F1 W05's engine is the only one that is truly 'singing'. The note differs even to the German firm's customer cars, and Rosberg could clearly be more aggressive with his downshifting into the hairpins than Button. Make no mistake, by the end of the test Mercedes was really starting to turn the wick up.

Aside from a few lock-ups into the tricky downhill left-hander at Turn 9, Rosberg looked comfortable. There was nothing particularly spectacular about the car on track, and that's usually a good thing. Of all the cars, the Mercedes was the one that its drivers had to fight the least.

Apart from the engine note, and Button spacing his downshifts out more than Rosberg, the main difference between the two silver cars seemed to be their operating window.

When Button and the MP4-29 were working in harmony, they looked a close match for the Mercedes. But the 2009 world champion seemed to be walking a much thinner tightrope. The tiniest of misjudgements would result in the McLaren starting to scramble to make the apex, suggesting that its peak performance was harder to maintain than the Mercedes.

Another car to complete significant mileage at the test was the Williams, which even in the hands of F1 test debutant Felipe Nasr looked as if it enables the driver to be incredibly positive in the braking and turn-in phase of a corner. The FW36 gave nothing up on the way to the apex, but appeared less compliant once Nasr put the power down.

Earlier in the week, viewing Fernando Alonso's Ferrari from trackside was an eye-opening experience. The F14 T looked a handful, and Alonso was frequently getting out of shape, missing his braking points and on a couple of occasions even going off, in both slow and medium-speed corners. Two days later, Kimi Raikkonen stuffed the car into the barriers. *Glenn Freeman*

DUNBAR/LAT

## ► FERRARI STANDS ALONE

If the four Mercedes-powered teams, barring problems, look set to make Q3 in Australia, Ferrari appears to be the team that will join them. Pre-season testing so far has been a curate's egg for Ferrari. It's comfortably the most convincing non-Mercedes team but, even though there has been nothing even remotely approaching a qualifying simulation, there are no indications that the car has anything spectacular to offer pacewise.

The engine seems to be going reasonably well, albeit not as strongly as the Mercedes, but there are question marks over the power delivery and the overall downforce of the car. When hustled, the Ferrari doesn't look the most well-behaved on track, and there are tell-tale signs of the rear end just running out of grip, which has been a Ferrari trait recently. There has also not been a race simulation, and while Ferrari is downplaying the significance of this, in recent years it has more often than not been one of the first teams to attempt one.

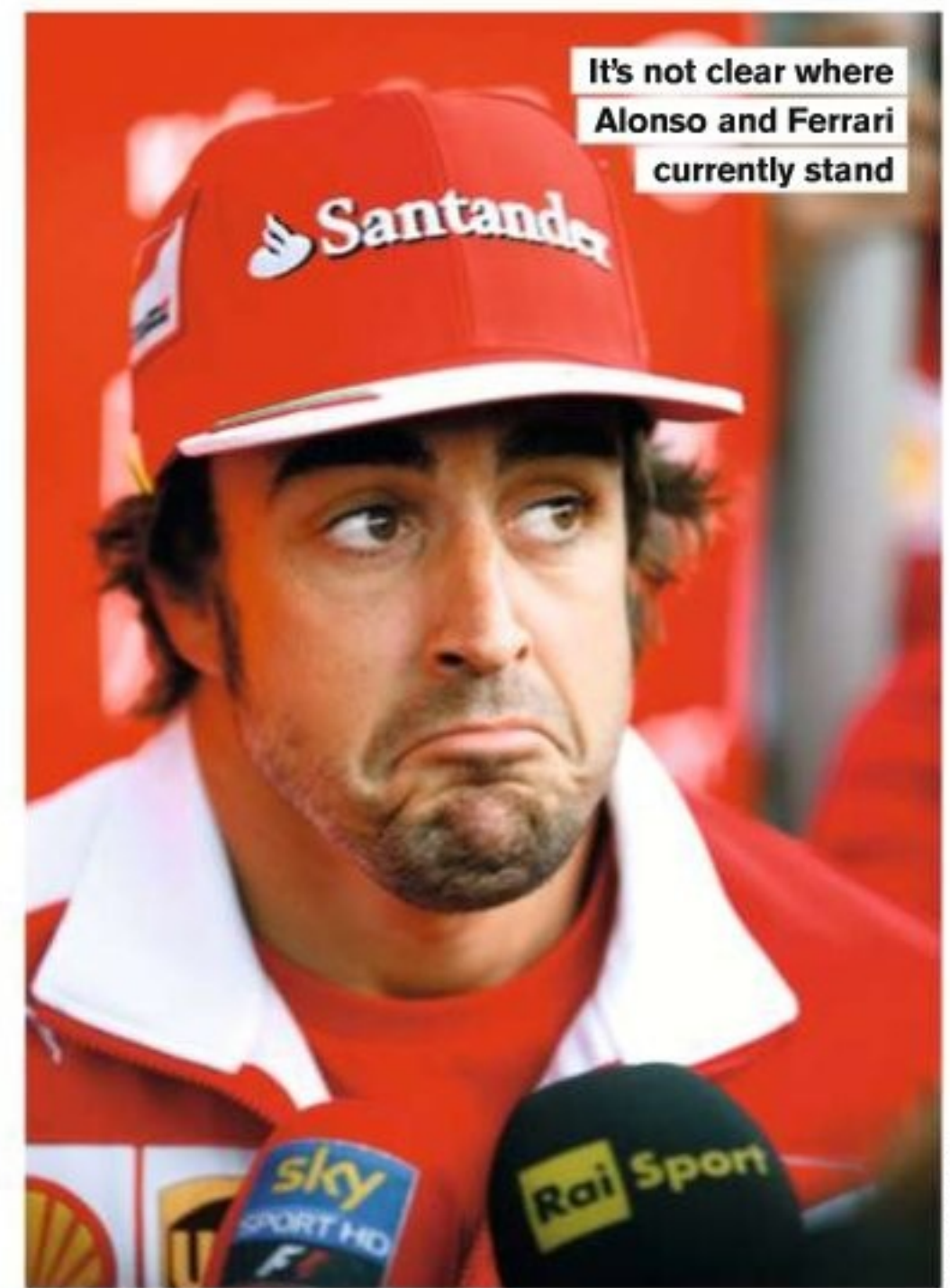
"That's a hard question to answer," said engineering director Pat Fry when asked if the team is where it wanted to be. "I was expecting it

[testing] to be quite difficult and it has certainly been that. We've done a lot of preparation and a lot of effort has gone in here and at the factory. It's a challenge for everyone with the systems being so complicated and new.

"Once you've got the car running, quite a few people have proved that they're actually reasonably reliable and not an issue. It's getting to the point where it's ready to do [a race run]. If you said go and do a race distance tomorrow, I don't think it would be a problem."

Things look less positive for the customer teams. Sauber has had it moments, but the car is visibly the trickiest to drive. At Jerez, Adrian Sutil was caught out by the power delivery and crashed on the run out of the hairpin, while in Bahrain he also had a spin on his first day of running. That's more likely down to struggles with the new braking-by-wire system. All teams have been battling to get on top of this design, which has been introduced to compensate for the impact of energy harvesting on the rear brakes (without this system, the cars would be impossible to drive), but the Sauber seems the most troubled.

"The car itself is a lot better than Jerez because



DUNBAR/LAT

## Red Bull v Ferrari side-view comparison

By Gary Anderson

**1.** The radiator outlets are in a very similar position, as far forward on the car as the regulations allow.

**2.** These louvres in the floor on both cars were controversial for Red Bull in Monaco in 2012. The regulations don't allow a hole in the floor, which is what Red Bull appeared to have, while other teams had a slot. Red Bull now has a slot. These louvres work with the airflow displaced by the rear-tyre contact patch, improving floor performance.

**3 Ferrari** – The top-rear wishbone of the Ferrari is slightly different to that of the Red Bull (4). Red Bull has the rear-leg mounting further forward on the inboard end. This should give slightly stiffer front-to-rear torsional stiffness and help take some of the pullrod forces, which sweep forward from the upright to the inner-rocker mount in front of the gearbox.

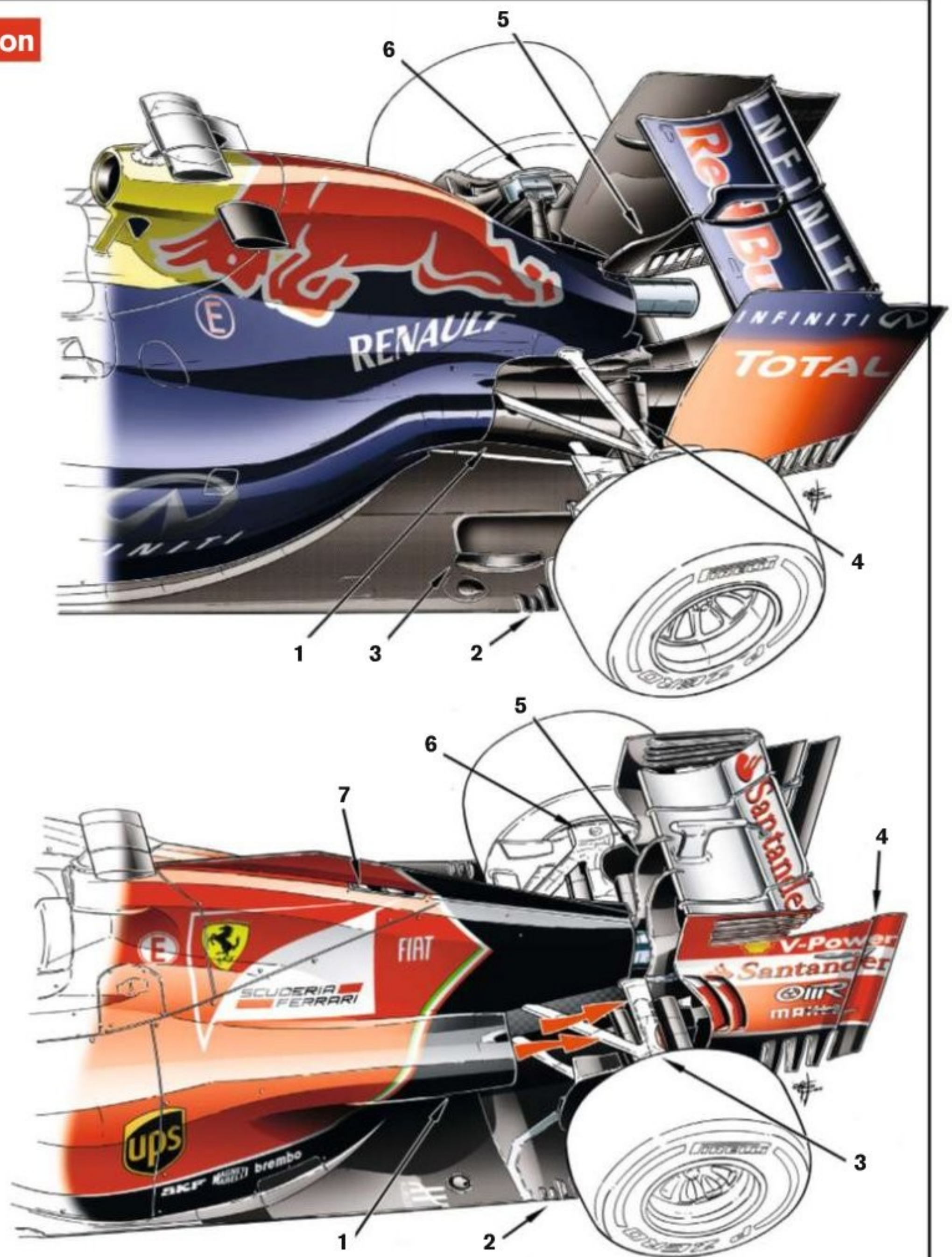
**3. Red Bull** – On the top surface of the floor, Red Bull has retained last year's vertical splitter, which helped direct the exhaust gases

to the rear brake ducts. Ferrari does not have this, suggesting Red Bull may have more powerful rear brake ducts and can still find a benefit from this vane.

**4. Ferrari** has a separate vertical slotted flap on the trailing edge of the rear-wing endplate. Most teams have a gurney flap. The Ferrari solution should be more efficient at high speed drag-wise, but a gurney would be better at a lower speed.

**5. Red Bull** has a hoop around the exhaust outlet, with a single pillar supporting the rear wing, and the endplates attached to the floor to stabilise the wing. Ferrari has a twin-central-pillar mount. One pillar creates less airflow blockage.

**6.** This is where the upper-rear wishbone connects to the rear upright with what is called a camber block. There will be shims between it and the upright for camber adjustments, which can be altered in conjunction with the rear top wishbone to increase or decrease dynamic rear-camber change.



it's now complete," said Sutil's team-mate Esteban Gutierrez. "We were missing a lot of aerodynamic pieces on the car that didn't make it very representative to speak about. But here it's pretty steady, very well-balanced, although there is still a lot of work to do on the combination with the electronics and the brake-by-wire. It's one of our priorities as it's affecting the braking phase, and that is really important for the confidence and driveability of the car."

As for Marussia, the clock is ticking. A computer virus ruined the first day of Bahrain running, and thereafter a series of small problems with the fuel system, engine and a rogue warning light meant that sightings of the car on track were incredibly rare. The priority for the team now is ensuring reliability during the final four-day test.

## RED BULL CRISIS CONTINUES

Things looked encouraging for Red Bull on day two, when Sebastian Vettel managed to clock up an unprecedented 59 laps, more than the team had managed during its previous five winter test days. But once Daniel Ricciardo took over for the final two days it was back to more of the same. While the red flags were cut back to just one,

and the car could generally be relied upon to make it back to the pits once it left, it only very sporadically ventured out. Over the eight days of pre-season testing, Red Bull is averaging a feeble 17 laps per day.

It's clear that Renault's engine is at the heart of the problem. But it does appear that Red Bull has made some of its own problems. Chief technical officer Adrian Newey has already admitted to packaging problems on the team side, but is the fact that the three unhappiest Renault teams all use Red Bull gearbox technology a coincidence? Either way, Red Bull's 2014 campaign has been compromised, possibly irredeemably so in terms of scoring a fifth successive world championship (although that's a very dangerous assumption to make, given how good the team is).

"It puts us on the back foot," said team principal Christian Horner of the situation. "It must be more than a couple of thousand kilometres behind Mercedes, and they have four engines running around pretty reliably and are gathering an awful lot of information. They are best prepared at this point.

"The focus is very much on trying to understand the thresholds and limits with the ▶



Red Bull is still struggling for reliability

HONE/GETTY

# STATISTICS BAHRAIN TEST, FEBRUARY 19-22

## DISTANCE BY DRIVER (MILES)

Rosberg	584
Bottas	574
Button	567
Alonso	541
Gutierrez	507
Hamilton	474
Hulkenberg	460
Magnussen	426
Raikkonen	423
Ericsson	342
Sutil	298
Nasr	292
Maldonado	285
Kobayashi	278
Vergne	258
Perez	255
Vettel	245
Frijns	228
Massa	218
Kvyat	208
Ricciardo	144
Grosjean	87
Chilton	70
Bianchi	26

## BY TEAM (MILES)

Williams-Mercedes	1084
Mercedes	1058
McLaren-Mercedes	993
Ferrari	964
Caterham-Renault	848
Sauber-Ferrari	805
Force India-Mercedes	715
Toro Rosso-Renault	466
Red Bull-Renault	389
Lotus-Renault	372
Marussia-Ferrari	96

## RED FLAGS CAUSED BY TEAM

Mercedes	4
Sauber	3
Ferrari	2
Lotus	2
Toro Rosso	2
Red Bull	1
Marussia	1
Caterham	1
Force India	1
Williams	0
McLaren	0

+1 for track debris (stray bollard)

## TYRES AND LAPS

### TOTAL LAPS PER DAY

DAY 1:	482
DAY 2:	676
DAY 3:	695
DAY 4:	469

### TYRES USED FOR BEST LAP BY DAY

DAY 1:	Hulkenberg (Force India), 1m36.880s on new softs
DAY 2:	Magnussen (McLaren), 1m34.910s on new supersofts
DAY 3:	Hamilton (Mercedes), 1m34.263s on new softs
DAY 4:	Rosberg (Mercedes), 1m33.283s on new softs

### MOST LAPS IN A DAY

Valtteri Bottas, Williams, 116 laps on day two

### FEWEST LAPS IN A DAY

Jules Bianchi, Marussia, 3 laps on day one

### SETS OF EACH TYRE USED

Supersoft	5
Soft	37
Medium	89
Hard	51
'Winter'	17

### TRACK TEMP: 18C-37C

### AIR TEMP: 17C-27C

### DISTANCE BY ENGINE (MILES)

Mercedes	3850
Renault	2075
Ferrari	1865

## F1 TEST TIMES

POS	DRIVER	CAR	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	Nico Rosberg (D)	Mercedes F1 W05	-	1m36.965s	-	1m33.283s
2	Lewis Hamilton (GB)	Mercedes F1 W05	1m37.908s	-	1m34.263s	-
3	Kevin Magnussen (DK)	McLaren-Mercedes MP4-29	1m38.295s	1m34.910s	-	-
4	Jenson Button (GB)	McLaren-Mercedes MP4-29	-	-	1m34.976s	1m34.957s
5	Nico Hulkenberg (D)	Force India-Mercedes VJM07	1m36.880s	1m36.445s	-	-
6	Fernando Alonso (E)	Ferrari F14 T	1m37.879s	1m36.516s	-	-
7	Kimi Raikkonen (FIN)	Ferrari F14 T	-	-	1m37.476s	1m36.718s
8	Felipe Massa (BR)	Williams-Mercedes FW36	no time	-	1m37.066s	-
9	Esteban Gutierrez (MEX)	Sauber-Ferrari C33	-	1m40.717s	1m37.180s	-
10	Valtteri Bottas (FIN)	Williams-Mercedes FW36	-	1m37.328s	no time	-
11	Sergio Perez (MEX)	Force India-Mercedes VJM07	-	-	1m37.367s	1m39.258s
12	Felipe Nasr (BR)	Williams-Mercedes FW36	-	-	-	1m37.569s
13	Pastor Maldonado (VY)	Lotus-Renault E22	-	-	1m39.642s	1m38.707s
14	Daniil Kvyat (RUS)	Toro Rosso-Renault STR9	1m44.346s	-	1m38.974s	-
15	Daniel Ricciardo (AUS)	Red Bull-Renault RB10	-	-	1m40.781s	1m39.837s
16	Kamui Kobayashi (J)	Caterham-Renault CT05	-	1m39.855s	-	1m43.027s
17	Sebastian Vettel (D)	Red Bull-Renault RB10	1m40.224s	1m40.340s	-	-
18	Adrian Sutil (D)	Sauber-Ferrari C33	1m40.443s	-	-	no time
19	Jean-Eric Vergne (F)	Toro Rosso-Renault STR9	-	1m40.609s	-	1m40.472s
20	Romain Grosjean (F)	Lotus-Renault E22	1m44.832s	1m41.670s	-	-
21	Marcus Ericsson (S)	Caterham-Renault CT05	-	-	1m42.130s	1m45.094s
22	Max Chilton (GB)	Marussia-Ferrari MRO3	-	1m42.511s	1m46.672s	-
23	Robin Frijns (NL)	Caterham-Renault CT05	1m42.534s	-	-	-
24	Jules Bianchi (F)	Marussia-Ferrari MRO3	no time	-	-	no time



The joy of 2013 looks a long way away for Vettel

► car and get some miles under our belt. It's important to push the boundaries, which we've done, and sometimes you go over that boundary and have to come back a bit. If you're not on the limit, you're not trying hard enough.

"Small problems are show-stoppers and the energy-recovery side has been problematic. They [Renault] are working incredibly hard on the dyno and there are a huge amount of hours going on in Viry. The level of competency they have, I have no doubt they will get on top of their side of things fairly quickly."

The final test will be key for Renault. It supplied teams with software with a view to providing the best chance to get mileage for the first Bahrain test, although they were also given a choice to run more aggressively at their own risk. Renault is adamant the fundamental hardware is good, but the software isn't, and we have yet to see a Renault-engined car running anywhere near the limit. There have also been mutterings about quality control of connectors and components, which are understood to have been addressed.

Both Toro Rosso and Caterham had plenty of trouble with their engines. Jean-Eric Vergne described a "major" engine problem that limited

running on the final day for the Italian team, while Caterham driver Kamui Kobayashi complained that his team had been unable to do any meaningful work on the car itself so far thanks to the Renault problems.

### LOTUS MAKING PROGRESS

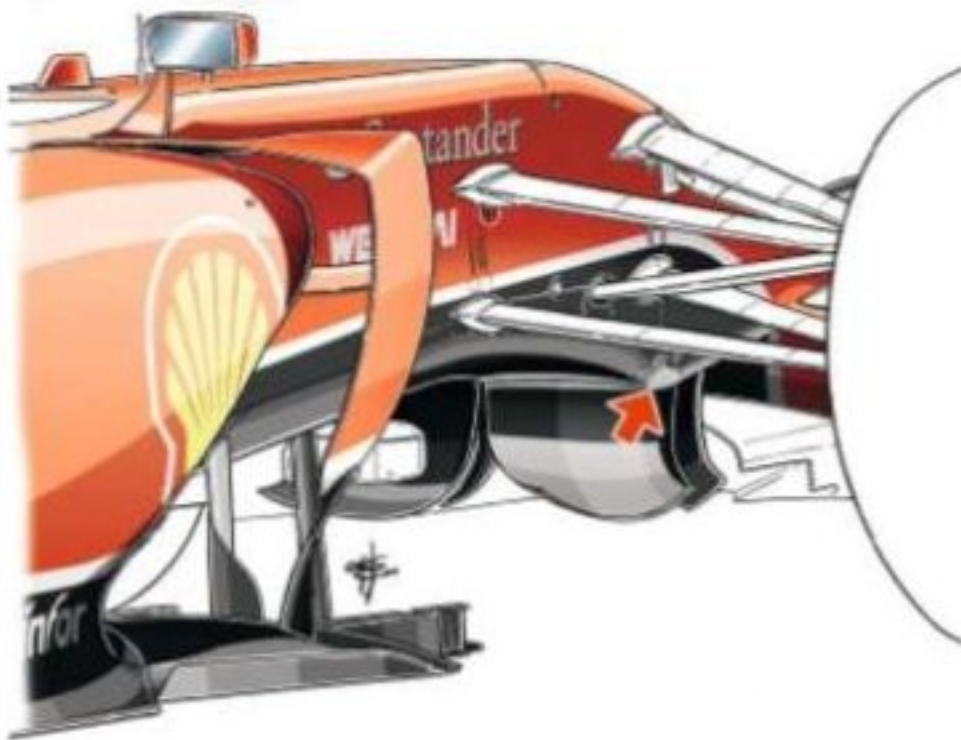
Things were a little different for Lotus. Its twin-tusk E22 finally made its public debut on the opening morning of the test and the first three days didn't go well. But on day four the team was much happier.

Lotus produces its own gearbox and claims to have been a little more conservative with its cooling strategy than certain other teams. On the final day, the team ran the engine in what it called "full-power" configuration (although it was not clear whether any serious energy recovery was done) and Pastor Maldonado emerged as the fastest Renault-powered driver.

"We had a much better day today," said technical director Nick Chester. "We had quite a slow start to the test but we got a decent number of laps done. We are starting to learn more about how to use the energy-recovery systems and how we start tuning it to get the best out of it."

### Ferrari's low nose

By Gary Anderson



Ferrari is the only team that has gone for a really low nose. The sides of the nose are very rounded and the aim of this is to get the airflow to come over the top surface, around the sides and then under the chassis as it slopes upwards to the maximum height just after the nose/chassis interface.

Under the chassis are two three-dimensional turning

vanes to help control this flow and realign it to improve the performance of the underfloor. My worry with this solution would be that, with the air accelerating over the top surface of the nose, it will be creating lift that reduces the potential overall downforce.

The red arrow shows the shape of the step in the bottom of the chassis.



Ferrari's nose is different to rival F1 solutions

### Red Bull battery packaging

By Gary Anderson

In 2012/13, Red Bull packaged its battery pack in and around the front of the gearbox (middle image). This allowed it to move the centre of gravity a little rearward and keep both the battery pack and the fuel load as low in the chassis as possible.

For 2014, the location of the new and much larger battery pack has been defined in the rules (bottom image). This must weigh 20-25kg and must be mounted under the fuel cell. These battery units are fluid-cooled, but having them cocooned

in the base of the chassis means that they can suffer from heat soak as they get very little airflow washing over the surfaces.

The rear of the chassis (right) has a lot of moulded indentations to clear certain components on the front of the engine. The six studs protruding from the rear of the chassis are what holds the engine to the chassis. The position of these studs is defined by the regulations to standardise engine-to-chassis interfaces.



“We’ve still got a lot to learn. There is still a lot more mapping work we need to do with Renault. We need to spend more time getting the driver used to how he operates the car when you’re trying to do a qualify lap or a race lap, because they’re different. There’s a lot of time spent on that.”

Chester is hopeful that the team will be able to attempt a race simulation as early as the second day in the final Bahrain test, which starts today (Thursday), and Lotus could be the Renault team in the best shape come Melbourne.

Best, of course, is a relative term. Were the Australian GP to be held today, it would surely be the Mercedes teams to the fore, the Renault squads at the back and the Ferrari teams in the middle. With four more days to go there is still plenty of time for that to change, but it looks like Renault is now playing the long game of catch-up, with the first milestone to hit being respectability (finishing, in other words) in Melbourne.

With the season looming, time is running out for Red Bull and Renault. Rule changes often alter the balance of power in F1, and it seems that Mercedes has seized the opportunity presented by 2014 with both hands. ❧



Lotus is making strides after late start with E22

FERRARO/LAT

## Mercedes cooling

By Gary Anderson

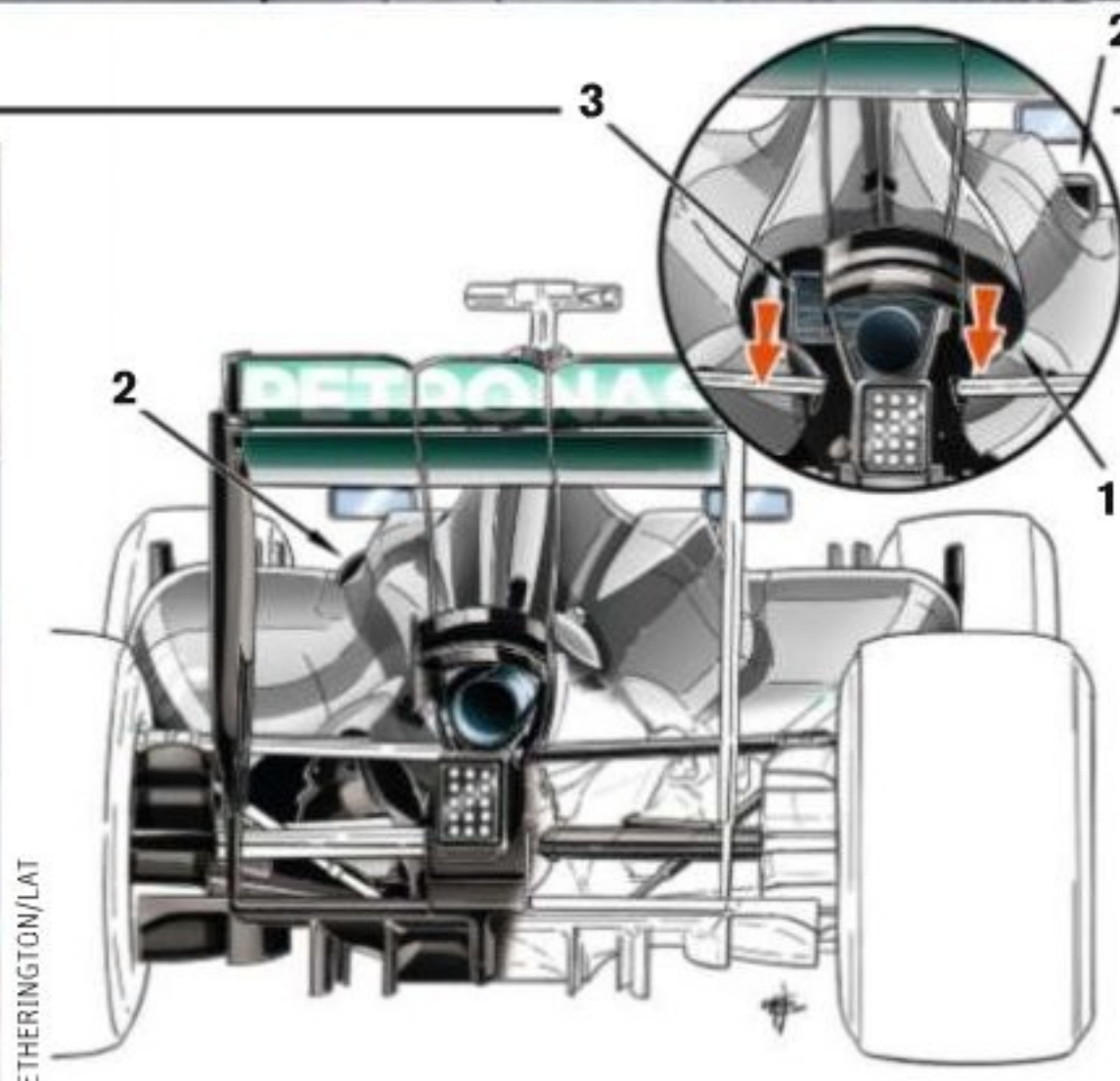
Mercedes has a couple of different cooling solutions around the exhaust outlet (1&3). This area is the most benign aerodynamically if you have to alter cooling.

Getting the cooling performance over the complete surface of the radiators is difficult,

and Mercedes has added a small triangular duct just beside the driver (2). This helps the top-inner corner of the radiator to perform better. All this at just the second test shows how much in control of its own destiny Mercedes is.



Will Rosberg be fighting Hamilton for title?



ETHERINGTON/LAT

## Red Bull nose hole

By Gary Anderson

Teams have experimented with air ducts between the upper and lower surfaces of the nose for years, but the step in the nose/chassis interface has raised its potential.

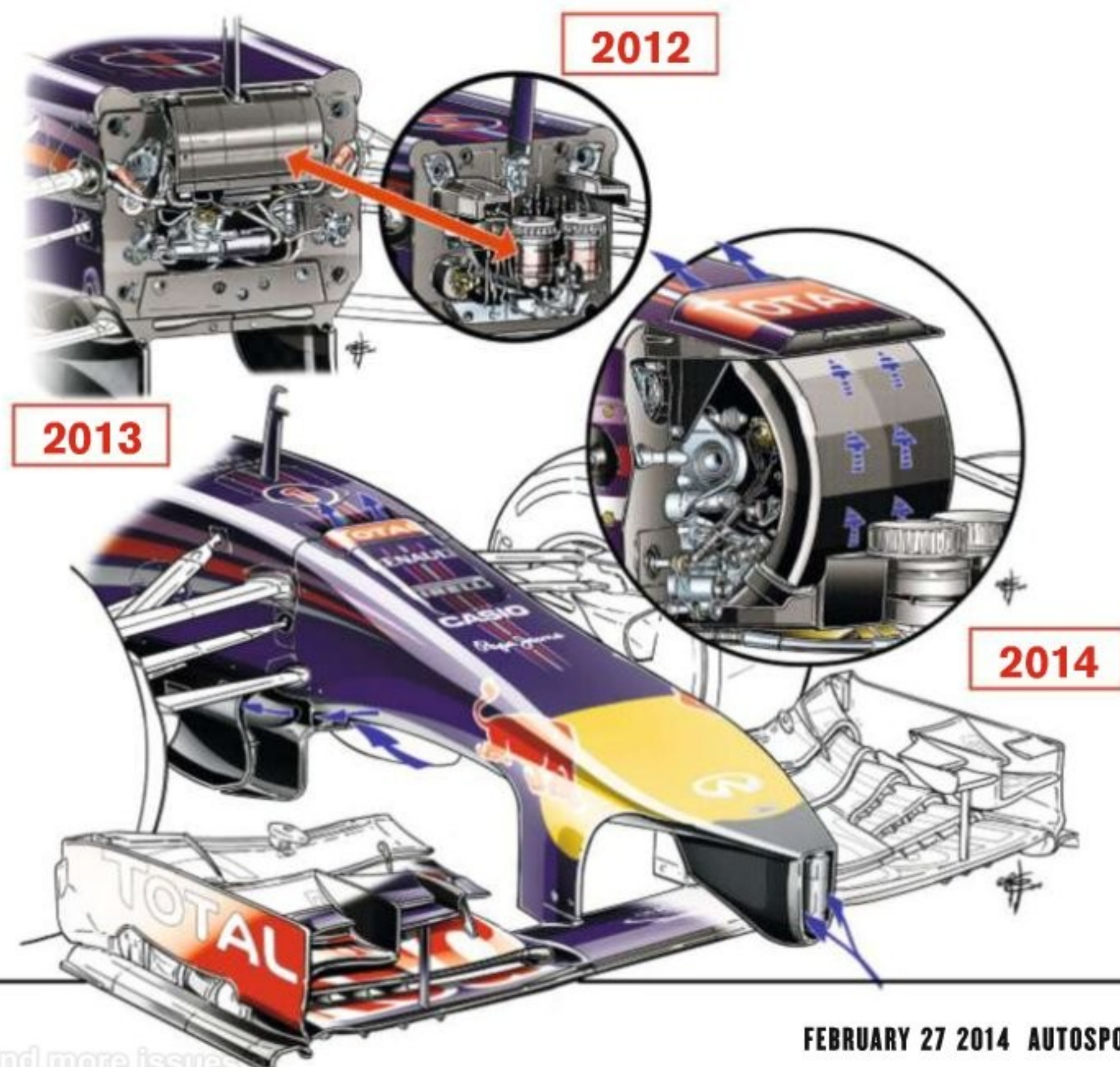
As the airflow on the upper surface of the chassis accelerates over the change of shape in the chassis, it will create lift. This duct through the nose will reduce or eliminate this lift, meaning that the car will have more overall downforce.

Red Bull does something different. Its

nose crash-structure integration allows as high a front nose section as possible (250mm) with the 9000 sq/mm crash section hung underneath. It also has two vertical driver-cooling ducts. These connect to a low-pressure area such as the cockpit opening and define what is called the stagnation point, where the airflow decides which way it's going to go around this section of bodywork. Defining this means the airflow will be more consistent.



DUNBAR/LAT



BAHRAIN  
TEST  
SPECIAL

# Sweden's

# new F1

# star



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ALL PICS: FERRARO/LAT

**The Scandinavian nation has waited nearly a quarter of a century for its next F1 driver to emerge. Marcus Ericsson tells BEN ANDERSON how he hopes to make a splash with Caterham in 2014**

**W**hen he lines up on the grid in Melbourne to start next month's Australian Grand Prix, Marcus Ericsson will become the first Swedish driver to race at the sport's highest level since Stefan Johansson's 48-lap cameo for the underfunded Footwork team in the 1991 Canadian Grand Prix.

That means Ericsson's native land has waited more than two decades for its next Formula 1 star to rise. Caterham's new signing has a long way to go before he can even think of scaling heights reached by Johansson, let alone 1970s Swedish sensation Ronnie Peterson, but being

on the grid is a good place to start.

"It's been a bit crazy," reflects the 23-year-old as he chats to AUTOSPORT while Robin Frijns is putting laps on Caterham's new CT05 during pre-season testing in Bahrain. "The first week it was the main news in Sweden for three or four days! Which was a bit strange.

"We've been waiting 23 years and Formula 1 is such a big sport, and Sweden is such a small country, but we have a lot of history with motorsport with drivers like Ronnie Peterson [who hailed from the same city, Orebro, as Ericsson], so we have a lot of people interested. I hope me coming to F1 will help the rest of motorsport in Sweden to grow bigger."

Ericsson's record in the lower ranks is decent, if not stellar like that of junior-formula winning machine Frijns, who is waiting in the wings as Caterham's reserve driver. He began strongly,

winning titles in Formula BMW and Formula 3 across his first three seasons of car racing, before going on to win races in GP2.

He improved his final position in each of his four campaigns in the F1 feeder category, but more than a single win and sixth in the points was expected when he linked up with the DAMS squad that had won consecutive titles with Romain Grosjean and Davide Valsecchi in 2011-12.

"It's been a bit of a disappointment; I hoped for better results," admits Ericsson. "I've had good stretches and good race weekends, where I've been the quickest and won or been on the podium. I've shown how quick I can be, but I just haven't had a season where I got the consistency.

"Last year was my big chance with DAMS. It's still frustrating to look back at it because, out of everyone, I think me, Fabio [Leimer] and Sam [Bird] were the three quickest



Ericsson in action in Bahrain test



**ERICSSON CV**

- From** Orebro, Sweden
- Age** 23
- 2014** Caterham F1 driver
- 2013** 6th in GP2, 1 win (DAMS)
- 2012** 8th in GP2, 1 win (iSport)
- 2011** 10th in GP2 (iSport)
- 2010** 17th in GP2, 1 win (Super Nova)
- 2009** 1st in Japanese F3, 5 wins (TOM'S), 11th in British F3, 2 wins (Double R), F1 young driver test with Brawn GP
- 2008** 5th in British F3 (Fortec)
- 2007** 1st in Formula BMW UK, 7 wins (Fortec)

"He's a nice lad and easy to work with. On his good days, he was very, very good. He did seem to be a magnet for bad luck, but when everything is working well for him and he's on song, he's untouchable in some respects."

**Paul Jackson,**  
iSport team owner



Swedish colours adorn helmet...



...of a man who's enjoying life in F1

guys – on a different level to the rest. But those two were fighting for the championship at the last round where I was fighting for sixth. I think that says it all. We should have done a lot better job than we did."

Ericsson feels he was unlucky not to build a better record for himself in GP2 and does not blame the teams he worked with. "I really enjoyed my year with DAMS," he adds. "From my point of view it's the best team I've ever raced for. I think sometimes you can just get into a bad rhythm and it just seemed to hit me at the beginning of last year.

"Over the first five rounds I had two poles and a second on the grid and scored zero points [in the first nine races]. It was just a nightmare. It felt like I just couldn't get a break. If I turned right it was a crash; if I turned left it was a crash! It felt like whatever I did it

wasn't going to happen for me.

"It was really frustrating and really tough mentally because I knew we had the car to win, I had the speed to win, I had the experience to win. All the tools were there to be fighting for the championship, but it just wouldn't go our way: technical problems, driver mistakes, stewards giving us very harsh penalties. Everything you can think of happened!"

Nevertheless, Ericsson feels the way he responded helped his career.

"That first part of the season was very tough, but a big reason I got this chance in F1 is the way I turned it around," he says. "I knew my career would probably be over if it continued like that. I tried to just drive for my career and enjoy it as well, and it started to go my way. I worked hard with the team and we started to get the results.

"The second half of the season was amazing. I was on the podium every weekend apart from Monza, and on that weekend I was running third in the feature race with only a couple of laps to go and I got a puncture. It was really good for my confidence to be able to come back from such a terrible start. It saved my career."

Ericsson's speed is not in question, but he has found more than his fair share of trouble when battling rivals on track. He appeared to have last season's Barcelona feature race in the bag from pole, but tripped over slower cars running longer first stints.

Frijns passed him for the win and Ericsson then came together with Sam Bird. The result? No points. However strong his recovery was

later in the season, he will need to show more resilience if he is to survive and thrive in the F1 shark tank.

Caterham's driver merry-go-round means Ericsson has the chance to graduate from the GP2 holding pen as part of an all-new line-up at the F1 minnow for 2014. Out go Charles Pic, Giedo van der Garde and reserve driver Heikki Kovalainen, replaced by well-backed Ericsson and the returning Kamui Kobayashi, plus junior single-seater superstar Frijns.

Ericsson's initial impressions of his new surroundings are positive, even if they aren't realistically going to make him Sweden's first F1 world champion.

"I want to stay in F1 for many years and be successful," he says. "The dream is to be world champion but for me it's more important to have goals you can touch. I prefer to take it step by step, and my goal for this season is to prove myself in F1.

"I have the perfect team-mate in Kamui. He's a very good driver and has proved he's top class by being on the podium. To have a team-mate like him, to learn from and try to beat him, will be the perfect opportunity for me to show my skills.

"I really like the people I work with and I can feel the enthusiasm about this new regulation change. It's a big chance for us to make a step up, but also we have to be realistic. We are only a small team and Caterham hasn't been in F1 for a long time. But from what I can see, there is a great future for Caterham in F1 and I hope I can be part of that."

# Late arrival for twin-tusk Lotus

Lotus's unusual-looking 2014 contender was the last new car to hit the track, but there are some nice details. **GARY ANDERSON** runs the rule over the E22

## LOTUS-RENAULT E22

With Renault hitting significant powertrain problems in the Jerez test, it did not seem such a big setback for Lotus to miss the running in Spain. But as Bahrain testing showed, Renault is still anything but up to speed and Lotus is suffering some of its own teething problems.

## REAR SUSPENSION

The angle of the rear wishbones as they come inwards from the rear upright to the gearbox means Lotus will have more camber change available and probably a low rear rollcentre. This should mean it can set up the car with less static rear camber, which will give better traction out of the slow corners. When the car goes faster and the aerodynamic forces push the car down towards the ground the suspension geometry will induce more negative camber, giving the stability required from the rear for the fast corners.

## OFFSET EXHAUST

With the regulations eliminating the lower rear beam wing, on which all the teams used to mount the rear wing, everyone has had to come up with new solutions. The Lotus version is a single central pillar with the wing stabilised by using the rear-wing endplates, which have their lower edges mounted on the underfloor. This is a simple way to carry the load and very similar to how Red Bull has done it.

But Lotus has also offset the exhaust outlet by the maximum allowed in the regulations. Red Bull has a bridge over the exhaust with the central mount on that whereas the Lotus runs down one side.

The gurney flap on the rear-wing endplate trailing edge just shows the detail that everyone is going to have to look at to find that extra few grams of downforce. Having this twisting around the trailing edge of the upper rear corner cutout will give just that: a few grams.

## RADIATOR INLETS

The radiator inlets are surrounded by a vertical and horizontal wing section. The vertical section helps tidy up the turbulent airflow coming off the back of the front tyre. The horizontal section helps turn the airflow coming off the trailing edge of the front wing, reducing the lift that would normally be created on the upper surface of the sidepods. The inlet itself appears similar in size to last year's, so with Renault's troubles this might just be something that needs revising.

## TWIN-TUSK NOSE

Lotus has gone out on a limb with the twin-tusk concept to meet the new regulations covering the location of the front impact area. This has been achieved by increasing the size of one of the wing pillar mounts. This area has to be a minimum of 9000 sq/mm with a centre of area no higher than 185mm and the lowest point no lower than 135mm from the reference plane.

This means that one of the tusks, the one on the right-hand-side from the driver's perspective, has to be at least 90mm wide to meet the regulations. The second tusk is set back by something like 50mm as the regulations require a soft initial impact before reaching the point where the 9000



“With personnel leaving like rats on a sinking ship, on top of major Renault troubles, 2014 could be testing for Lotus”

### FRONT SUSPENSION

Lotus has stuck with a conventional front suspension, with pushrod-operated torsion bar and damper. The steering trackrod is mounted lower than most teams' cars just as it was in 2013. These suspension and steering links are mounted in such a way as to re-align the airflow coming off the trailing edge of the front wing, improving the performance of the underfloor.

### SIDEPODS

The Coke-bottle area of the sidepods in front of the rear wheels starts to sweep in very early. On top of that are the larger-than-normal radiator exits. This creates an undercut area with the airflow being pulled in towards the upper surface of the central section of this diffuser. This airflow is very important to help with the consistency of the diffuser, especially under braking.

### FLOOR

The leading edge of the underfloor features a horizontal wing section emerging from the lower outer corner. Most teams have something there, but Lotus's approach is more brutal. This allows greater underfloor surface area to create more downforce, while the undercut sidepods help this wing section to work more efficiently and independent of the effect the diffuser has on the rest of the underfloor.

### FRONT WING

The outboard detail work is very similar to the 2013 car, in that the car has twin vertical turning vanes on the upper surface to help turn the airflow around the outside of the front tyre. The endplate detail is also similar.



sq/mm area is measured. This tusk can be narrower, but it looks very similar as I can only assume Lotus needed this extra area from the left-hand pillar to ensure it passed the crash test.

Is it better than the other solutions we have seen? If you add up the widths of the components, the total aerodynamic blockage is more than the other cars but the open central section will get the airflow to the centre of the car.

But on the downside, it doesn't allow as much aerodynamic detail as a conventional nose. Such detail work would be very good for inducing directional changes on the airflow that is going under the car.



# How iSport returned to GP2

You won't see its name on the entry list, but the 2007 champion team is back in the F1 feeder series' paddock. **CHARLES BRADLEY** investigates why



Evans joined Russian Time for post-season Abu Dhabi test

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ALL PICS: STALEY/LAT

One year ago this week, AUTOSPORT exclusively revealed that iSport International, one of GP2's original teams, was quitting the Formula 1 feeder series due to a lack of suitably funded drivers for the 2013 season.

The story prompted an outpouring of dismay that this team of 'proper racers' – which took the 2007 title with Timo Glock – had been coerced into giving up through a lack of funds. The alternative, as team principal Paul Jackson told us, was the real prospect of going bust during the season.

"We got ourselves out of a hole," is how Jackson reflects on that today. And now iSport is back in GP2. Well, sort of...

To complete the background, iSport's 2013 entry and cars were sold to Russian Time, a slightly mysterious entity from behind the former Iron Curtain fronted by Igor Mazepa, a former racer and driver manager. He enlisted the Motopark

team, based at Oschersleben in Germany, to run the operation having previously placed his drivers there in the junior categories.

Russian Time achieved Mazepa's dream – to win the teams' title at its first attempt – only for this impressive success to be followed, just three months later, by his death after suffering a stroke at the age of 40.

A fortnight later, the Motopark relationship ended in acrimonious fashion, as team boss Timo Rumpfkeil said that the "lawyers and

advisers to the heirs" of Russian Time had renegotiated the contracts. He claimed: "The conditions they had in mind would have resulted in us not being competitive any more."

This is where iSport returns. After a year of consultancy in various series, and developing its simulator business, iSport will once again be fettling exactly the same cars it ran in 2012 at next month's Abu Dhabi group test.

"We will be pretty much invisible as iSport," said Jackson of the new deal. "They approached us to operate

the team, following the disagreement between Motopark and them. Once that dispute was over, they came to us and we said, 'Yes, we can do that!'"

Although it won't be iSport in name, this is effectively the scenario the team wanted 12 months ago: two fully funded cars, and two drivers – Mitch Evans and Artem Markelov (a Russian protege of Mazepa's) – signed up, one of which is certainly capable of a title charge. Its core engineering strength, Gavin Jones and Richard Selwin, will continue in their roles in running each car, while other crew members that had been seconded to Russian Time when the entry was taken over will return.

"Clearly we don't own the team, or the entry, and they will continue to own the hardware," said Jackson. "However, on the plus side, as a business, we're not exposed to any risk. And it's put us in the position to recruit a few more faces, and we'll all be on the plane in two weeks' time to Abu Dhabi. We're looking forward to finding the cars all



Leading lights of iSport. L-r: Jones, Selwin, Jackson



Glock sealed 2007 GP2 title for iSport

## HOW GP2 IS SHAPING UP

TEAM	DRIVER 1	DRIVER 2
Russian Time	Mitch Evans	Artem Markelov
Carlin	Julian Leal	Felipe Nasr?
Racing Engineering	Raffaele Marciello	Stefano Coletti?
DAMS	Jolyon Palmer	Stephane Richelmi
ART	Stoffel Vandoorne	Takuya Izawa
Hilmer	Daniel Abt	Facu Regalia
Rapax	Simon Trummer	Sergio Canamasas?
Arden	Rene Binder	Andre Negrao
Caterham	Alexander Rossi	Rio Haryanto
MP	Daniel de Jong	Tio Ellinas?
Trident	Johnny Cecotto Jr?	Adrian Quaife-Hobbs?
Lazarus	?	?
Campos	Arthur Pic	Kimiya Sato

prepped and ready to go.”

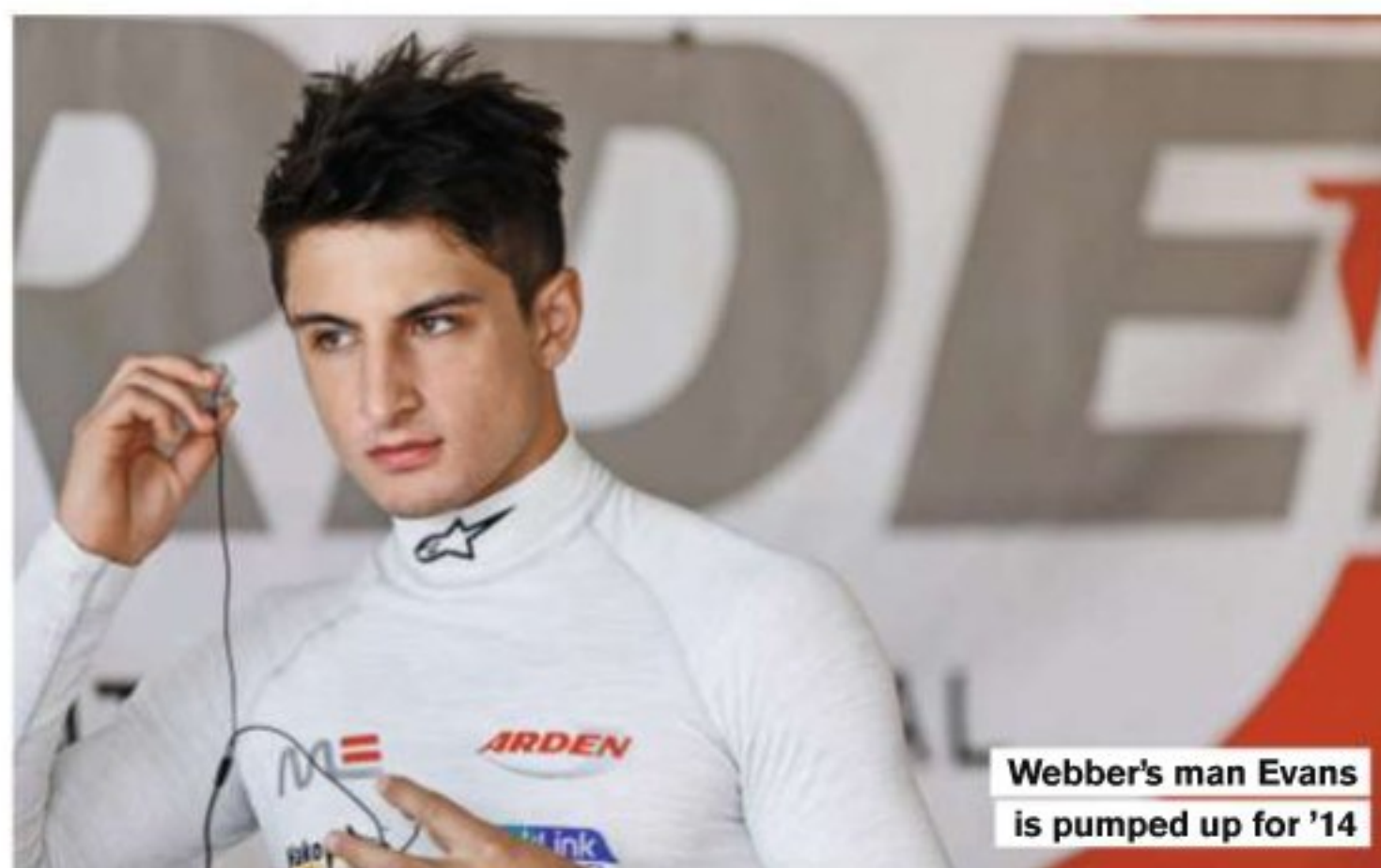
Replacing Mazepa as team principal at Russian Time is Svetlana Strelnikova. She is a long-time manager of Nikolay Fomenko’s motorsport projects, including a collaboration with Freisinger in GTs, which evolved into Russian Age GT and the short-lived Russian franchise in A1GP, and had followed him to Marussia’s F1 project.

One aspect iSport will not be taking on, in the short term at least, is running Russian Time’s GP3 Series squad, the organisation having also acquired Bamboo

Engineering’s entry and cars for 2014. “It’s going to be quite a big job to get the GP2 side up and running at such short notice, so we’ve said we’d rather not run the GP3 side under these circumstances,” added Jackson. “I’m quite happy to oversee it, in some way, to make sure whoever does it is doing a good job. That’s still being discussed.”

As well as its renewed GP2 commitments, iSport retains interest in running one of the new Formula E squads when that kicks off later in 2014. After a quiet 2013, iSport looks likely to be flat-out again this season. ❧

# BIG YEAR FOR MITCH EVANS



Webber's man Evans is pumped up for '14

After a rookie GP2 season that promised much but delivered little in the final points table, former GP3 champion Mitch Evans has been given a huge opportunity as Russian Time’s lead driver for 2014.

Mark Webber’s teenaged protege effectively replaces Sam Bird, who pushed Fabio Leimer right to the end of last year’s title race. “It’s really exciting, I’m absolutely chuffed to be with Russian Time,” said New Zealander Evans. “With iSport and Paul Jackson coming back to GP2 it’s fantastic. I’m looking forward to getting it all under way at Abu Dhabi in a couple of weeks. Hopefully the test there will go as well as it did

with Motorpark running the cars at the end of last season, and we’ll have a crack at the championship. We’ll work as hard as we can to make that happen.”

Evans finished only 14th in points in his rookie GP2 season last year with Arden, but that included four podium finishes (two of which were at Monaco) and two fastest laps.

“There were a few races I was very proud of, but a lot of things let us down for many reasons,” he added. “I was disappointed with a few things, and overall it was a very up-and-down year. Hopefully this year I can turn that all around and maximise the experience I gained last year.”

## iSPORT IN GP2

**1 TEAMS' TITLE (2007)**

**1 DRIVERS' TITLE (TIMO GLOCK)**

**MAIN SERIES WINS 19 ASIA SERIES WINS 4**

## DRIVERS

Can Artam, Sam Bird, Karun Chandhok, Tom Dillmann, Marcus Ericsson, Hamad Al Fardan, Giedo van der Garde, Tristan Gommendy, Timo Glock, Diego Nunes, Jolyon Palmer, Scott Speed, Bruno Senna, Oliver Turvey, Davide Valsecchi, Ernesto Viso, Andi Zuber.

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# Todt's vision for the future of motorsport

The most important man in world motorsport, FIA president Jean Todt, took time out of his busy schedule to outline his vision on where we go from here to **DIETER RENCKEN**

## Can you describe your current aims at the FIA?

I would like to bring the organisation up a level, to build the sport, starting from grassroots to the highest level of motorsport for a better situation. I would like to improve on Mobility, the future of the motorist, talking about modern programmes like Connectivity, or speaking about scourges like road accidents. So it's not a question of me being a team director in the past, or a team principal or a CEO. I have a different mission, a different task – I'm a volunteer, a working volunteer. Fortunately I can be a volunteer because I've been a well-respected manager. So now, if possible, we are building things in a kind of most-peaceful environment, which is the best for everybody. Because, of course, the economy is not very good.

## What's your biggest concern?

It's the cost. Generally motor racing costs a huge amount of money. And we need to control it at all levels. I really would like to make motorsport more affordable to any kind of user, from the smallest to the biggest. I have a vision on rallying, I've a vision on cross-country [rally raids]. We must allow people to develop motorsport from grassroots to help them. We want to help clubs all around the world host a karting race, maybe in a mall, a parking place which is closed over the weekend to allow – respecting safety – them to do some racing, you know? So that's what we need to do. But it costs money.

And then if you go to the pinnacle of motorsport – definitely we see a lot of teams are struggling, so we need to work on that. Because some say, 'It's fine, leave it to us.' But if we leave it to them, in my opinion, we are going to kill any kind of category of motorsport, including Formula 1. So here we have a big responsibility, and it's why we are discussing with the teams.

And for me, it's my number one item: cost reduction. I feel it's kind of insane. We don't need to have 800 people [in F1 teams]. I think you can do a proper job with half or one third of this amount of people. So on that we have a responsibility, together with the commercial rights holder. We will be stronger if we work hand in hand, because we have the same interests.

## How can you implement cost reduction with the new powertrains in Formula 1?

It's true that the new powertrain has generated more costs, so maybe we should have been more restrictive on the allowance on the development of the engine. But we're here now, so definitely it's something we need to address.

My predecessor [Max Mosley] did a very good job by limiting the number of engines, which was very unpopular, incidentally, at the beginning. You know, before you had one engine for free practice, one engine for qualifying, one engine for the race. Same for the gearbox. Now, last year you had eight engines for the season. Everybody was happy.

In a way, I feel the cars have become too reliable. I think you need this kind of flavour, when you don't know if the car is going to finish. So now everybody is emotionally saying, 'We may not have cars at the finish of the race.' Let's wait for the first race. I hope that some cars will retire, create some unpredictability. But I will be very surprised if a lot of cars retire.

## What's your feeling towards the double points for the final grand prix in Abu Dhabi?

Every day I read a lot of things – 'they did not follow the right governance' – on these double points. But, I mean, it's a little fog in a big picture. If you ask me 'what do you feel?', honestly I'm not very excited about it. But it's such a little parameter, compared to so many other things.

On one side I must sympathise and say,

'How can we create more interest to the end of the championship?' Because it's true: if the championship is settled, you have less interest, which is natural – it will happen in any kind of sport. Whether it was Bernie who proposed – and incidentally, maybe, I'm not sure, I proposed it a long time ago – that the last race could count double, it creates more attention. After some discussions it was unanimously agreed at the Strategy Group, with some not so much in favour but still saying, 'If everybody agrees, I will accept.' If it was a bad move, after one year we can say, 'OK, we step back, the idea was not good.' But, anyway, we're not changing the world of Formula 1 by giving double points at the last race.

## What do you feel is truly important to Formula 1 at the moment?

For me it's much more important to speak about the revolution in Formula 1, to speak about the new powertrain. I'm deeply convinced that F1, being the pinnacle of motorsport, needs to take into consideration the world, which is changing. I don't think it would be healthy to have F1 closed, inside golden gates, and not opening its eyes to what is happening. If you go to the Geneva Motorshow, you will see that all the manufacturers around the world are speaking about hybrid, electric, hydrogen – it's the future. And we as the governing body, we have the mandate, the obligation, the responsibility to make motorsport ▶

**"You need this kind of flavour with the new engines, when you don't know if the car is going to finish"** JEAN TODT



Todt won't write Vettel and Red Bull off yet...



With future FIA presidential rival Ari Vatanen in rally days



...especially as he's so used to seeing SV at the FIA prizegiving



Berger has done a good job on F3, says Todt



► more affordable at all the levels.

After listening to experts, having tried to have a better vision of the future, we thought that four cylinders was more suitable to the future of F1. And it created a certain unhappiness, which I listened to carefully. But for me, it wasn't a problem to say, 'OK, I understand that people do prefer six cylinders rather than four cylinders,' but I'm convinced that four cylinders would probably have been a better choice, was probably a better vision. And incidentally, I visited Porsche one week ago, a high-tech company, and they are participating in the World Endurance Championship with four cylinders. So I will say it's fascinating, the way things are changing.

**If it turns out that you should have gone four cylinders it would be a very expensive change...**

The choice was made because it made most of the people involved in the business happier. Which is fine. But if we see that the Porsche engine is absolutely spectacular, we will not change. We need stability with our engine regulations. That's why I said we must make sure that we make the right choices, because until 2020 we will not change the engine. And incidentally, those new rules have allowed Honda to come back. Honda would never have come back without those new rules, so I hope that it will allow some other manufacturers to join the championship.

**If we look at the cost of the sporting regulations, is there not an element of kneejerk? Take qualifying for example...**

But you see it's constructive to have a little review

of qualifying. In Q3 some people say, 'No, no, we cannot go out, we don't have enough tyres.' We have one more set of tyres, we give them out, so that's what we are going to address. We're not talking about getting involved in a revolution. By doing a little refinement, a little fine-tuning, we can get at something.

**Can you explain the drop in F1's TV audience?**

I don't think it's a fair statement when you say the figures are not good, simply because there is less interest for TV. Now you have iPad, iPhone, so in a way it's more comfortable for you when you're on the train, when you're in the plane, to have a different way of communicating, of being informed. It's like if I say, 'Mmm, there is a drop in the use of fax machines,' it's true, it has almost disappeared. Why? Because now it's email. We have a more modern way of communicating and it's what I feel is happening with TV.

It's true as well there have been some contracts signed with pay-TV [broadcasters]. In France, we have less TV viewers. Because from TF-1, which is a free-access, we have gone to Canal+ [a pay-to-view channel]. Here I speak passionately about Formula 1... When I watch a grand prix I watch on TV, and on my iPad I follow Q1, Q2, Q3.

**What are your thoughts on the recent F1 tests?**

So... Red Bull and Renault have already lost the championship? Do you want me to react to that? I mean, honestly, it's ridiculous. Maybe they will find the little problems that were occurring and then... hmm... Red Bull and Renault are favourites. So again, it's too much emotion.

**But emotion is passion, Jean...**

Not always. You know, I think if you want to be successful, you must rationalise emotion. You must control it and then be pragmatic. I've worked in this kind of environment, when I was at Ferrari: there was so much expectation, so much emotion, so much passion, and being able to control that allowed us to be very successful, because we were trying to work in a rational way, not an emotional way. Which was not easy. Probably it was the most difficult thing I had to achieve.

I think we can have passion, without having to say that Red Bull and Renault have already lost the championship. Also, the noise of the engines... it will be a different noise, but 30 years ago it was a different noise, with the turbo engine, and nobody complained about it.

**Should there be some form of rationalisation across world motorsport?**

It's a fact of life, you know? You could rationalise your shirts, it will save you shirts. We can't avoid anyone running a commercial series, in rallying, in touring cars, in GTs, in Formula 4, 3, 2, 1... So our responsibility is to try to make the best of it, and encourage people to follow what we organise as the governing body and working with the promoter.

That's what we're trying to do now, building this pyramid, and I must say Gerhard Berger did an excellent job on that. I think Formula 3 is coming back well again, which is very important. We want to address the Formula 2 situation. It's something I want to discuss as a priority with the commercial rights holder of F1.

In rallying we have created something that



Fax machines may be old hat, but not mobile phones



Rallying is going through restructure under Todt's reign



"Bernie will still carry out job," says JT

**"At Ferrari there was so much expectation, emotion, passion. Trying to work in a rational way was not easy"** JEAN TODT

will make things more affordable. We now have the World Rally Championship, with different categories – R1, R2, R3, R4, R5 – with the pinnacle being R1. We now have one FIA European Rally Championship. We are working on building one regional championship each in Africa, in Latin America, in Asia.

So we are trying to develop motorsport. When I started my career as a co-driver, rallying was different to what it is now. Sometimes I have nostalgia for what it was, but broadly speaking there were no limitations on the road. I remember on a normal road section in Monte Carlo, the average was 90km/h. So you were flat-out to make your service. That can't happen anymore.

So we have to take that into consideration. I'm a big defender of road safety, and I can't say we have to improve our safety on normal roads and not care about safety during racing. It's the opposite: I think racing must be the example of what can be done.

**Jacques Villeneuve said that current F1 is too artificial. What's your response?**

No, I will not respond. I'll tell you why. Because for me, number one, I'm in favour of freedom. So whoever has something to say should say it. I don't have any problem with that. I can say that too often people speak without really knowing what they're talking about. We'll have some more testing in Bahrain, then next week we will have the next thing. But definitely we will have a different understanding.

**When we talk about costs, is it not a matter that the structure is such that there isn't enough money trickling down to the lower categories and also to the teams? Is there any other way you could develop the grassroots?**

Each international organisation has its own specificity. The FIA is not a very wealthy organisation. Take other organisations that promote sport: UEFA, FIFA, or the Olympic Games. Of course, they generate more revenue and can create a bigger distribution. We have little opportunity of distributing funding to our organisations, which is something we are correcting, starting now.

In a way, it already started four, five years ago with what we call the Motorsport Safety Fund development, which was coming from a certain amount of money which was then distributed to the clubs, to help safety, to manage education. It was different for young drivers, a different programme. Now we will use part of the extra money we have been getting through quite a good agreement, which has been settled

between the FIA and the commercial rights holder, without reducing the influence of the FIA in the sport, which was always for me an essential thing. I think the governance is quite well balanced, the way it is. So we will have more revenues and it will allow us to develop programmes for and together with our ASNs all around the world.

**There was talk at one stage of a commissioner for Formula 1...**

That was prior to my first election. I thought it was a good idea at the time. It wasn't only for F1 – it was a commissioner to all FIA world championships. Simply, I don't think we need them. I think the way the governance is settled we don't need to have a commissioner.

**On the question of Bernie's situation in the courts, how do you feel this affects F1 in particular and the FIA generally?**

At the moment it doesn't affect things at all. Bernie has done an outstanding job, developing F1 over the last four decades. I'm very sad for him to have all those concerns he has to deal with and I really hoped he wouldn't have to go through this unpleasant time. It doesn't mean any change for us. That's all I can really say. Formula 1 now belongs to a fund called CVC. With the chairman, Donald McKenzie, they have created a strong structure, Formula One Group with Peter Brabeck-Letmathe and some other members, so there is a strong organisation, with Bernie as actual CEO. He's still going to carry out his job. ❧

# THE STORY OF PEUGE



# LOTUS'S RALLYING GIANT



Test *pilote* Nicolas on T16's  
WRC debut, Corsica '84

**It's 30 years since the 205 T16 first hit the stages. DAVID EVANS looks back at the car that saved a company and helped light up the awe-inspiring era of Group B World Rally competition**

**T**he security around Mortefontaine, north of Paris, was extremely tight. A box trailer held all the secrets, and only the very privileged few would be getting a look inside. A couple of weeks later, the world was allowed to watch as Peugeot unveiled the full range of 205 road cars. Just down the road from the Paris Motor Show, outside Peugeot's headquarters, Roland Peugeot, Jean Boillot and Jean Todt laid out plans for another 205. This is the one we're interested in.

The engine for this one would be behind the driver. And this one had drive going to the rear as well as front wheels. This one had a turbo and 16 valves. This one was called T16.

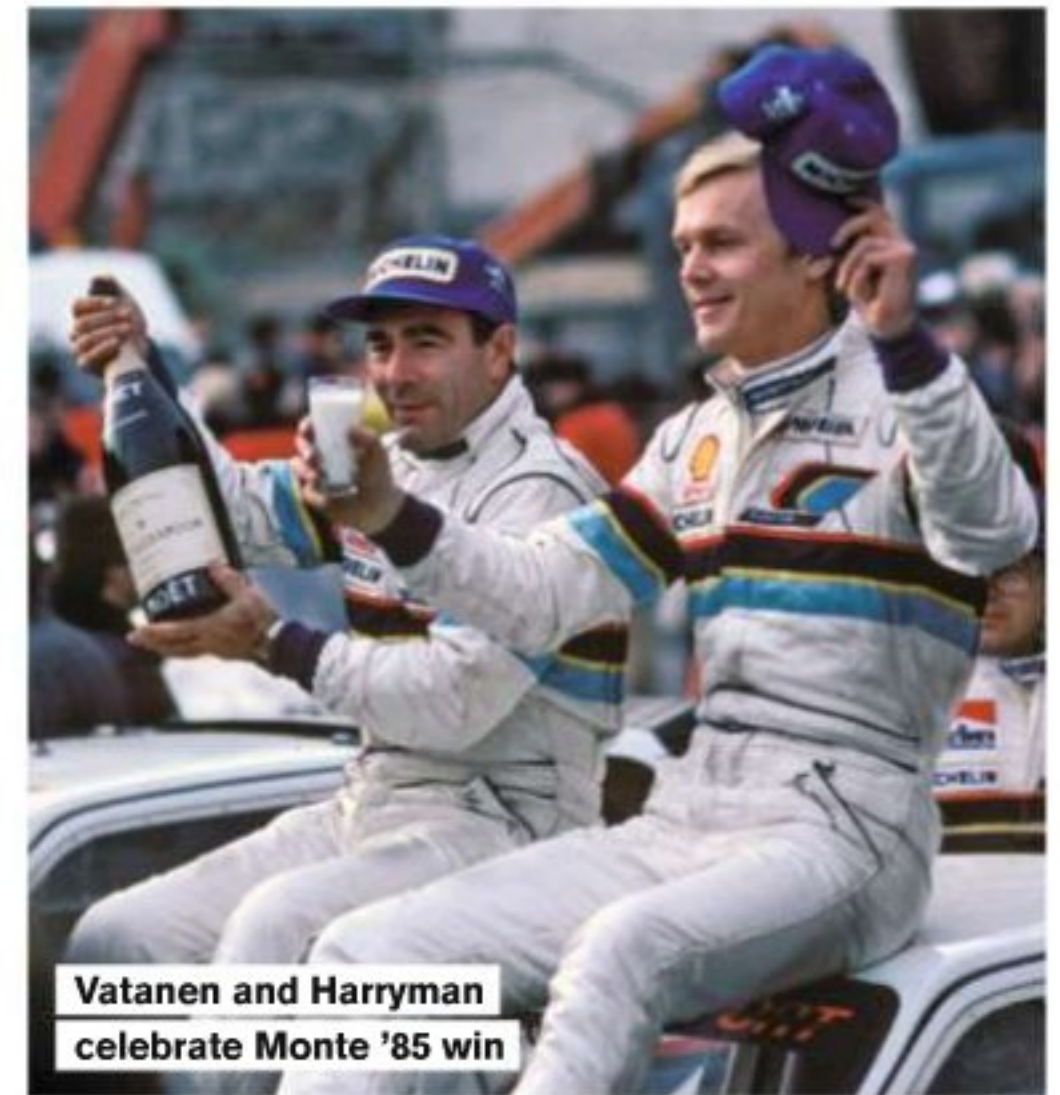
Predictably, there had been much talk of a Peugeot rally car for some time, but the finer details of the project were kept secret until this week, 31 years ago.

To call this project a final roll of the dice for Peugeot might be overdramatising the firm's position a little, but certainly things were not looking good for the French make. The cars were tired, dull and uninspired. The 205, it was hoped, would change that.

Like the rest of the world, Peugeot had watched in wonder as Audi's Quattro transformed the fortunes of the German marque. The French fancied a bit of that. So, before he'd even completed his time as a co-driver, Jean Todt was signed up as director of Peugeot Talbot Sport. Todt was, of course, well acquainted with PTS, and a month after he took complete charge he would finish second in the world championship with Guy Frequelin in a Sunbeam Lotus.

On his new deal, Todt was told by Boillot what was riding on the T16. Talbot's involvement in the Matra side of Ligier's race-winning Formula 1 programme was pulled – any spare cash would be heading the way of the Group B 205.

As part of the restructure, one side of Peugeot's competition department would be closed, but Coventry was kept alive. Des O'Dell's input into the success of 1981 was well known by Todt – what wasn't so widely publicised was O'Dell's decision to syphon funds from the WRC pot to put towards a new car to be jointly developed by Talbot and Lotus. The Horizon – codenamed Macho – came with a turbocharged 2.2-litre engine in the middle of the car and an O'Dell desire to see it homologated. It soon became



Vatanen and Harryman  
celebrate Monte '85 win

apparent, however, that it was two driven wheels short of the future.

With funds found and the green light pushed, work on the T16 pushed ahead quickly. By June 1982 the styling of the car was completed by Peugeot's in-house team. A month later and a windtunnel confirmed those lines would work. By the end of the year, the initial five-speed transmission was complete and the first shell finished. Outwardly, the car looked complete.

In February, it was rolled out for the first time with the intention of completing some early filming for promotional purposes – the mechanics brought along a very, very long tow rope to make sure the car moved. But they needn't have feared: it went under its own steam. Once public confirmation of the project was delivered, the real work started – and it was all done behind closed doors.

## LOOKING SLUGGISH AT LARDY

As well as Peugeot's own test track at Mortefontaine, a gravel venue in Lardy – to the south of Paris – was located for the all-important dirt running. In July 1983, Peugeot arrived in Lardy for the first real look at how the car would work on the loose. It wasn't good.

The suspension needed a significant amount of beef adding to it and the transmission would be in need of a bit of a rethink too. It worked well enough on the asphalt but, when it was put under load with a chunk of torque, plenty of slip and ▶

► some steering input, it was pinging driveshafts left, right and centre.

The hard yards began. And an autumn outing for Jean-Pierre Nicolas, Peugeot's primary test-and-development driver for the car, showed there was still more to do.

Keen to stay under the radar while gauging the level of competitiveness, Nicolas was sent to Sarlat in the Dordogne to contest Trophee Piot, a memorial event for Jean-Francois Piot. A soaking wet October day left the rallycross venue inches deep in mud, which exposed Peugeot's primary problem perfectly.

"There was nothing, no power at all at the bottom end and not much at the top either," says Nicolas. "The power band was extremely narrow, which made it fairly useless, particularly when it was muddy and you needed consistent traction. In the end we finished second. We were quite happy with that, because we knew there was so

much more to come once we had got the turbo sorted out. The rest of the car was working very well and actually we didn't want to make a big impression. So it worked well."

There's a vague possibility that Nicolas has pulled on the rose-tinted spectacles as he casts his mind back. The future of Peugeot Sport was beaten by a Citroen Visa Mille Piste driven by Philippe Wambergue, with a Tony Pond-wheeled Rover Vitesse (a machine not known for running well in deep mud) not far behind.

The initial powerband was between 5000 and 7000rpm, but that was only half the problem – such was the turbo lag, there was a danger that the event might have finished by the time the power arrived. Help was at hand. And it was just down the road.

Renault – with its recent sportscar and Formula 1 history – was a firm that clearly knew a thing or two about turbocharging in motorsport,

so Peugeot hired the company's Jean-Pierre Boudy to sort that one out. Which he duly did.

What he couldn't do, however, was fix the car's handling. Transmission technology was very much in its infancy with the 205, and the effect of explosive power on the cornering habits of the car were a case of trial-and-error through the early part of the machine's development.

But, by the end of March 1984, Peugeot was ready for the man from FISA to come and have a look. Homologation was upon Peugeot. The team lined up 200 grey 205 T16s in a row, as Group B homologation required, Nicolas's Trophee Piot car among them. But then, alongside, were a further 20 cars all in white. These were the Evolution 1 cars. In total, Peugeot would build 242 T16s, including all the road cars and the T16 E2s.

The E1 – known simply as the 205 T16 – was ready to rally. And what better place than Corsica, that most French of islands?

Hearing that the 205 was coming, Audi hastened its own new car, and Walter Rohrl gave the Sport Quattro its debut in Ajaccio too. If ever there was a graphic demonstration of the pupil turning on the teacher, it was among those 1000 corners in the Mediterranean 30 years ago. Rohrl's Quattro suffered engine problems for the first seven stages before a piston finally put the thing out of its misery by making a bid for freedom on SS8. On the very same stage, Ari

## 'Vatanen aquaplaned off and rolled. The car caught fire'

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Vatanen leaps to 205's first win, 1000 Lakes '84

Vatanen moved his Peugeot into the lead.

The dream was delivered. Almost. Vatanen led until the first stage of the final morning, when he aquaplaned off the road and rolled. The car caught fire and was destroyed.

But what about the rocks and the rough stuff? The Acropolis Rally would surely put the young pretender in its place... No. Vatanen led again, but this time an oil-pump belt ruined his shot at victory in Greece.

The next one was the big one as far as the Finn was concerned: his home rally, the 1000 Lakes.

And this would be the biggest test yet of Peugeot's decision to run a transverse engine; the car had shown an unnerving tendency to nosedive over jumps courtesy of the weight distribution caused by the engine's placement.

### FLYING VATANEN DOMINATES

Again, Peugeot's fears were allayed by a rampaging Vatanen, who flew the car fast and straight to score 31 stage wins and a two-minute victory over Markku Alen's Lancia 037. And so began a sensational run for the Finnish-flagged Peugeot. Ari survived the mother and father of all moments on the final morning of the Sanremo to take back-to-back wins, with an RAC Rally victory giving him the hat-trick (Peugeot skipped the Ivory Coast), despite rolling and losing a five-minute lead. ▶



Peugeot newcomer  
Salonen won '85 title



► Into the new season and Vatanen just kept on winning, taking that most memorable fightback win on the 1985 Monte Carlo. Co-driver Terry Harryman checked them in four minutes early, costing them another five-minute advantage. That left them three down on Rohrl's Quattro. Vatanen told Harryman to tighten his belts and read the notes like he'd never read them before. The pair got their heads down and hammered through the Alps to reel the hapless German in.

Sweden made it five straight wins for Vatanen. His countryman Timo Salonen had been signed in the close season and, when the championship leader faltered next time out in Portugal, Salonen picked up and carried on.

All the time the 205 T16 had been winning, the team had been working on a second evolution. This one came with a reworked head on the engine and more power from the turbo. At least another 150 horses were added to the 350bhp

on offer from the original car.

Salonen gave the T16 E2 its first win in Greece on the Acropolis, before the 205 picked up its first one-two in New Zealand.

But then came disaster for Vatanen, who crashed heavily, rolling down a hillside in Argentina. He was seriously injured and out for the rest of the season. Salonen raced ahead and took the title, and the makes' championship went to Peugeot too.

Yet another Finn was drafted in as the youthful Juha Kankkunen signed for 1986. And Peugeot would need the blind speed and bravery he brought. The competition had caught up. Lancia's Delta S4 won on its debut on the 1985 RAC and Henri Toivonen made it two from two with a stunning Monte Carlo Rally victory the following January.

But then true disaster came in Corsica when Toivonen crashed his Delta off the road. He and



Ex-co-driver Todt ran T16 programme

co-driver Sergio Cresto both perished. Audi had seen enough and departed the sport, leaving the T16 E2 and the Delta S4 to battle out what would become an increasingly acrimonious season (see panel, below right).

By the end of 1986, Peugeot's domination was complete. It had conquered Group B and done it with finesse. In an era of brute power and fury, the 205 T16 mated those with a beauty and all-round ability no other car could match.

While rallying turned to Group A, Todt turned Peugeot to the adventure of Africa and America, as ever-quicker 205s went on to win Dakar and Pikes Peak.

And the road car didn't too badly either. ❧

## 'Peugeot would need the speed and bravery of Kankkunen'



Argentina wreck put Vatanen on sidelines



Vatanen made it three in a row in '84 with RAC win



Kankkunen's first 205 victory: Sweden 1986

## AGITATED ITALIANS TAKE DISLIKE TO FRENCH SKIRTS

On reflection, the situation is barely believable. Peugeot took a car that the governing body declared legal – including the new sideskirts added mid-season to protect the car's underbody – to Italy. And the Italians kicked it out.

As far as Sanremo Rally clerk of the course Adolfo Rava was concerned, the skirts represented a breach of FISA head Jean-Marie Balestre's dictate in the wake of Henri Toivonen's fatal crash regarding ground-effect downforce.

Just hours after Miki Biasion's S4 had edged ahead of Juha Kankkunen's T16, Rava made his concerns known, and said that the three factory Peugeots would be excluded without even being allowed to run under appeal.

Peugeot had provided the organisers of the event with a zero car in the shape of a 205 T16 driven by Ari Vatanen. It was the absence of that zero car coming out of a stage that alarmed the watching Peugeot hierarchy in those pre-mobile-phone days.

The team's technical chief Jean-Claude Vaucard explains: "We were watching cars going down the road from the restaurant. And then

we saw a Lancia street car with the zero on the side. We said, 'Oh, what happened?' Something had changed. We didn't understand...

"Suddenly, we understood why we saw the Lancia as the zero car. Lancia, it seems, had been told of the decision to exclude us even before the decision had been taken!

"It was just an incredible decision. They [the rally organisers] said the extra bodywork we fitted to protect the underside of the car was helping with the downforce. It wasn't. It made no difference to the downforce at all. But Lancia

went to them and told them this was what was happening. It was a stupid decision."

The title hopes of Lancia's Markku Alen were given a further timely boost when team-mates Biasion and Dario Cerrato pulled over to allow him to win. Alen's own rally had been spoiled when he had punctured a Pirelli taking to a ditch to avoid a spectator.

"There was a spectator," recalls Alen, "he was in the road and if I go straight then I kill him. Instead, I go to the ditch, take the puncture and almost roll. Then three days,

I am pushing like hell and then this decision is coming for Peugeot. I not like this decision. I prefer Peugeot to stay in the rally, me to finish third or fourth, then keep the title."

Alen then drove what he felt was the perfect rally to win the final Group B WRC round, on the Olympus Rally in the US. And to the victor the spoils. He was champion – briefly. Ten days later, when his Sanremo win was annulled, that title was taken away and handed to Kankkunen, his Lancia team-mate for the following year.



Controversy over 205's sideskirts in Sanremo

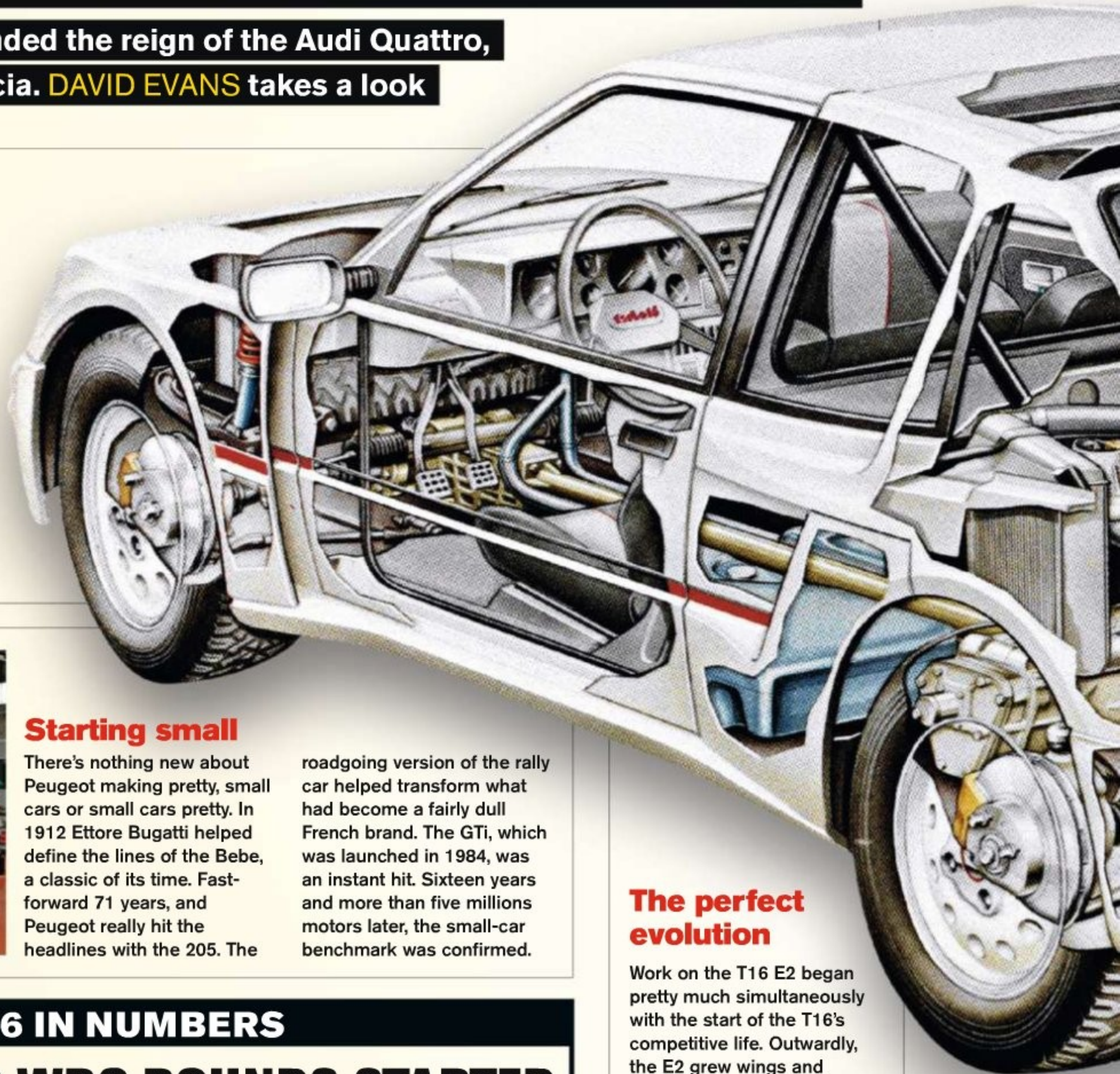
# GREAT CAR

# PEUGEOT 205 T16

The small Peugeot ended the reign of the Audi Quattro, then fought with Lancia. **DAVID EVANS** takes a look

## Long-distance pedigree

Prior to the arrival of the 205 T16, Peugeot's success in world rallying had come on long-distance events. And the Parisians weren't short on wins – with the 404 came four Safari wins in the 1960s. A decade later, having dealt with early suspension problems, Ove Andersson turned the Group 2 504 into a Safari winner. With a V6 engine installed a few years later, the 504 won more regularly in Africa.



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The 205 was one of the smaller Group B contenders

## Starting small

There's nothing new about Peugeot making pretty, small cars or small cars pretty. In 1912 Ettore Bugatti helped define the lines of the Bebe, a classic of its time. Fast-forward 71 years, and Peugeot really hit the headlines with the 205. The

roadgoing version of the rally car helped transform what had become a fairly dull French brand. The GTi, which was launched in 1984, was an instant hit. Sixteen years and more than five millions motors later, the small-car benchmark was confirmed.

## The perfect evolution

Work on the T16 E2 began pretty much simultaneously with the start of the T16's competitive life. Outwardly, the E2 grew wings and developed significant levels of front and rear downforce via a new aero package. Beneath and behind those spoilers there was more power from a revised engine – with more than 500bhp now on tap – and a sixth-gear ratio to make use of that power. The E2 made its debut exactly one year on from the T16, at the 1985 Tour de Corse.

## PEUGEOT 205 T16 IN NUMBERS

**16** VICTORIES

**28 WRC ROUNDS STARTED**

**345** TOTAL POINTS SCORED

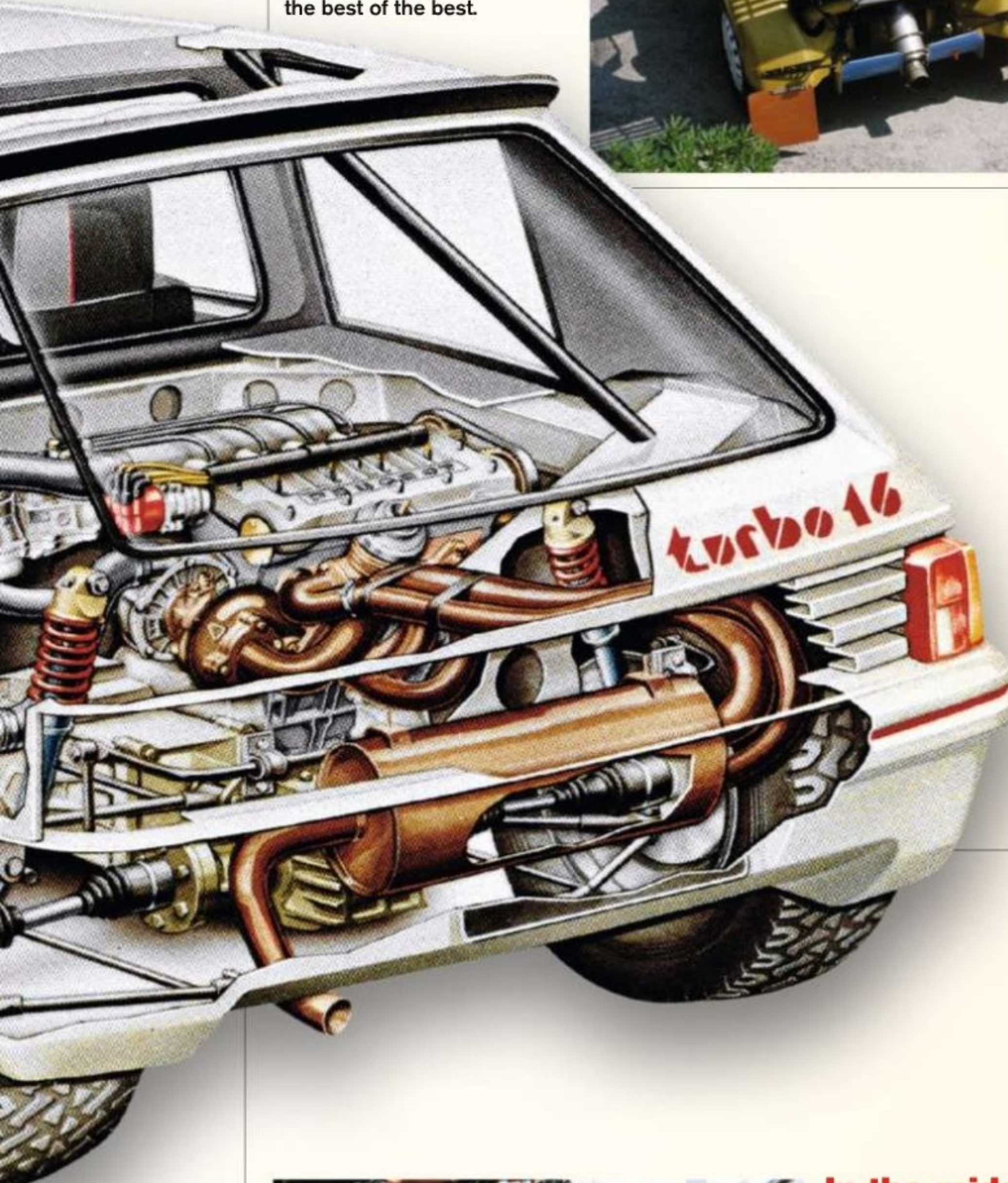
DRIVERS' TITLES: 2 (1985, 1986)  
MANUFACTURERS' TITLES: 2 (1985, 1986)

### The all-rounder

If Audi started rallying's four-wheel-drive revolution, it was Peugeot that provided the reinforcements. The 205 was Group B's most successful rally car, remaining competitive for three seasons, and arguably its most beautiful and useable. It made the Quattro look old and outmoded and, while it would ultimately struggle to keep pace with a Lancia Delta S4 out of a tight hairpin, once it was on song the T16 was the best of the best.



Group B Pug was a good all-round package



Engine's position was a strength and weakness

### In the middle

Peugeot was the first manufacturer to take full advantage of Group B regulations that allowed the engine's position to be shifted. A centrally-mounted, blown 1775cc motor initially offered around 350bhp. While the position of the engine helped in distributing the weight, its transverse mounting caused inevitable complications elsewhere.

Quattro struggled to keep up with 205



## THE 205's RIVALS

Early in its career, the only thing capable of getting the better of the 205 was its own teething troubles – and there weren't many of those. On its debut, Ari Vatanen nosed the 205 into the lead in Corsica, but then aquaplaned off the road and rolled the car into a ball. Had the asphalt pace been a flash in the pan? Not a bit of it. Vatanen led again second time out in Greece, but this time the car was halted by a turbo problem.

After that, Vatanen won five straight as 1984 moved into '85. Audi launched its Quattro Sport on the same event as the 205, but it was immediately outgunned by the French car and the Quattro – then in its fearsome E2 shape – would only beat the Peugeot fair and square once (Walter Rohrl, Sanremo '85). The real fight for Peugeot came from Lancia's Delta S4, which took a debut win on the '85 RAC, and then went toe to toe all the way through '86, the Group B swansong season.

Had it not been so late to the party, Ford's RS200 might have troubled the 205, while the lack of a turbo hindered ARG's Metro 6R4. Planned Group S cars from Audi, Lancia and Toyota would undoubtedly have changed the game again, had FISA not done that in quite another way when it switched the World Rally regulations to Group A for 1987.

Fiercest rival: Lancia Delta S4



Ford's RS200 arrived too late to challenge



# Racing for the enemy

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**Audi's Oliver Jarvis is going to race for Toyota in Japan this year. GARY WATKINS finds out why that's a good idea, and why his World Endurance employer doesn't see that as a problem**

**A**n Audi Le Mans 24 Hours driver signing to race for Toyota in Japan is not as strange as it might sound. Oliver Jarvis, who is about to embark upon a season of Super GT with Toyota's Lexus brand and the SARD team, isn't the first of the German manufacturer's LMP1 squad to have links with its World Endurance Championship rival.

Let's not forget that Loic Duval dovetailed a campaign driving a GT500-class Lexus with his first year at Audi in 2012, while both he and Andre Lotterer won races in Toyota-engined Super Formula single-seaters in Japan last season. It's clearly not a problem to the Audi hierarchy. Rather they see it as a benefit.

"Audi can see the advantages for them, especially with the likes of Andre, Loic and Ben [Benoit Treluyer] coming over from Japan and doing such a strong job," says Jarvis, who is going into his third season as part of Audi's Le Mans line-up in 2014. "I had to get Audi's approval, but they understand where I'm coming from and that racing in Japan is super-competitive and develops you as a driver. It's a win-win situation for everyone.

"I'll be racing a quick car and the great thing about Japan is that you're racing with the [slower] GT300s. You're always overtaking traffic, which at Le Mans is key."

There's also the fact that Super GT is an open-tyre formula (the SARD Lexus RC F that Jarvis will share with local ace Hiroaki Ishiura is

on Bridgestones), which makes for another similarity with the WEC.

"You're working with the tyre manufacturer to try to get the most out of the tyres for your car," he explains. "Racing in Super GT is going to benefit me hugely as a driver."

It would not be correct to say that Jarvis, at 30, went looking for a GT500 seat in order to take the next step as a driver. Rather, he's been hankering after a return to Japan since a solo season in Formula 3 there with TOM'S back in 1997. He was also looking to race at the highest level possible to complement his programme at

Le Mans and the Spa 6 Hours WEC round aboard the third Audi R18 e-tron quattro.

"I've always wanted to get back out there, because I did really enjoy the racing there and I love the country," says the former McLaren AUTOSPORT BRDC Award winner. "With new regulations coming in Japan, this was a good time for me to get in."

Contact with SARD came via Ishiura, one of his team-mates at TOM'S in 2007, and was first initiated ahead of the 2012 season.

"Hiroaki was keen to get me involved and to have me as his team-mate," reveals Jarvis

Jarvis will race under Lexus banner in 2014





Super GT provides competitive racing



Jarvis enjoyed his time in Japanese F3 in 2007

of a driver who was briefly going to be part of Toyota's 2012 Le Mans line-up. "I was actually talking to the team for the 2012 season, but I couldn't make it work."

Jarvis is raving about the new generation of GT500 contender after a first test aboard his SARD Lexus at Okayama last week.

"The car is great, but the tyres... They're just incredible," he says. "The grip you have for two or three laps on new tyres is phenomenal. The turbocharged engine means that they are also fun to drive."

Of course, Jarvis wouldn't be racing in Japan this year had he been picked by Audi to graduate from the extra Le Mans car to a full-season seat on the retirement of Allan McNish. That, however, was never on the cards.

"Audi was very up front," he says. "I knew early

on that if a seat became available, Lucas [di Grassi] was the driver who would take it. That's why I took it upon myself to look at other options."

That begs the question whether racing in Japan can put Jarvis next in line for when another vacancy arises in one of the two regular WEC Audis.

"It can only help, but we don't know if an opportunity will arise," he says. "People assume that Tom [Kristensen] will retire sooner rather than later, but while he's still quick, there's no reason why he can't continue for several more years. And it looks like Andre, Ben and Marcel [Fassler] have another 10 years in them."

"I'd love to get the chance to prove myself with a full WEC programme, but looking at what I've got with Audi and in Japan, I'm more than happy with what I have." ❧



**"Racing in Super GT is a pretty good school for LMP1. You're working with a manufacturer and the cars are really prototypes, even if they're called GTs"**

Loic Duval on racing in Japan



Jarvis has twice claimed Le Mans 24 Hours podium

## LE MANS EFFORTS WITH AUDI BETTER THAN THEY LOOK

Oliver Jarvis reckons that timesheets can be misleading. He has finished third at the Le Mans 24 Hours in each of the past two years, but he reckons he and his team-mates were much more than the bit-part players that some have suggested.

"I would say that in 2012 we didn't quite have the car underneath us, because we went slightly wrong on the set-up, but we still had problems," he explains. "Last year, we finished one lap down and that was largely down to the puncture early in the race."

"If you do the analysis and look at the full-stint reports, you'll see that I did a strong job in comparison to the drivers in the other cars. In terms of my stint averages and my pure pace I was right up there with the drivers in the #2 car that went on to win the race."

This season could offer Jarvis his best chance yet of adding a Le Mans victory to his 2013 triumph in the Sebring 12 Hours. New rules and a new car mean that the playing field has been levelled between the full-season Audi crews and the drivers of its third entry for the 24 Hours.

"When I stepped into the R18, I was really on the back foot: testing was limited and the other guys had been in LMP1 for several years. This year we're all roughly getting a similar amount of testing before Le Mans; Audi has been very fair with that and realise the importance of trying to give all three cars an equal opportunity."

Jarvis is teamed in 2014 with Marco Bonanomi, who returns to the Le Mans squad after a year away, and prototype newcomer Filipe Albuquerque. He's hoping they will stay together for a while.

"So far, every year I've changed team-mates and I do think that has an effect," he says. "I hope we're given a couple of years to gel and really become a team. With the age we are, we could really become a force to reckon with."

# NASCAR



## Daytona 500

Daytona (USA)  
Sprint Cup  
February 23



Round 1/36

### RESULTS

200 LAPS, 500 MILES

<b>1</b>	<b>DALE EARNHARDT JR (USA)</b> Hendrick Motorsports Chevrolet SS (03)	<b>3h26m29s</b>
<b>2</b>	<b>DENNY HAMLIN (USA)</b> Joe Gibbs Racing Toyota Camry (04)	<b>+0.092s</b>
<b>3</b>	<b>BRAD KESELOWSKI (USA)</b> Team Penske Ford Fusion (033)	<b>+0.203s</b>
<b>4</b>	<b>JEFF GORDON (USA)</b> Hendrick Motorsports Chevrolet SS (05)	<b>+0.235s</b>
<b>5</b>	<b>JIMMIE JOHNSON (USA)</b> Hendrick Motorsports Chevrolet SS (032)	<b>+0.280s</b>
<b>6</b>	<b>MATT KENSETH (USA)</b> Joe Gibbs Racing Toyota Camry (03)	<b>+0.378s</b>
<b>7</b>	<b>RICKY STENHOUSE JR (USA)</b> Roush Fenway Racing Ford Fusion (034)	<b>+0.391s</b>
<b>8</b>	<b>GREG BIFFLE (USA)</b> Roush Fenway Racing Ford Fusion (025)	<b>+0.408s</b>
<b>9</b>	<b>AUSTIN DILLON (USA)</b> Richard Childress Racing Chevrolet SS (01)	<b>+0.478s</b>
<b>10</b>	<b>CASEY MEARS (USA)</b> Germain Racing Chevrolet SS (028)	<b>+0.808s</b>
<b>11</b>	<b>JOEY LOGANO (USA)</b> Team Penske Ford Fusion (035)	<b>+1.474s</b>
<b>12</b>	<b>LONDON CASSILL (USA)</b> Circle Sport/Hillman Racing Chevrolet SS (018)	<b>+2.939s</b>
<b>13</b>	<b>KEVIN HARVICK (USA)</b> Stewart-Haas Racing Chevrolet SS (038)	<b>+4.175s</b>
<b>14</b>	<b>JAMIE McMURRAY (USA)</b> Chip Ganassi Racing Chevrolet SS (022)	<b>+4.269s</b>
<b>15</b>	<b>BOBBY LABONTE (USA)</b> HScott Motorsports Chevrolet SS (026)	<b>+5.299s</b>
<b>16</b>	<b>REED SORENSON (USA)</b> Tommy Baldwin Racing Chevrolet SS (039)	<b>+5.737s</b>
<b>17</b>	<b>CARL EDWARDS (USA)</b> Roush Fenway Racing Ford Fusion (030)	<b>+10.573s</b>
<b>18</b>	<b>MARCOS AMBROSE (AUS)</b> Richard Petty Motorsports Ford Fusion (07)	<b>+12.845s</b>
<b>19</b>	<b>KYLE BUSCH (USA)</b> Joe Gibbs Racing Toyota Camry (037)	<b>+21.527s</b>
<b>20</b>	<b>TERRY LABONTE (USA)</b> Go FAS Racing Ford Fusion (024)	<b>-1 lap</b>
<b>21</b>	<b>KURT BUSCH (USA)</b> Stewart-Haas Racing Chevrolet SS (08)	<b>-1 lap</b>
<b>22</b>	<b>RYAN NEWMAN (USA)</b> Richard Childress Racing Chevrolet SS (019)	<b>-1 lap</b>
<b>23</b>	<b>ALEX BOWMAN (USA)</b> BK Racing Toyota Camry (029)	<b>-3 laps</b>
<b>24</b>	<b>JOSH WISE (USA)</b> Phil Parsons Racing Ford Fusion (011)	<b>-5 laps</b>
<b>25</b>	<b>BRIAN SCOTT (USA)</b> Richard Childress Racing Chevrolet SS (012)	<b>-5 laps</b>
<b>26</b>	<b>AJ ALLMENDINGER (USA)</b> JTG Daugherty Racing Chevrolet SS (015)	<b>-7 laps</b>
<b>27</b>	<b>JUSTIN ALLGAIER (USA)</b> HScott Motorsports Chevrolet SS (040)	<b>-7 laps</b>
<b>28</b>	<b>COLE WHITT (USA)</b> Swan Racing Toyota Camry (023)	<b>-7 laps</b>
<b>29</b>	<b>PARKER KLIGERMAN (USA)</b> Swan Racing Toyota Camry (041)	<b>-7 laps</b>
<b>30</b>	<b>BRIAN VICKERS (USA)</b> Michael Waltrip Racing Toyota Camry (031)	<b>-8 laps</b>
<b>31</b>	<b>KASEY KAHNE (USA)</b> Hendrick Motorsports Chevrolet SS (05)	<b>-8 laps</b>
<b>32</b>	<b>PAUL MENARD (USA)</b> Richard Childress Racing Chevrolet SS (010)	<b>-16 laps</b>

Winners' average speed: 145.290mph. Most laps led: Earnhardt, 54.

### DRIVERS' CHAMPIONSHIP

<b>1</b>	<b>EARNHARDT</b>	<b>48</b>	<b>4</b>	<b>GORDON</b>	<b>40</b>
<b>2</b>	<b>HAMLIN</b>	<b>43</b>	<b>5</b>	<b>JOHNSON</b>	<b>40</b>
<b>3</b>	<b>KESELOWSKI</b>	<b>42</b>	<b>6</b>	<b>KENSETH</b>	<b>38</b>

#### POINTS SYSTEM EXPLAINED

43-42-41-40-39-38-37-36-35-34-33-32-31-30-29-28-27-26-25-24-23-22-21-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1. 1 point for leading a lap & 4 for most laps led.

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# Junior uses the wise head of experience

After his late father's famed #3 started the race from pole, Dale Earnhardt Jr was fast and solid as a rock on the way to his second Daytona 500 win. **JONATHAN INGRAM** reports

AT THE CULMINATION OF SPEED WEEKS THAT featured the emotive return of the late Dale Earnhardt Sr's famed number 3, it was his son Dale Jr who drove the number 88 Chevrolet to his second Daytona 500 victory.

"To win this race is the greatest feeling," said Earnhardt, who had finished second in three of the previous four years. "We've tried year after year to win it and we were finishing second and wondering why and figuring out what we needed to do."

A jubilant 'Junior' — whose last Cup race win came at Michigan in 2012 and whose last Daytona 500 success came in 2004 — performed a reverse victory lap while waving to fans along the front-straight grandstands. Despite a six-hour,

22-minute rain delay, the grandstands were packed, including many vocal fans of NASCAR's perennially most-popular driver.

"We showed them all night long what a good car we had," said Earnhardt, who led 54 laps overall and 35 of the last 50 laps. "I knew this car was special in practice and a couple times this weekend. When we got the opportunity to get the lead we were able to hold it and keep moving from line to line."

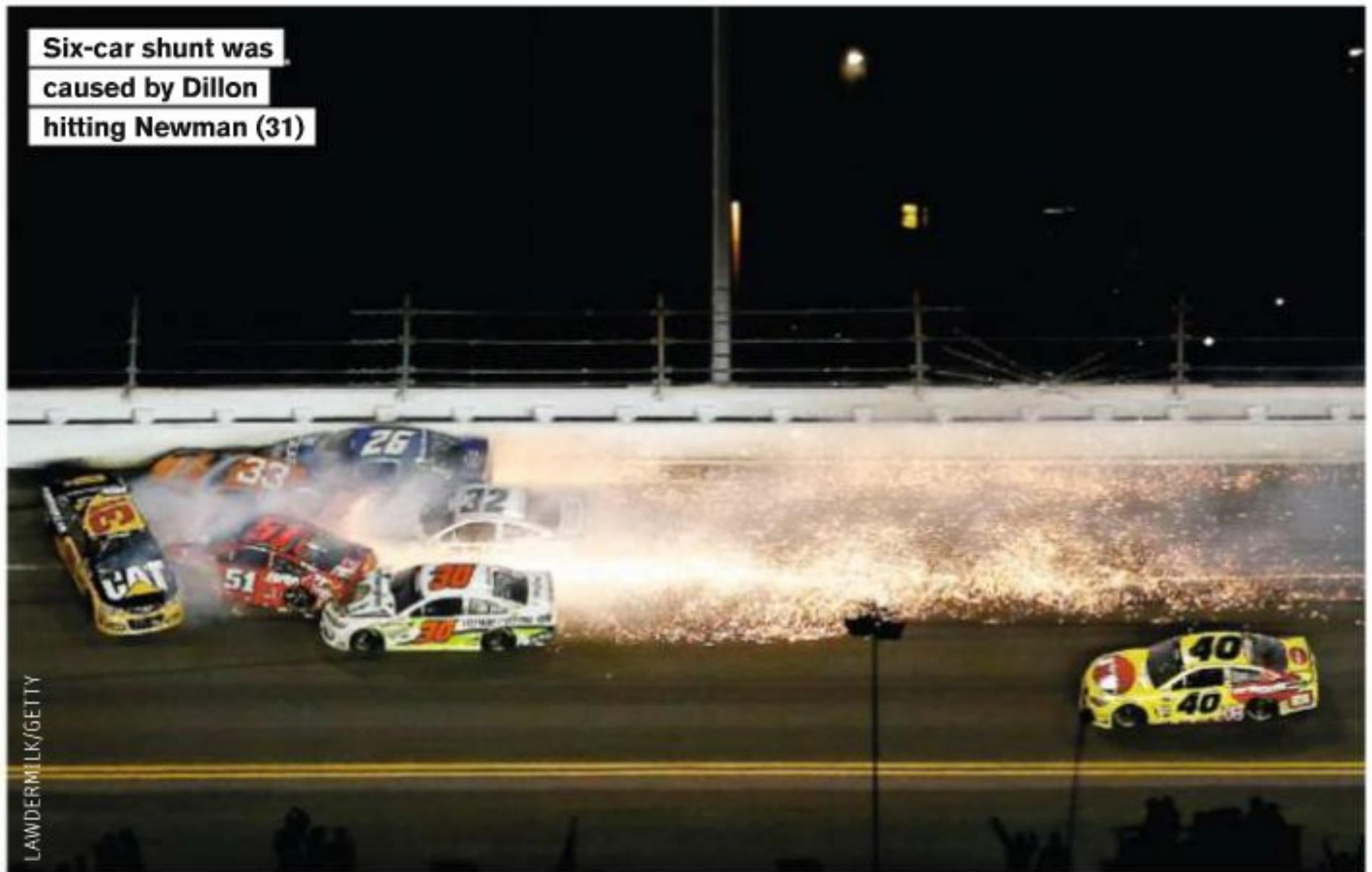
By controlling the race from the lead — including going door-to-door with team-mate Jeff Gordon — Earnhardt was both fierce and masterful in a manner reminiscent of his famed father. "The outside line gets a run on the straightaway and the inside line gets a run in the corners," he



Earnhardt leads pack to the finish line as Kyle Busch (18) spins



Johnson offers congratulations to winner Earnhardt



Six-car shunt was caused by Dillon hitting Newman (31)



Kenseth (20) spun in pitlane, and took fuel and tyres backwards!



Race was delayed for over six hours by torrential rain

said. "You just anticipate a run coming when you're leading. You just jump in front of it and they shove you away."

"But the car has to be something special. If it's not you get diced around and guys can send you out of the top five rather easily. Our car could fend off guys left and right at times."

He was leading when the sixth caution fell, which prompted a restart with two laps remaining. The decisive move came when he got a bump from behind by team-mate Gordon at the green, which enabled him to stay in front of the Joe Gibbs Racing Toyota of Denny Hamlin and the Penske Ford of Brad Keselowski.

"We got a little help from Jeff at the end on the restart and just sort of took care of it from there," said Earnhardt. Over the final 50 laps he also got ample help from team-mate Jimmie Johnson, who drafted behind him but could never pass the number 88. "If you can be the lead car and control the lanes," said Johnson, "that's the position to be in. It's not an easy job."

Earnhardt made it look easy in a way that was also reminiscent of his previous dominance on restrictor-plate tracks behind the wheel of the number 8 Chevy of Dale Earnhardt Inc, which had a significant horsepower advantage. This time he had to fight on relatively equal terms. He also got two breaks.

Runner-up Hamlin, who won the previous weekend's season-opening Unlimited exhibition race and one of the two qualifying events in his Toyota, lost radio contact with his spotter as a result of wet conditions during the steady rain that fell all afternoon with cars under covers on the pit road.

"I wasn't able to drive to my ability by spotting

for myself," said Hamlin, who said he was cautious in order to avoid incidents in the tight-knit draft. As it was, Hamlin advanced from seventh on the final restart to second in the inside groove over the last two green laps.

Keselowski drove his Penske Ford from the back of the pack to the front twice during out-of-sequence pitstops occasioned by teams' different strategies on fuel and tyres. But in the end he had no drafting partner. His team-mate Joey Logano was mired in 14th on the restart, and fellow Ford driver Carl Edwards was three cars back in the lower lane.

"I had the opportunity to watch the replay of the finish," said Keselowski, who restarted on the outside of the front row next to Earnhardt and made his bid on the high side. "I could have blocked Hamlin and run second. But I wasn't interested in running second. I took a shot at another move and ended up running third."

In the end, Earnhardt's two biggest threats had his team-mates following them across the line – which meant no help in the draft for his adversaries. Of those team-mates, Gordon finished fourth and Johnson fifth.

During a night when cool temperatures generated more horsepower and a track that was very cool and grippy following an afternoon of rain, the racing was the most intense during NASCAR's crown jewel in recent memory. The new rules package designed for improved drafting enabled drivers to race the old-fashioned way by using aerodynamics instead of bump-drafting. They could use all three lanes – and often did.

Drivers and teams anticipated a return of the rain that halted the race under a red flag after 38 of 200

laps – rain that never showed up.

"I kept hearing on the radio, 'The rain is coming! The rain is coming!'" said Keselowski. "I think that added to the anxiety more than the rain delay."

Reflective of the intensity was the last and seventh caution as the field came to the finish line. Kyle Busch ended up taking the chequers on the pit road in reverse. The Roush Fenway entry of Edwards took the final flag as his crumpled Ford slid through the tri-oval grass. Similarly, upstart Reed Sorenson, driving for Tommy Baldwin, also ended up crashed and in the grass at the flag stand after a bid to finish in the top 10 went awry.

Rookie pole starter Austin Dillon, who set the fastest lap at 204mph, had a potent Richard Childress Racing entry and finished ninth in the return to the Sprint Cup of the famed number 3 once carried by Earnhardt Sr. But the driver who counts Earnhardt Jr among his mentors had to learn some lessons.

"I think the yellow [rookie] stripe on the bumper showed a little bit tonight," said Dillon. He tagged team-mate Ryan Newman in Turn 3 to bring out the sixth caution that set up the final two laps of green. His contact with the rear quarter panel of fellow rookie Kyle Larson resulted in a 10-car accident that brought out the fourth caution.

Kyle Busch led 15 laps in his Gibbs Toyota before the break for the rain, but fell a lap down and out of contention when the hose on an airgun was caught by his fender and resulted in a penalty after 72 laps.

Earnhardt said Greg Biffle's Roush Fenway Ford was one of his toughest competitors over the last 50 laps. Biffle led three times for eight laps while battling Earnhardt for the lead. But after getting to the front by taking fuel only on his final stop, ▶



Famed 500-mile race started in daylight...



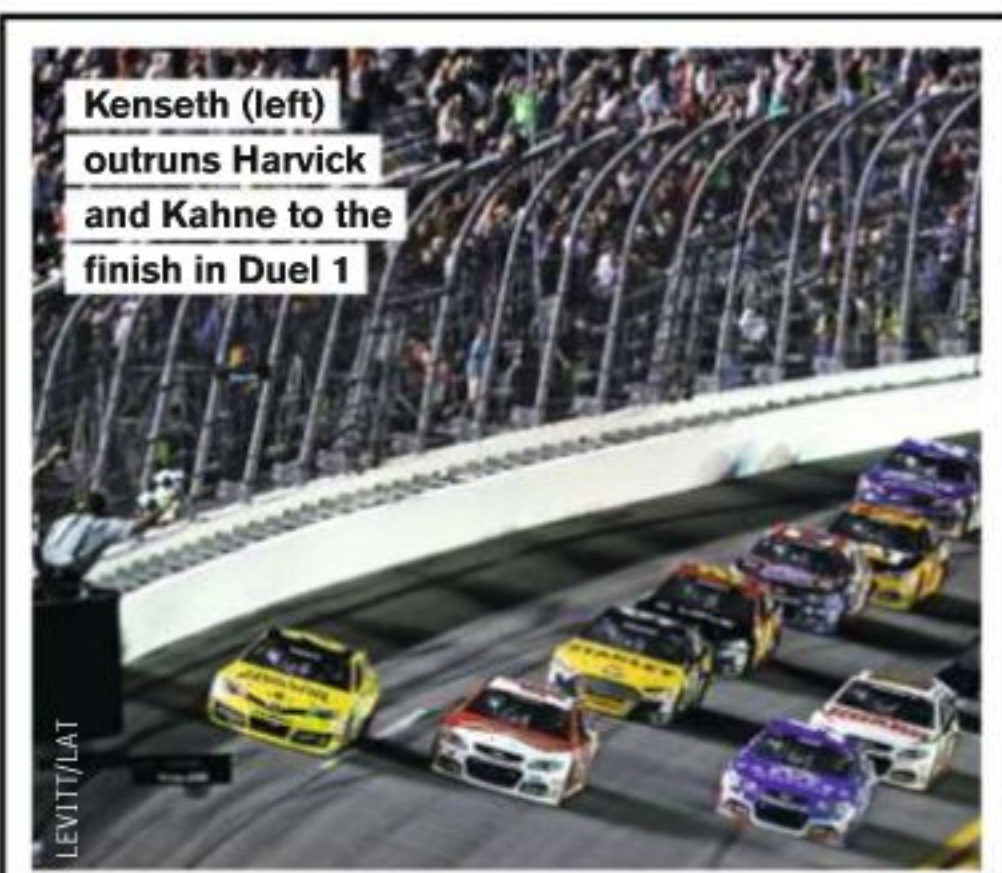
...but was mainly run under the floodlights



One of several multi-car wrecks featuring Dillon (3)



Junior scored his second Daytona 500 win a decade after first



Kenseth (left) outruns Harvick and Kahne to the finish in Duel 1

## Kenseth & Hamlin duke out the Duels

With 119 and a half laps of serenity followed by a final flurry of chaos, the field for the Daytona 500 was set by the two 60-lap Duel qualifying races last Thursday evening. Austin Dillon had already secured pole going into the event, but there was still plenty to race for. Matt Kenseth put a crash-laden practice week behind him by winning the opening race in a photo-finish with Kevin Harvick and Kasey Kahne. The tight run to the flag belied what was otherwise a fairly sedate affair: for the first 45 laps, any driver brave enough to move to the inside failed to rally any drafting support.

Harvick's last-lap move came just a fraction too late to pay off, but that became irrelevant when he was later disqualified for a minor technical infraction related to his trackbar, so he was relegated to the back of the field for Sunday's main race.

Most of the second encounter was similarly quiet. Brad Keselowski led before a penalty for pitlane speeding dropped him out of contention and handed the advantage to Denny Hamlin, who duly took the win to make it a double success for Joe Gibbs Racing.

But just as Hamlin was racing to the line, Jimmie Johnson ran out of fuel back in the pack and was tagged by Jamie McMurray, triggering a pile-up that left Clint Bowyer barrelrolling through the air, and ended with six cars showing significant damage.

Another casualty was Martin Truex Jr, who lost his front-row starting spot after getting wrapped up in the crash, and was forced to switch to his back-up car for the main event.

► Biffle's Ford could not stay with the lead draft and gradually fell to eighth at the finish. "We had a really strong car," he said. "But the 88 was real fast. We just couldn't hold him off." The victory was the first in the Daytona 500 for crew chief Steve Letarte, who has announced that he will switch to a broadcasting job next year. He and his driver acknowledged that getting his first win in the 500 was a big priority. "Everyone working here could be a resident of Florida as much time as we spend down here," said Letarte. "We've finished second the last two years with Dale Jr putting the car in places where it shouldn't have been. The last two years we've been running fourth or fifth trying to figure out how to run first. This year, we decided we would be running first." Team owner Rick Hendrick acknowledged that entering cars for the sport's most popular driver can bring a lot of pressure, especially when Hendrick team-mate Jimmie Johnson continues to win championships. "It takes a little heat off of me from his fans," said Hendrick, who rode to Victory Lane while riding on the passenger side-door sill. "I almost fell off and probably should have gone to Halifax Hospital

instead of Victory Lane!" he quipped. The victory also lifts a lot off the shoulders of Earnhardt. "It's not a weight [to have so many fans] when you can deliver," he said. "I know I have a lot of fans who enjoyed what we did tonight and who look forward to going to work tomorrow to brag around the water cooler." Earnhardt said he was not surprised that it took 10 years to return to Victory Lane at NASCAR's biggest race. "The competition has changed so much," he said of his days with the Dale Earnhardt Inc team. "Our cars were just so superior compared to most people [at Daytona]. About the only organisation that could run with us was Rick's. The way the rules are and the way the competition has advanced over the years, there's no tolerance for any error. When I sat down in the drivers' meeting today and looked around at all the talent in the room I knew it was going to be a tough day." Nearly 12 hours after that drivers' meeting, it was the other drivers who realised what they were up against. "There was no voodoo magic," said Keselowski. "He earned this one and I think that's what stands out about this year's race."



The moment of truth as Earnhardt leads Hamlin and Gordon



Bowyer flipped after last-corner crash during the second Duel

## IN THE PADDOCK

## Jonathan Ingram

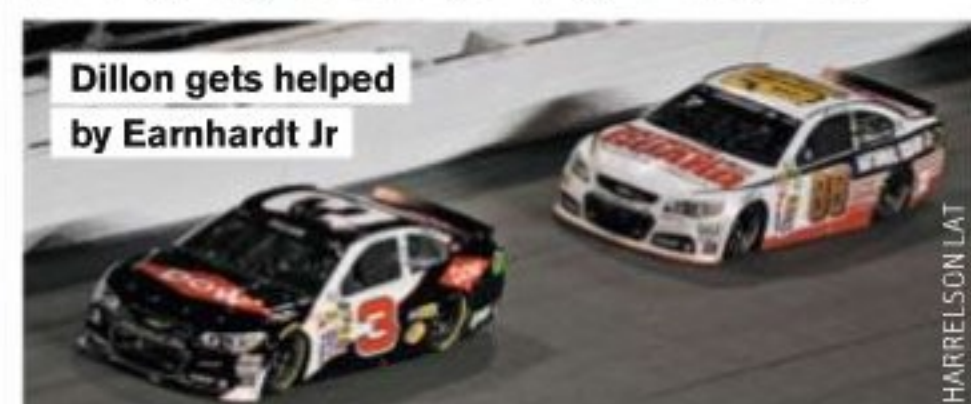


THERE MAY BE A BRONZE STATUE OF DALE Earnhardt celebrating his 1998 Daytona 500 victory near the track's entrance, but nothing quite evokes the memory of the man like the forward-tilted number 3 that he carried to six of his seven NASCAR championships.

The number has adorned all manner of vehicles since the day Earnhardt was killed in Turn 4 at Daytona 13 years ago. From decals in the rear windows of pickup trucks to former school buses converted to infield motorhomes painted with racing schemes, the iconic number 3 flourished in the champion's absence. But it had not appeared in Cup competition until Austin Dillon won this year's pole at Daytona in the Chevy of his grandfather, Earnhardt's old team boss Richard Childress.

NASCAR, which controls the numbers, allowed Childress to retain number 3 without using it until his grandsons Austin and Ty Dillon began racing in NASCAR's Truck and Nationwide Series.

Was Dillon's first Cup pole a form of divine – or NASCAR – intervention? Not likely. On a track where three horsepower are equal to a tenth of a second in solo runs, Earnhardt Childress Racing spent time and money to build a special V8 for the favoured grandson – a gambit made possible because teams are allowed to change engines after qualifying without penalty.



Dillon gets helped by Earnhardt Jr

HARRISON/LAT

I can't thank Junior enough. He's been awesome, like a bigger brother. He's pretty cool

Austin Dillon thanks Daytona 500 winner Dale Earnhardt Jr for his help and support as he returned the number 3, made famous by Earnhardt's father, to NASCAR's top tier.



KINROSS/LAT

## Aero tweaks provide thrilling race

NASCAR'S AERODYNAMIC SET-UP FOR the Daytona 500 was judged a success after Sunday night's rain-delayed race, as the larger eight-inch spoiler and squared-off front splitter allowed drivers to use a variety of grooves on the racetrack.

Although Dale Earnhardt Jr was able to keep clear of the pack at the final green-white-chequered restart to take victory, the pack racing behind produced the desired spectacle NASCAR was hoping for, with a total of 42 lead changes among 18 drivers over the 200 laps.



Pack racing was intense throughout

GARDNER/GETTY

"It was unbelievable as the race unwound; we were running two and three-wide, it was bumpdrafting craziness," said Jeff Gordon, who finished fourth. "When the rain went away, everybody's brains flipped over to, 'This is a shootout.' I was just hanging on trying not to wreck!"

"We've got a bit more power and a larger spoiler. The closing rate [in the draft] was greater than we've seen in the past and you can complete passes easier. The slingshot can happen, but it takes some organisation.

"And you can get stalled out really easily, so you can't make your move too early. You had to take some risks to put yourself in that position to lead on the final lap."

His Hendrick Motorsports team-mate Jimmie Johnson added of the technique required: "The side-draft is more important now. Seems like if you get in the middle lane and it's like throwing a 'chute'."

Runner-up Denny Hamlin said of his struggle to pass Dale Earnhardt Jr for the win: "For whatever reason, blocking has become easier. It seems like guys are getting better at it. Of course, you're going to have a tough time getting around an Earnhardt in a green-white-chequered at Daytona anyway."

One of the few vocal critics of the set-up ahead of the race was Stewart-Haas racer Kurt Busch, who remarked: "It used to be a balance [at Daytona] between handling and speed. But there's no handling right now; we're trimmed out. It's just a case of balancing the car between being too tight in the corners and too loose in the tri-oval."

## Logano slated for practice crash

PENSKER'S RISING STAR JOEY LOGANO came in for heavy criticism from rivals following his involvement in a seven-car crash in practice last Wednesday afternoon.

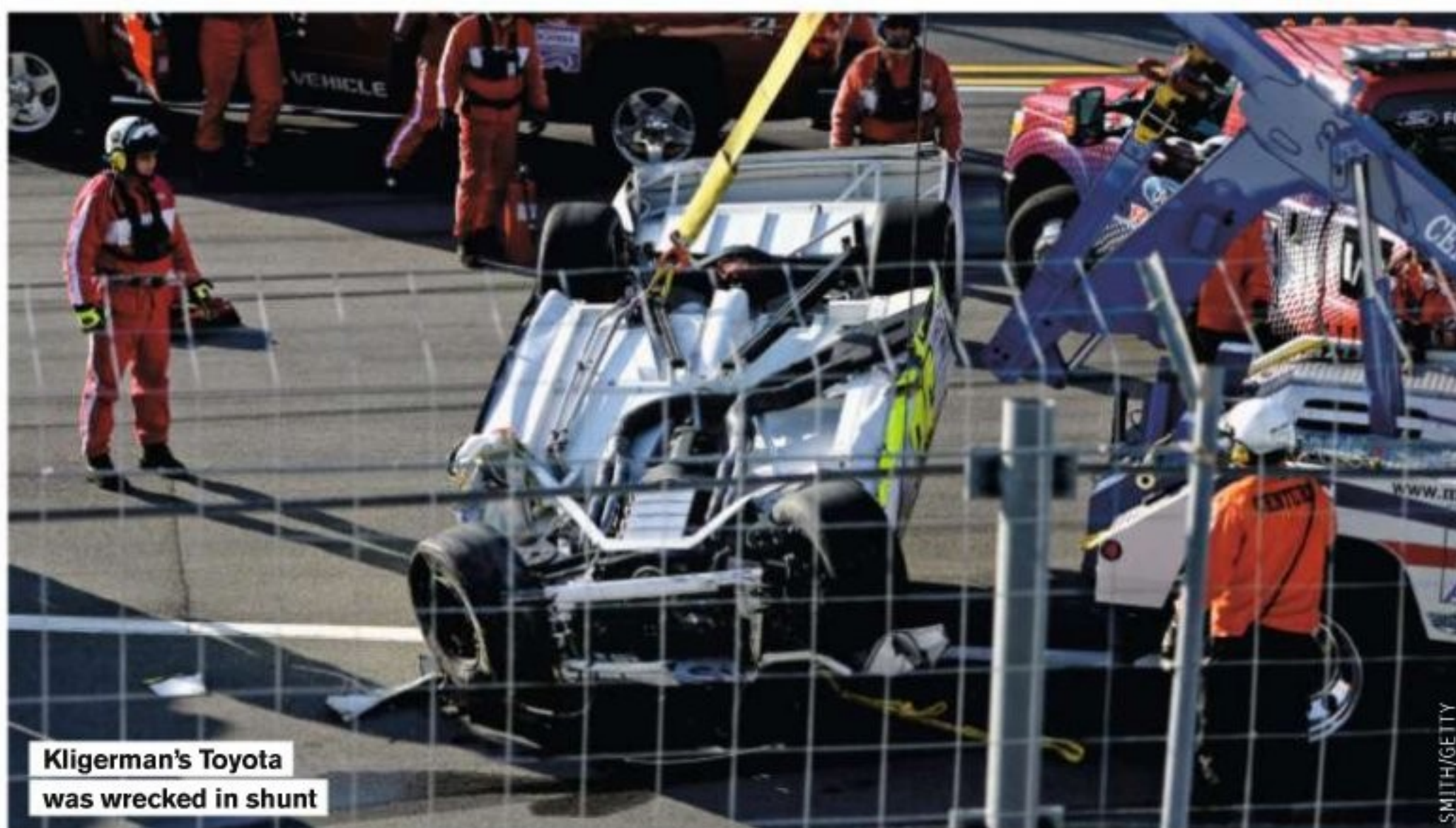
The incident was sparked when Logano's Ford clipped the Joe Gibbs Racing Toyota of Matt Kenseth, sending it into a spin that collected several cars. Parker Kligerman's Swan Racing Toyota was sent into the catchfencing in the tri-oval during the shunt, tearing down a section of the fencing before rolling over and coming to rest upside-down.

"He's supposed to be a veteran," complained Kligerman, who is running for Rookie of the Year

honours this season. "You go up here to the Sprint Cup Series, and it's supposed to be the best of the best, and you've got a guy in practice who wants to race people like it's the end of the Daytona 500.

"I want to talk to him about it: what are you doing? Why are you side-drafting in the first drafting practice we've got all week? I'm real upset about that."

Logano said: "Maybe I shouldn't have been racing as hard as I was in practice, but there was a big pack there and we were all trying to make things happen. The 20 [Kenseth] started making a move to go down the track. I had the run, so I was going to fill that hole. Then he started to come back up, and I was there."



Kligerman's Toyota was wrecked in shunt

SMITH/GETTY

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Smith (7) pips  
Keselowski (22)  
and Bayne (6)

NASCAR NATIONWIDE DAYTONA (USA), FEBRUARY 22, RD 1/33

## Smith gets 'pushed' to limit

A YEAR AFTER THEY COLLIDED AND sparked a huge crash that injured dozens of spectators, Regan Smith and Brad Keselowski were again involved in a duel to the finish line in the NASCAR Nationwide Series season opener at Daytona. This time everyone made it safely home, with Smith winning by 0.013s.

JR Motorsports Chevrolet driver Smith could thank Trevor Bayne (Roush Fenway Ford) for a crucial push in the final yards that, coupled with some judicious side-drafting, eked him ahead of former Sprint Cup champion Keselowski's Penske Ford.

Twelve laps earlier, Keselowski had benefited from a shove from Bayne that helped him draft past Smith, who in turn had already been bump-drafted to the front by Keselowski, and ahead of long-time leader Kyle Busch (Joe Gibbs Toyota).

As the leaders clung to the preferred low groove throughout the 300-mile race, the only way past them was to build momentum on the outside – and risk NASCAR's wrath by repeatedly bump-drafting to

increase speeds. Race winner here in 2012, James Buescher, fell foul of this and was given a drivethrough penalty for overenthusiastic shoving of Keselowski in the middle stages.

As the race culminated in a green-white-chequered finish, after a couple of backmarkers had collided in Turn 3, NASCAR then appeared to turn a blind eye to the practice, for no action was taken against Bayne (pushing Smith) or Busch (pushing Keselowski) in the frantic finish.

"It's tough to win at Daytona," said Smith. "After last year I felt terrible. I wanted to see the chequered flag here in the proper manner, and not cause a huge wreck. This means a lot.

"I was strong up front, and I was able to take a shove from the guys behind. I must thank the #6 car [Bayne], and it's tough with the new rules – it means you're floating on a real fine line. I was able to side-draft Brad just at the right time, which just about stalled him out."

Keselowski said: "There was nothing else I could do. The push that Trevor gave Regan was just a

little bit stronger than the one that Kyle gave me. It's part of racing."

Busch blamed Ty Dillon, who was behind him in the inside queue of cars, for falling back too far on the last lap: "We lost our closeness in order to bump-draft. We'd led the bottom [line] for much of the day."

Busch, who finished fourth, said of the need to balance the level of bump-drafting: "You're playing with fire and nitrous oxide at the same time. You need to mix the two right and not cause a big explosion so NASCAR penalises you.

"It was tough to know how hard to play that, and the outside line [Smith and Bayne] were really aggressive at the end. But it's not my call."

Fellow Cup stars Dale Earnhardt Jr and Matt Kenseth had to settle for finishes outside the top 10 when both suffered early delays in the pits that cost them crucial track position. Earnhardt compounded his misery by sparking a post-finish pile-up at Turn 1, but could take consolation in winning the race as a team owner.

● Chuck Bradbury Sr

### RESULTS

1 Regan Smith (Chevrolet Camaro), 121 laps in 2h02m28s; 2 Brad Keselowski (Ford Mustang), +0.013s; 3 Trevor Bayne (Ford); 4 Kyle Busch (Toyota Camry); 5 Elliott Sadler (Toyota); 6 Brendan Gaughan (Chevy); 7 Ty Dillon (Chevy); 8 Dylan Kwasniewski (Chevy); 9 Ryan Sieg (Chevy); 10 Kyle Larson (Chevy). **POINTS** 1 Smith, 47; 2 Bayne, 41; 3 Sadler, 39; 4 Gaughan, 38; 5 Dillon, 37; 6 Kwasniewski, 36.



### MIDDLE EAST RALLY

Qatari Nasser Al-Attiyah (above) won his home round of the FIA Middle East Rally Championship for the 11th time in 12 years, but the Ford Fiesta RRC driver was pushed all the way by local WRC rival Abdulaziz Al-Kuwari. Just 5.5s separated the pair after day one, but Al-Kuwari broke a driveshaft during the final morning and could not claw back the lost time. He finished 30.1s behind the nine-time title winner, but well clear of third-placed Citroen DS3 driver Khalid Al-Qassimi. Saudi Yazeed Al-Rajhi recovered from first-day driveshaft woes of his own to snatch fourth.

### NASCAR TRUCKS

Kyle Busch took a last-gasp victory in Friday night's season opener at Daytona, making him the first driver to win in all disciplines through NASCAR Cup, Nationwide, Trucks and ARCA at the Florida superspeedway. Owner-driver Busch slingshotted his Toyota past Timothy Peters on the run to the finish line, winning by 0.016s, with Johnny Sauter third a further 0.088s further back. Peters takes the early points lead.

### FLORIDA WINTER SERIES

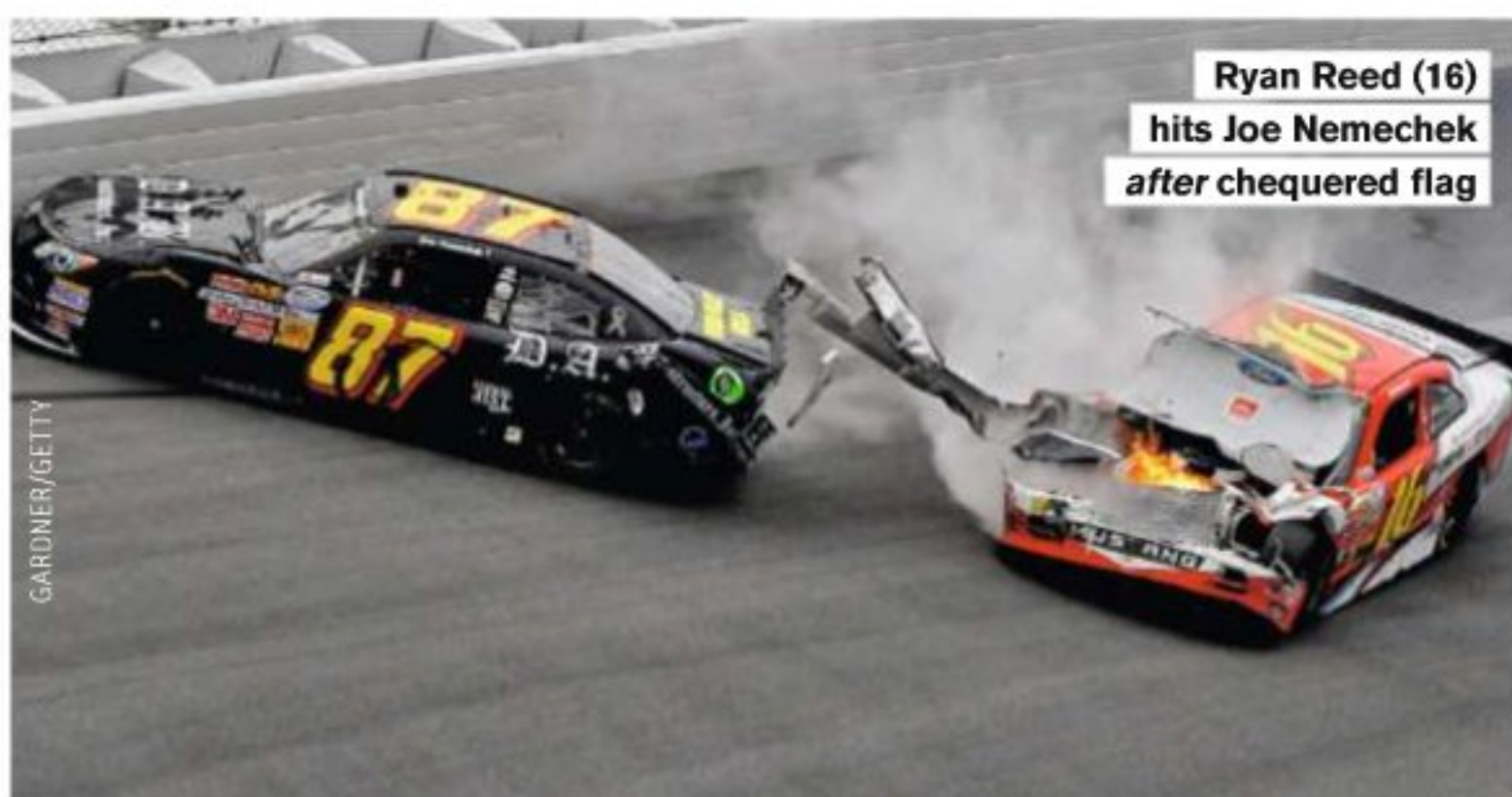
Nicholas Latifi was the star of the final event, the Canadian failing by just 0.004s to take a triple win after three slipstreaming contests on a more oval-based version of the Homestead course. Latifi beat Antonio Fuoco and Ed Jones in the first race, then stormed from 10th at the start of the reversed-grid counter to beat Jones and Dennis van de Laar. It was Max Verstappen who beat Latifi in an epic finale, with Jones on the podium yet again.

### PRO MAZDA WINTERFEST

A win and a second at NOLA Motorsports Park just outside New Orleans have put Spencer Pigot on top of the points after the first of two race meetings. Pigot led all the way in race one to beat Shelby Blackstock and Kyle Kaiser. Race two belonged to Canadian Garrett Grist, while Pigot charged from an early sixth to deny Macau GP podium finisher Pipo Derani – who got no laps in qualifying due to car problems – second place on the final lap.

### USF2000 WINTERFEST

Ex-Formula Renault Eurocup racer Victor Franzoni took first blood at NOLA, the Brazilian passing Norway's Henrik Furuseth after a mid-race safety car. RC Enerson held off Franzoni in the second race, while Clark Toppe took the third. An off by Franzoni in the finale means Enerson leads the points. Brit Michael Epps scored a best finish of third.



Ryan Reed (16)  
hits Joe Nemechek  
after chequered flag

GARDNER/GETTY



# Honda aims to expand its estate

The works Honda BTCC team raised a few eyebrows when it chose to run the new Civic Tourer in 2014. **KEVIN TURNER** found out why it made the change and how the project is developing

JAKOBEBREY



**T**he prospect of seven British Touring Car champions going head to head has been the main talking point in the run up to the 2014 season, but not far behind is interest in Honda's new machine, the Civic Tourer. The works team isn't supposed to call it an estate, but it's the first time a stationwagon has raced in the BTCC since the famous Super

Touring Volvo 850 SE/GLT of 1994.

"When you see the car for the first time it divides opinion," reckons 2012 champion Gordon Shedden. "I think it's great to have something different in the championship."

Matt Neal is also enthused: "I've been in racing for over 20 years and I am as excited about this year as the first – the Tourer is wacky!"

In theory with the NGTC regulations, the car should be very similar to the outgoing and very successful hatchback – one of the cars is indeed

a 2013 machine with new bodywork – but the extra 300mm in length have made things a little more complicated than expected.

The Team Dynamics-run Tourer first ran at Rockingham last month and then tested at Donington Park and Thruxton, with more outings scheduled this week. At the time of writing the car was still some way shy of the benchmark hatchback, so AUTOSPORT spoke to the key players about the project.

### REASONS FOR THE CHANGE

After two titles for the first NGTC Civic – one for Shedden and the other for the privateer machine of Eurotech's Andrew Jordan – it might seem strange Dynamics decided to make the change. But team boss Steve Neal suggests it helped keep things fresh and, crucially, maintain Honda UK's support.

"It was an idea from all of the boys here at Dynamics," he says. "The big problem we're

facing with Honda is they will be focusing on Formula 1 [from 2015] so it was a case of what could we do to keep them interested.


"There was also a concern about the 'Vettel factor', people getting bored with Honda winning. So we said, 'OK, we understand that, let's go and do it with the Tourer'. They jumped on it and thought it was a great idea, though we did have to go out and get a bit more sponsorship to do all the things we wanted to do."

With so much of the underpinnings of all the NGTC machines being the same, the switch should have been easy – "it's been fairly straightforward, there's nothing to change," says Neal Sr of the build – but on-track things have been a bit different.

### FEELING THE DIFFERENCE

So far, both Shedden and triple champion team-mate Neal have found the car more difficult to drive than expected. ▶

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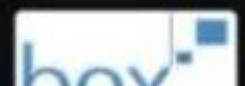
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Aero difference between old and new (right) has been one of the biggest challenges

► “On paper it should be very close to the hatch to run and to drive, but to start with it was a real handful, really edgy,” admits Neal Jr. “I’m quite shocked at how different it is.”

“It may also be a bit psychosomatic for the drivers – when you look in the mirror it feels like a double-decker bus!

“The old Civic was agile, but I’m sure the Tourer will have attributes over the hatch. We’re still working on it and I’m sure it will work.”

Shedden agrees and is keen to point out the car will get plenty of running before the championship kicks off at Brands Hatch come the end of March. “We are making progress but it inherently feels different everywhere,” he says.

“The title is still the aim – the good thing is we had it running in February. The hatchback was good, but with the Tourer and the new engine [more of that below] it opens up some possibilities that will hopefully make it better once we’ve got it sorted.”

### ENGINE CHANGE

The switch to the estate also includes a new powerplant. For the first time, Dynamics will use a VTEC engine from Honda’s range, while customer outfit Eurotech will use an upgraded version of the unit Jordan used to take the 2013 crown.

There have been minor glitches with the variable valve-timing engine so far, but Neal Sr believes the team will make progress. “Honda wanted us to race the engine they sell,” he says. “It seems to be OK – we’ve had a few problems with misfires, but they’re probably more electrical than mechanical.

“The area we were missing was coming off the corners, so we’ll move the powerband around to try to get better punch. We’re hopeful it’s going to be at least equal to the old engine.”

Shedden was a fan of the old two-litre turbo and has yet to get the new unit to his liking. “The 2013 engine was really nice and smooth to drive, this is a bit harsher,” he says. “We’re looking at ways of making it more driveable. It’s understanding how to get the best out of it.”

### MORE PACE TO FIND

Shedden believes the estate is currently “half a second to three-quarters of a second” slower in the wet than the old car, while Neal reckons “we’re still just under a couple of seconds off in the dry”.

Technical director Barry Plowman believes the position of the weight is part of the issue. “There’s a lot more weight further back in the car,” he says.

“The base shell is 30kg heavier than the hatch and a lot of that is high up at the back.

“This is going to be a little more difficult [than continuing with the hatch], but we’re not a million miles away.”

Steve Neal also points to the different aerodynamic properties of the new shape. “We’re trying to understand the vagaries of the aero – it’s a stability thing,” he concedes. “It’s got the same suspension, same chassis, everything is the same except the shape and extra length.”

### TEAM CONFIDENCE

It’s not all bad news, with that shape potentially providing more stability and straightline speed. “The longer body has reduced the drag coefficient so it’s a bit quicker in a straight line,” reckons Neal Sr, while Plowman says, “we think it may be better in the faster corners”.

“With the extra weight over the rear it might help getting a bit more tyre temperature in the cold too,” adds Plowman.

“We’ll get there, we’re not worried about it. By Brands I’m expecting to be at least where we were. I’d be very disappointed if not.”

Last words to Shedden, who is still relishing the chance to take on the other six champions – in five other teams – in 2014: “I hope the Tourer is a hell of a lot more successful than the Volvo!

“This season is full of good variety and it’ll be difficult for one person to run away with it. It’s going to be super competitive and I love it.”

## SUPERCIVIC STATS

The hatchback has been the BTCC pacesetter for two seasons



In its various forms, the Honda Civic has been a very successful BTCC racer and the first NGTC variant has been no exception. Since its Brands Hatch debut at the start of 2012, it’s racked up quite a record, despite often running less turbo boost than its rivals.

<b>29 WINS</b>		<b>5 POLES</b>	
Gordon Shedden	13	Jordan	3
Matt Neal	9	Neal	1
Andrew Jordan	7	Shedden	1

<b>25 FASTEST LAPS</b>		<b>2573 POINTS</b>	
Shedden	13	Shedden	798
Jordan	10	Jordan	743
Neal	2*	Neal	743
Jeff Smith	1*	Smith	289

\*includes one shared



Former champs Shedden (left) and Neal are still getting to grips with their new steed



# When Volvo boxed clever

How to make a splash on your entry to the BTCC...

Volvo chose to enter an estate 20 years ago, but whose idea was it? **GARY WATKINS** investigates



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ALL PICS: LAT

**S**urely it was some kind of joke... The idea that anyone would choose to run an estate in the highly competitive world of the British Touring Car Championship seemed preposterous in the extreme. The fact that the late Tom Walkinshaw was behind Volvo's entry with the unconventional body shape 20 years ago only fuelled speculation that it was a wind-up.

The possibility that TWR would run an 850 estate was talked about the moment the stories of Volvo's return to top-flight touring car racing broke in October 1993. The programme was launched with an estate show car – though there was also a saloon present around the back – at the Stockholm motor show in February 1994, and it was definitively stated at the Geneva show in March that the Swedish manufacturer would be racing the 'shooting brake'. Yet the most cynical of doubters still didn't believe that TWR wouldn't be racing a saloon when the first car rolled off the truck at the BTCC opener at Thruxton in April.

Their suspicions were heightened when they looked through the grill of the first car that appeared and couldn't see an engine! Only when

the bonnet came up and they saw that there was an engine in there – mounted right up against the front bulkhead – did they believe that an estate car would be taking on the massed saloons from Vauxhall, Ford, BMW, Alfa Romeo *et al.*

The ever-mischievous Walkinshaw and Volvo were happy to play up to this attitude. AUTOSPORT ran a story after Stockholm headlined "We'll run most competitive car", but the reality is that the programme had been conceived with the estate as the vehicle of choice.

Martin Rybeck, the board member in charge of motorsport at Volvo, reckons there was a deliberate ploy to "keep people guessing". The estate idea was about maximising publicity during a season when, in all likelihood, the Volvos wouldn't be making headlines with their results, so the 'will-they-won't-they?' stories were the perfect lead-in.

Yet who came up with the idea to go racing with an estate isn't entirely clear. Andy Morrison, one of Walkinshaw's able and trusted subalterns, reckons the idea was part of his pitch to Rybeck.

"It was a cold call: I didn't know him and he didn't know me," explains Morrison. "We said we could help them with their image and wouldn't it be a wonderful idea if... I think

that caught their imagination."

Rybeck reckons it was the other way around and in fact he contacted TWR through Walkinshaw, and that an estate in year one was already in his plans. This version of events is lent credibility by the existence of a test car, commissioned by Volvo, that was already up and running during the early phase of the negotiations between TWR and Volvo. This car, produced by Steffanson Automotive, was built up around an estate shell.

"We wanted to produce our own car to see if the idea could work," says Rybeck, who dismisses the rumour that the Steffanson car was an estate because that was the only bodyshell available at the time. "We'd already done windtunnel testing with an estate before we built it."

The existence of this car was sprung on TWR during one of the early meetings between the prospective partners in July, a couple of months after contact was made. "They said you must come to our test track, which was in the middle of a forest somewhere," recalls Morrison. "This red estate car appeared that we knew nothing about."

That was the first surprise. The next was the suggestion that Walkinshaw drive it. "Tom was looking at me and I was looking at him, and I could



Volvo test car  
came as a surprise  
to Walkinshaw

tell that he did not want to get in the car," says Morrison. "I told him to get in and keep smiling."

Richard Owen, who would subsequently design the Volvo estate Super Tourer, remembers what turned out to be a very short run. "I was standing there with Ross Brawn [brought along as a heavy-hitter]," recalls Owen. "Off Tom went and he seemed to be gone a long time. Just as I'd said to Ross, 'This must be a long lap,' the car reappeared and looked a funny shape. As it got closer, we could see the driver's door was open and the bonnet was folded over the roof."

The bonnet had pulled out of its pins approaching 125mph, showering its driver — sans helmet and wearing an Armani suit — with glass!

A contract between Volvo and TWR didn't follow for another couple of months. Part of the reason was opposition Rybeck faced from other Volvo board members to working with a company that it had faced in the old European series in the 1980s. The battles — both on and off the racetrack — between Volvo's Belgian RAS Sport team and TWR's Jaguar and Rover squads were still fresh in the minds of some of the old guard.

"Do you remember the sticker on the bumper of the Jaguar XJSs?" asks Rybeck. "It said, 'Real men ▶"



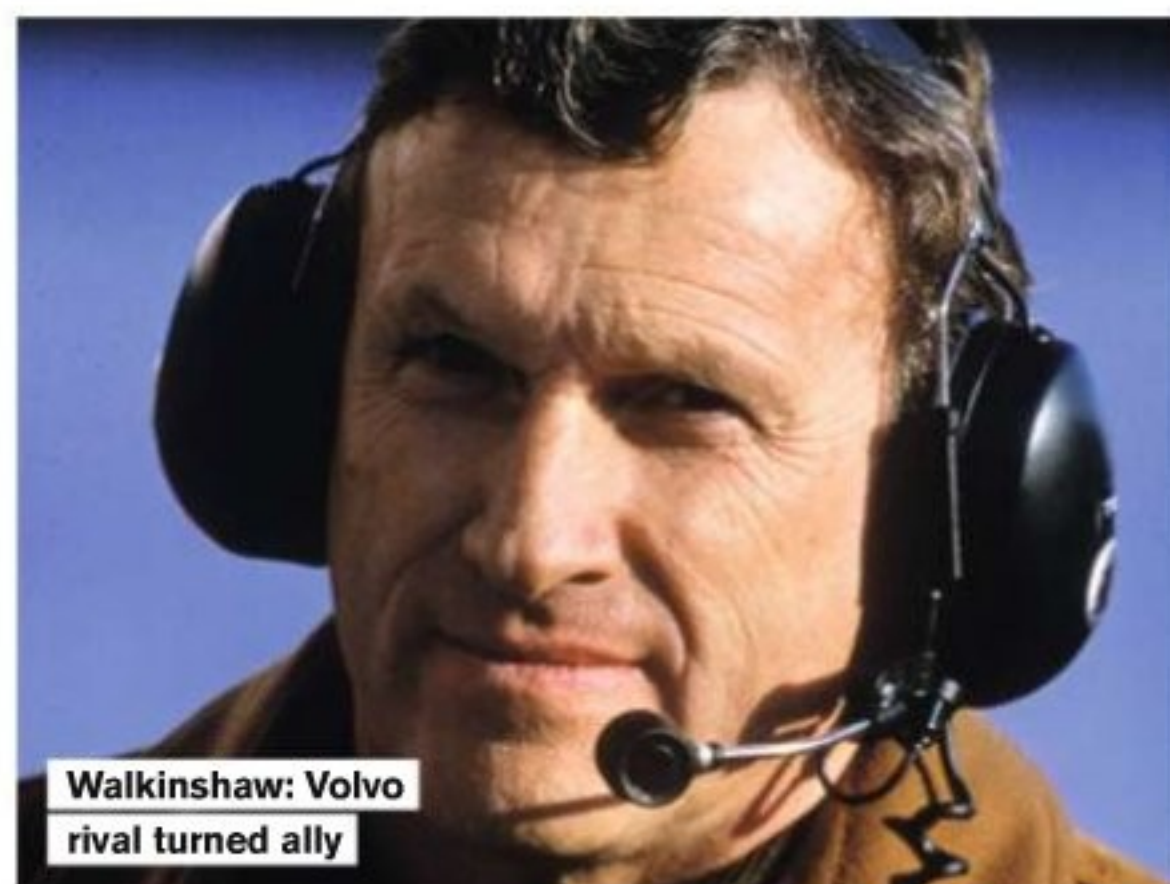
Lammers found the estate odd to drive



Rydell says direction change was one of the car's weaknesses



The 850 SE/GLT rarely ran with the BTCC big boys



Walkinshaw: Volvo rival turned ally

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**“I said to Tom, ‘Why not the estate?’ I thought he was going to throw me out of the plane!”** TWR'S ANDY KING

► don't drive Volvos! There were lots of people at Volvo who weren't supportive of the idea.”

The contract was finally signed on September 7, though the idea of running an estate wasn't entirely popular among the engineers charged with designing the car. Rybeck even suggests that Walkinshaw was against the idea initially.

That's backed up by a story told by TWR marketing man Andy King. “On the trip back from Sweden that time, I remember saying to Tom, ‘Why not the estate? It would make sense from a marketing perspective.’ It was one of those things you said after taking a deep breath. I thought he was going to throw me out of the plane!”

Yet the idea of running an estate wasn't as silly as it sounded in an era when aerodynamics had yet to become – not for a few months anyway – a significant factor. “What manufacturers don't advertise is that road cars produce lift,” explains Owen. “The estate produced marginally less than the saloon. I've always been big on centre of gravity, but running a bit more steelwork higher up and further aft was a disadvantage offset by the better aero figures of the estate.”

The estate – the Volvo 850 SE/GLT to give it its correct name – didn't prove to be a success on

the racetrack in the hands of Rickard Rydell and Jan Lammers in 1994. The design period was short and the car was late. It didn't run until a week before the Thruxton opener, its shakedown taking place on Walkinshaw's drive at Broadstone Manor.

“We drove it from his house down to the front gate and back,” recalls Rydell. “Jan drove it up and down and was not sure about it. He said, ‘This is a bit strange, maybe you should try it.’”

The car tested for the first time at Snetterton on the Monday and Tuesday ahead of the first race, but its weird characteristics were all too apparent around the fast sweeps of Thruxton. “You couldn't stay at the edge of the track; you had to be one metre inside because the car would suddenly jump to the left or to the right either on the bumps or when you were accelerating,” continues Rydell.

The car did improve, but was never truly competitive, notching up a best result of fifth – one each for Rydell and Lammers.

“The car was quite slow in terms of change of direction,” explains Rydell. “It was OK if you only turned once, but in a chicane where you had to change one way and then another it wasn't good. The rear didn't really want to follow the front.”

That characteristic explains why the Volvo

estate was at its most competitive at Snetterton in May. Rydell qualified third at a circuit largely made up of fast, flowing corners that didn't penalise the cumbersome estate. A problem starting the car ahead of the green-flag lap meant Rydell wasn't able to capitalise on his qualifying performance.

Everyone insists the estate was also going to be a one-year wonder, though any chance of the quirky body shape being carried over into year two disappeared courtesy of a change in regulations that followed the introduction of Alfa's bewinged 155TS Silverstone. The FIA freed up the aerodynamics for the following season, allowing everyone a rear wing within certain constraints.

“The rules said that the rear wing had to be within the profile of the car and not visible from the front,” recalls John Gentry, who took technical charge of the project on Owen's departure early in the season. “It had to be below the roofline, ahead of the rear bumper, so it left us nowhere to put the wing. If ever there was a thought of sticking with the estate, that effectively took it out of our hands.”

An estate did run with aerodynamic appendages after the end of the 1994 season, though you wouldn't have known it looking at the car. To get a head start developing its 1995 contender, TWR



Estate never led the '94 field but TWR Volvo would later take title with the S40



Lammers (left) and Rydell had tough '94

### VOLVO'S 1994 BTCC RESULTS

TRACK	RYDELL	LAMMERS
Thruxton	15	R
Brands Hatch	22	12
Brands Hatch	15	16
Snetterton	R	11
Silverstone	19	R
Silverstone	13	16
Oulton Park	5	13
Donington Park	11	14
Donington Park	R	15
Brands Hatch	10	7
Brands Hatch	8	16
Silverstone	8	12
Knockhill	6	R
Knockhill	10	12
Oulton Park	R	7
Brands Hatch	15	9
Brands Hatch	8	5
Silverstone	10	16
Silverstone	12	17
Donington Park	10	13
Donington Park	12	16
<b>POINTS</b>	<b>27 (14TH)</b>	<b>18 (15TH)</b>

commissioned XJ Engineering, which built the early Volvo shells, to convert one of the estates.

"We got them to modify an estate by chopping the back off it," recalls Gentry. "And you couldn't tell that the shell started life as an estate."

The saloon was, says Rydell, "a much more together car". The Swede took no fewer than 13 poles over the course of 1995, but ultimately fell short in the championship race and ended up third. Rydell reckons that the Volvo's use of Dunlop tyres, which didn't have the consistency of their rivals' Michelins, was the major factor.

Volvo did go on to win the BTCC in 1998 with Rydell and the second iteration of the car that would replace the 850, the smaller and more nimble S40, but the success of TWR's link-up with Volvo shouldn't only be measured on the racetrack. TWR formed a joint-venture company with the Swedish firm to develop and manufacture an entirely new sporting model. AutoNova, in which TWR had a 51 per cent stake, produced the C70 coupe and cabriolets at a new factory.

Other motorsport projects were considered too. Morrison reveals that a programme in the growing sport of truck racing was considered, and there was a proposal for an extreme 850 estate to take on the challenge of the Pikes Peak hillclimb.

"That one got quite a long way down the road, although metal was never cut," he recalls. "It was going to be an estate car shape with a mid-engined, turbocharged six-cylinder with four-wheel drive."

That car might have done in the USA what the original 850 BTCC racer did in the UK. For all the dispute over whose idea it was, the estate did what it set out to do. Joke or no joke, it garnered column inches far and wide. ❧

## STARTING AN ENGINE REVOLUTION

Volvo's 850 might not have been a success on the racetrack, but it broke new ground in one area – engine location. It was the kind of exploitation of the rules that sowed the seeds of the Super Touring category's demise, according to long-time BTCC technical boss Peter Riches.

The 850 engine bay was so voluminous – "you could have held a dinner and dance in there", reckons John Gentry – that it allowed TWR to position the engine for optimised weight distribution in a way never seen before in the category. The engine could be moved just far enough back, with its head more or less resting on the front bulkhead, to allow the driveshafts to run in front of the block.

"We did it because we could," says Richard Owen. "We were helped because the bulkhead, which we weren't allowed to modify, sloped away at something like 45 degrees and allowed us to get the

exhaust system in."

TWR opted for a five-cylinder engine with encouragement from Volvo, which had used the same configuration in its infamous test car.

"I was convinced that the five was the way to go, partly because there was talk that the rev limit for the series was going to be raised from 8500 to 9000rpm," says long-time TWR engine guru Allan Scott.

Scott was given eight weeks to produce an engine exceeding

the 260bhp achieved by Volvo's test unit. This involved some shortcuts, including borrowing pistons from Cosworth that had already seen service in the Andy Rouse Engineering Ford Mondeos the previous season.

That dictated the bore and stroke of the Volvo engine in year one, but it never changed over the six-year life of the programme. The five-cylinder lived on in the S40 of 1997-99, even though none was available in the road car.



Engine was further back than in other 1994 tin-tops

# The magic of Marshall

This year will mark a decade since the late Gerry Marshall took his final win, and Goodwood has named a new race after him.

**MARCUS PYE** looks back at the life of a sideways legend

**O**n April 21, nine years will have passed since Gerry Marshall collapsed and died at the wheel of an IROC Chevrolet Camaro on a Silverstone test day, robbing British racing of its most flamboyant entertainer. That Goodwood has named the Pre-1982 Group 1 touring car double-header at its '72nd Members Meeting' for the big man is testament to his popularity. Host Lord March's detail is, as ever, impeccable: March 30, the Sunday of the new event, is the 50th anniversary of Gerry's first race!

Marshall blipped the motorsporting radar when he sprinted to good effect against the clock in 1963, but his maiden race start – at Snetterton on Easter Monday the following season – resulted in a class win. David Skales (Aston Martin DB4GT) and Iceland's Sverrir Thoroddsson (in the all-F3 Lotus 31 Jim Russell Racing Drivers' School races) stole AUTOSPORT's headlines with two victories apiece, but Gerry's efforts caught reporter Richard Feast's eye when the saloons came out: "The up to

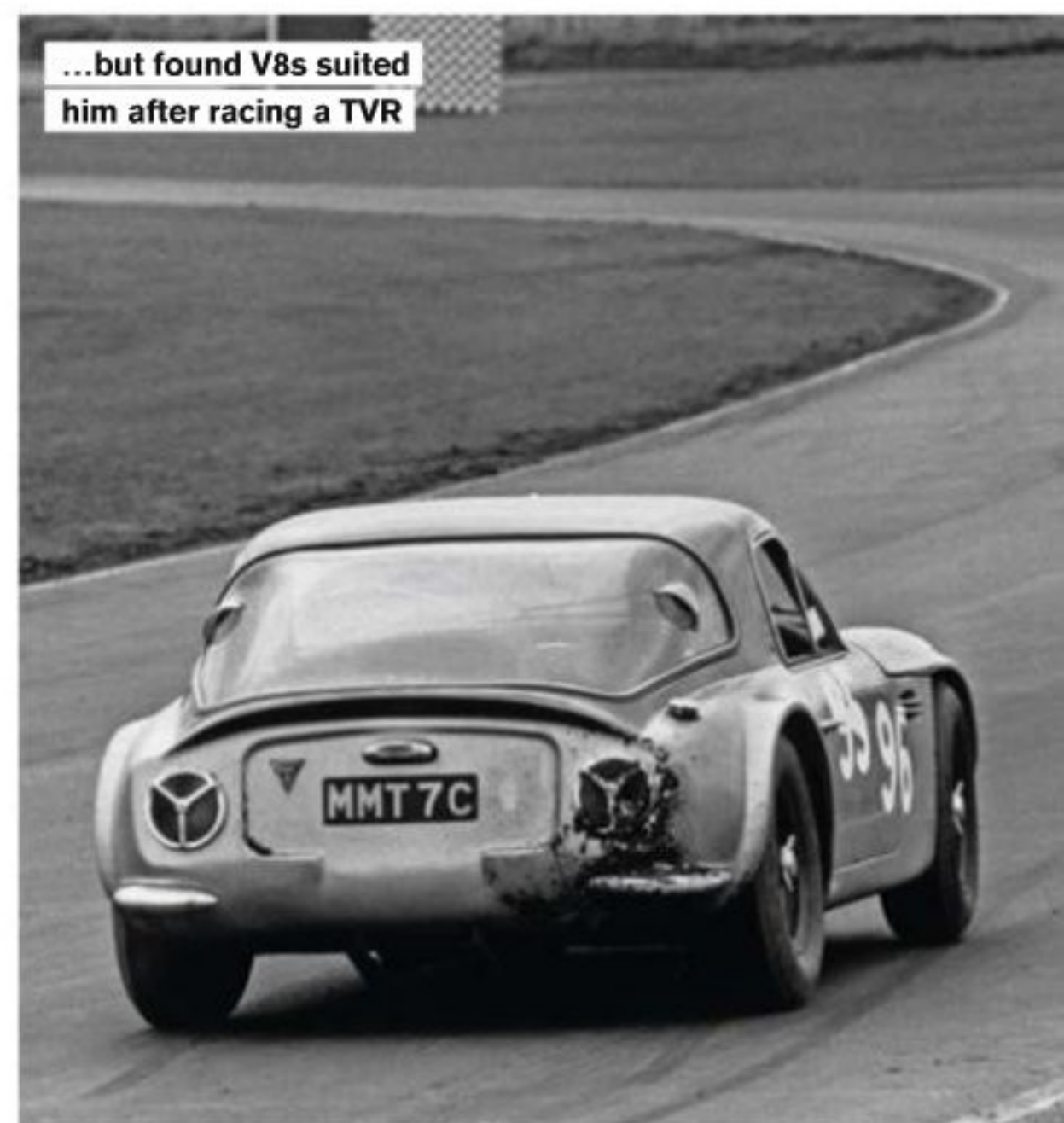
1000cc award went to the Austin-Cooper of Gerry Marshall, with Mac Ross runner-up in a Morris-Cooper. Both cars were Newtune prepared by Brian Clayton."

A fortnight previously, at Brands Hatch on March 15, Marshall had topped his class in a torrentially wet practice session, only for the meeting to be snowed off after two of the six races. Despite his disappointment, probably assuaged in the old bar on the sloping paddock, with its market-stall shelters, the die was cast. Marshall went on to notch what is variously recorded as 623 or 625 race and class victories – but let's not split hairs – in an incredible range of machines.

Gerry's ebullient personality and mercurial temper polarised opinion, but his virtuoso car control did not. The panache with which he coaxed the ultimate lap times from compliant steeds with the fingertip delicacy of a concert pianist, or wrung them out of obstinate ones with the brute force of an all-in wrestler, often astounded mere mortals. That phenomenal ▶



Marshall raced a Mini (second) in his early motorsport days...



...but found V8s suited him after racing a TVR

SPECIAL MACHINES



Historic wins came with Lister (left)

**Lister-Jaguar**

Marshall, a Crystal Palace regular in Vauxhalls, won the South London circuit's final race in September 1972, driving the spaceframe Lister-Jaguar entered by Hexagon of Highgate. Restored to its Peter Lumsden/Peter Sargent '63 Le Mans coupe form, WTM 446 finished second in last year's RAC TT Celebration at Goodwood with Chris Harris/Anthony Reid up.

**Vauxhall Firenza**

Special Saloon events of the 1970s were rich hunting grounds for Marshall and Dealer Team Vauxhall. Gerry added more than 50 race victories and multiple championship titles to his roster, his guile often humbling V8 opposition in the constantly-evolved Firenza masterminded by Dutch tuning wizard Bill Blydenstein at his workshops in Shepreth, near Royston, Hertfordshire.

**Lotus 61**

As unlikely as it sounds, Marshall squeezed his ample frame into a Formula Ford Lotus 61 'wedge' in 1969, but after a few races he decided that it wasn't for him. He returned to single-seaters two decades later, achieving success in historic events with an Aston Martin DBR4, the front-engined Grand Prix chassis which was outmoded in its contemporary career by the rear-engined revolution.

Special Saloons success came with 'Old Nail' Vauxhall Firenza



Chatting with fellow tin-top ace Win Percy



► skill set endeared him to rivals, spectators and trackside marshals alike. And when he peeled his balaclava off in latter years, revealing wisps of hair pasted to his scalp by perspiration, huge smiles and rapturous applause invariably greeted the king.

The legacy of such genius is captured in countless images charting the sporting career of the apprentice builders' merchant who quickly found his metier in the motor trade of the home counties, and later north London. Illustrating Marshall's spectacular progress has never been difficult, indeed the AUTOSPORT archive boasts him tyre-scrabbling in Minis to oversteering in brutish rear-wheel-drive bolides, defying pundits who contended that Mini drivers were one-trick ponies and that sideways is not quick...

Although a car-damaging roll at Mallory Park – and impending engagement – threatened to curtail his on-track activities soon after his adventures began, Gerry was back in action the following season. After Alec Issigonis's brainchild, GT cars were next to join his repertoire, rapid mastery of TVR Grantura, lithe Lotus Elan and gruff TVR Griffith demonstrating the apparent ease with which the burly St Neots-born man could adapt his style. Indeed the 'Griff' presaged a future delight in taming bellicose fire-breathing V8 engined monsters of many flavours.

Marshall also made his BRSCC British Saloon Car Championship debut in 1965 and – with former Lister-Jaguar driver David Wansborough – finished a class-winning ninth in the Snetterton 500km, Britain's round of the European title race in a Newtune Garage-entered 1293cc Cooper S. The duo lay seventh until a late stop to replenish oil dropped them behind one-litre pacesetters John Anstead/Roy Pike (Fiat Abarth 1000TC) and John Terry/John Handley (Broadspeed Cooper S).

It was Gerry's partnership with tuner extraordinaire Bill Blydenstein that inscribed the Vauxhall marque onto the racing map. The longest and most successful chapter of Marshall's stellar career featured him thrusting first a Viva GT, then Firenza and Magnum models to dozens of domestic victories in Production ('showroom-stock') and Special Saloon events from the late

**“Even when he was barely able to walk to his car, he was still the fearlessly combative old Gerry once strapped in”**

'60s through the '70s. Second place in the 1977 Spa 24 Hours with Australian legend Peter Brock was an international swansong for Vauxhall, which promptly went rallying, although Marshall also tamed a Holden Torana 'down under' on Bathurst's fearsome Mount Panorama circuit.

Prior to that he was almost invincible in the Super Saloon class with 'Baby Bertha', Dealer Team Vauxhall's ultimate Firenza-esque silhouette, powered by a five-litre Holden Repco V8 from General Motors' Australian arm. Nobody who witnessed Gerry in that heroic Castrol-slashed silver steamroller – seated in the back, steering it on the throttle and pulverising allcomers with bootfuls of tyre-melting grunt – will forget the spectacle. It's said that the only car he feared was Ian Richardson's Can-Am McLaren-suspended Chevrolet Corvair, so he bought it...

Marshall, who beat future Formula 1 world champion Jody Scheckter to the inaugural Ford Escort Mexico title in 1971, also drove the Blue Oval's hot, but temperamental, Group 2 Escort RSs and three-litre Capris with his trademark verve. But, having cleaned up in a Triumph Dolomite Sprint prodsaloon in '78, he was racing a Group 1 example in the '79 British GP support race at Silverstone when he suffered the biggest accident of his career.

Hurling down the slight incline between Stowe Corner and Club, then a very fast right-hander, Gerry's Triplex 'Dolly' was clipped by Tom Walkinshaw's shrieking Mazda RX7. During a horrific series of rolls, Marshall's seat broke free, his helmet flew off and he was tossed around the crumpled passenger cell like a pinball. Among the multiple injuries he sustained was a fractured skull. That he survived was remarkable, but that he returned to racing was miraculous.

In reality, Marshall's sturdy frame was more battered and broken than he let on. While he put a brave face on it, and continued to sup prodigious quantities of beer, he was never quite the same afterwards. As one reads so often, the combination of severe pummelling and shock brought on permanent health issues, and was widely believed to have triggered the spinal cancer that discomforted him so badly in his final years.

Nonetheless Marshall's appetite for racing – the way of life he loved – defied the pain barrier where others would have capitulated. Even when he was barely able to walk to his racing car, he was still the fearlessly combative old Gerry once strapped in and the competitive juices were flowing. And he never stopped winning...

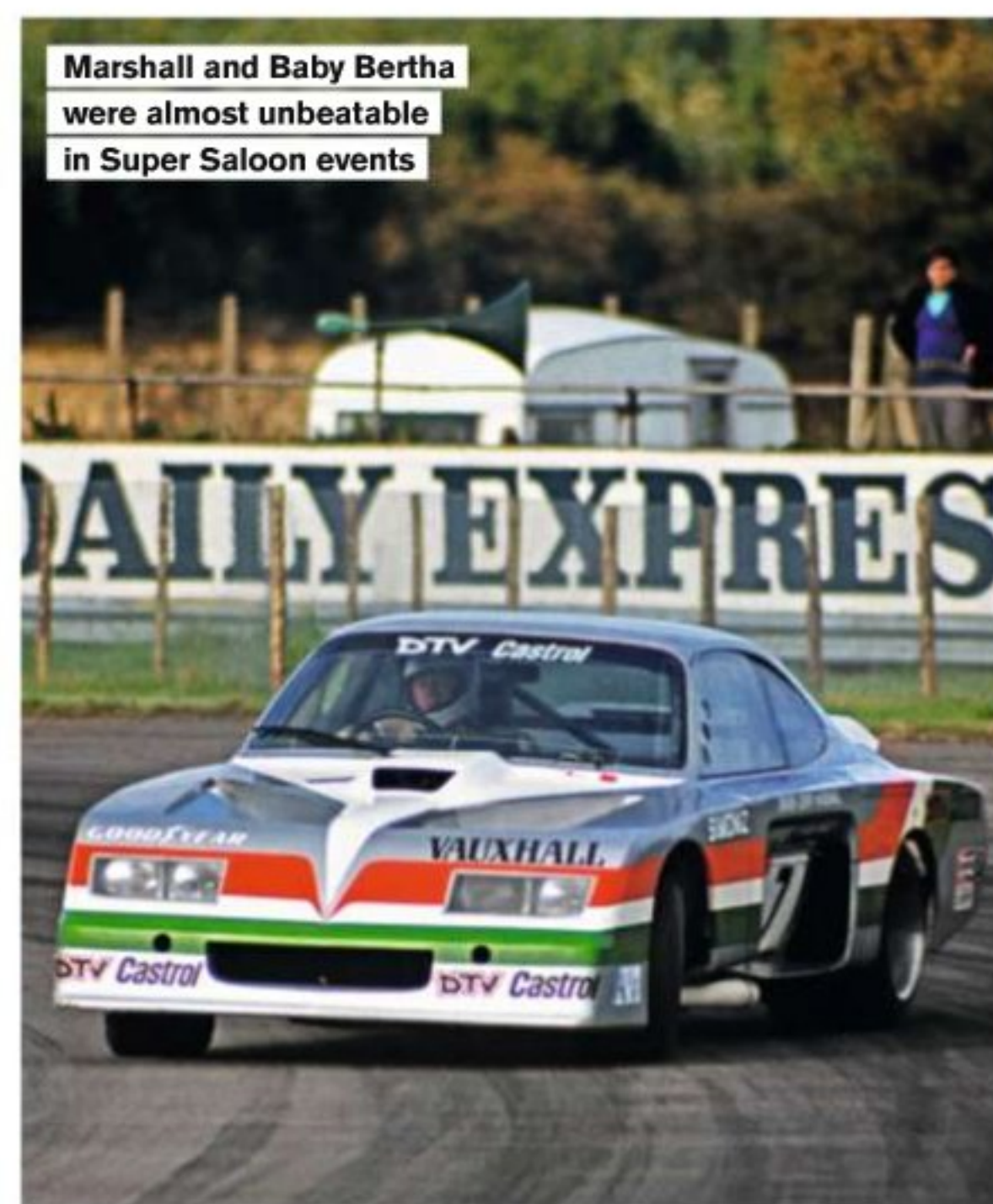
A return to club racing netted yet more championship titles in the 1980s and '90s, with a heady smattering of historic action – where Marshall's prowess was noted in Lister-Jaguar, Maserati Tipo 61 'Birdcage', Aston Martin DBR4 and Lola T70 Mk3B among many diverse machines – providing not only personal fulfilment but also his loyal supporters with unmissable opportunities to appreciate the maestro at work.

In the millennium season, back where he opened his tally at Snetterton 37 years previously, Gerry recorded his landmark 600th (overall or class) victory in Geoffrey Marsh's Aston Martin DB4. His final win, a class success, was landed in the DB4 he shared with Gary Pearson in a Heritage GT race on September 11 2004, 40 years after his first start.

Marshall's last race was at Silverstone in November that year. From an estimated 1500 races, a strike rate of 40 per cent plus says it all. ❧



Taking the prize after winning 1971 Escort Mexico crown



Marshall and Baby Bertha were almost unbeatable in Super Saloon events

Marshall (8) took on bigger  
engined machinery with  
Austin-Healey



## GERRY AT GLORIOUS GOODWOOD

Gerry Marshall competed at Goodwood just once in period, driving employer Martin Lilley's Barnet Motor Company Lotus Elan at the 68th (BARC) Members' Meeting on March 19 1966. Even had you been at the final season opener, one blink and you'd have missed Marshall's cameo appearance. AUTOSPORT chief snapper George Phillips captured it for posterity, though, his image published in that Friday's edition.

Elans locked out the top seven places on the Grand Touring cars grid, Marshall qualifying his experimental 1500cc example a promising third, behind the 'full-sized' versions of John Hine and John Miles. Gerry was in the chase when his silver-blue car's engine overheated, thus he pulled it up after five of the 10 laps.

Future Lotus F1 driver Miles,

who won the race, remembers the occasion: "I never saw Gerry in the race, but I recall being a bit frightened of him. He [already] had a bit of a reputation and was involved with the Harrow [Car Club] set. It was gang warfare on track, like something out of a film, and I was in the 'other' group. He and [Dave] Brodie were at daggers all the time.

"Gerry was quick, without doubt, but I was terrified of his lurid car control. He liked going sideways far too much."

While Marshall did not contest the inaugural Goodwood Revival Meeting in 1998, he added his name to its roll of honour the following September by winning the wet St Mary's Trophy touring car race in a Lotus Cortina. On its back bumper at the chequered flag was '60s Mini ace John Rhodes.

Gerry started 13 Revival races in

total, repeating his St Mary's victory in 2001 – the next time the tin-top race was run for the 1960s set – aboard Chris Sanders's Lotus Cortina, and notching five second places and a third. Among his silvers, the close Mustang finish in 2000 – having lost a wheel in practice – remains fresh in conqueror Nick Whale's mind.

"Gerry was a mega hero of mine," says Whale. "Because my old man was a Vauxhall dealer, I'd grown up knowing all the DTV drivers. At Goodwood he was debuting Max Rostron's Mustang and lost a wheel in practice. Gerry qualified fourth, so was right behind me on the grid. But he was a legendary starter and by the first corner we were side by side. Gerry was so obviously the better driver, but in truth I had the better car, and was fitter.

"We had a fantastic battle for the first six laps. Gerry had the ability to be drifting through St Mary's and waving at me! But he tired quickly, so I don't consider that I 'beat' him that day. At Monza, though, I had to drive flat-out in the second half of an FIA Historic Touring Car race against Gerry, and Gerry Wainwright in Allen Lloyd's Mustang. That was a victory!"

Regular 'Revivalists' remember a couple of entertaining seconds in an Austin-Healey 100S (to Brendan Roberts's fleet Lotus Elite and Dutchman Adrian van der Kroft's

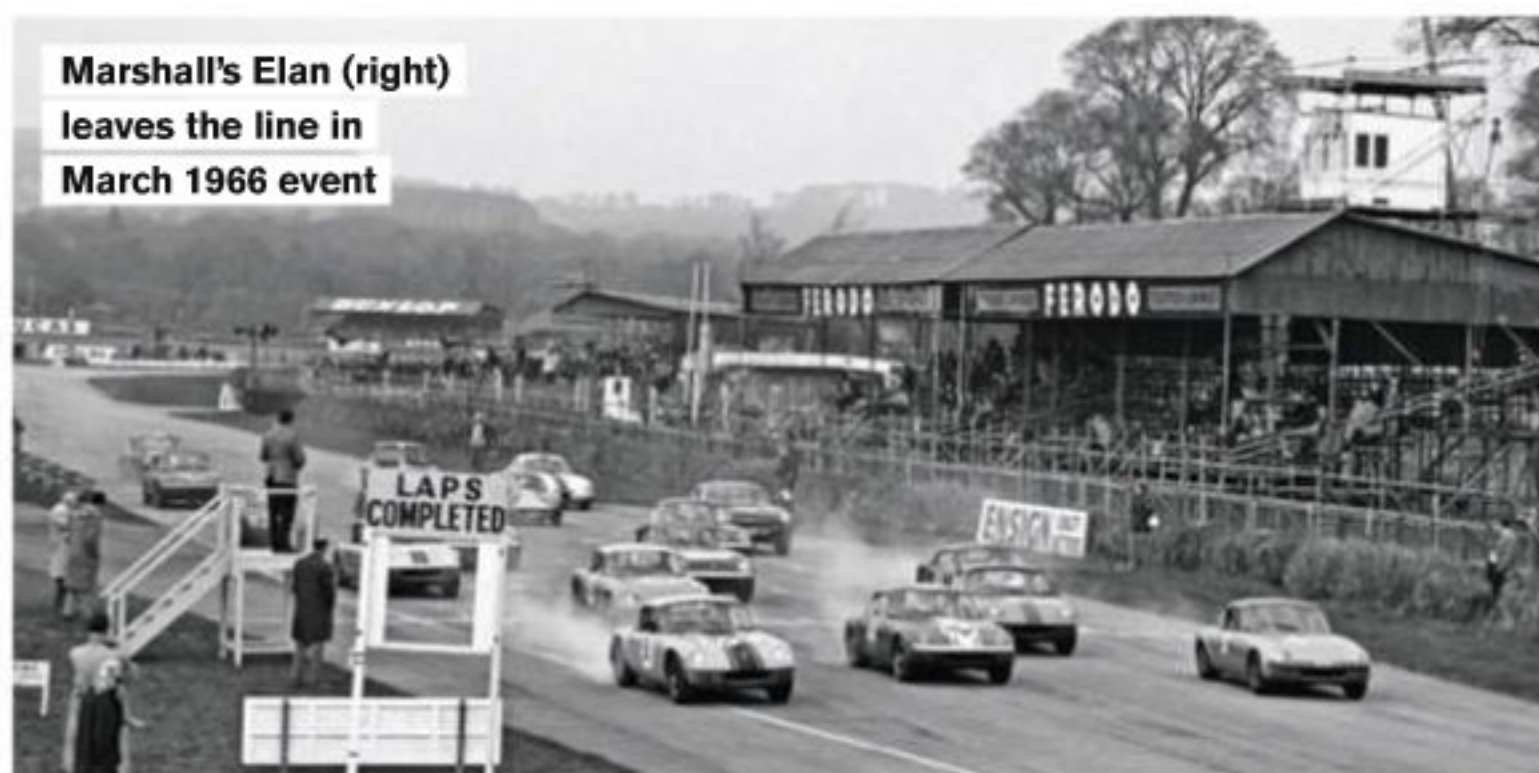


Morgan +4) and a similar result, behind Justin Law's wieldier Jaguar Mk1, in the remarkable caricature of an Alvis Grey Lady built by Ivan Dutton for the twin-legged St Mary's 1950s feature of 2004.

Marshall was invited to co-drive Chevrolet Corvettes in three RAC TT Celebrations – besting with 10th sharing John Young's Stingray for the second time in 2003 – but his best finish in the closed-cockpit Pre-'66 GT showpiece came when, with Peter Hardman, the veteran placed a courageous eighth in Harry Leventis's Ferrari 330 LM/B in '04.

Aged 62, far from well, yet combative to the end, Marshall had shrugged off the pain of his illness to finish a brilliant third in the previous day's Freddie March Memorial Trophy race for Goodwood Nine Hours-type sports cars of the 1950s. With Michael Steele (HWM-Jaguar) clear, Gerry (back in the Healey he always made dance) chased Brazilian Carlos Monteverde's Ferrari 750 Monza in, with 'Spike' Milligan's HWM-Jaguar monsterring him to the chequer.

Marshall's Elan (right)  
leaves the line in  
March 1966 event



QUESTION TIME

# Fifteen questions for Jos Verstappen



**Q** What is your favourite smell?

**A** The smoke of go-karts, two-stroke oil

**Who has been your fiercest rival?**

I think it has to be one of my team-mates – probably my first in Formula 1 and that was Michael Schumacher.

**Who was your childhood hero?**

It was Niki Lauda. He was the guy winning when I was still in go-karts. And Ayrton Senna, but that's a little bit later.

**When were you happiest?**

I really don't know... Maybe when the children were born.

**Which living person do you most admire and why?**

It's a difficult question. I don't admire too many people, but you have respect for people... Probably my wife. You have to find a balance!

**What has been your most embarrassing moment?**

I know exactly. The qualifying session at Hockenheim in 1994, because I destroyed my car in free practice and had to qualify in Schumacher's [spare] car, and in that car I also went off! That was very embarrassing.

**Who would play you in the film of your life?**

I must say I watch some movies but I'm not so good with names. I really don't know! I like action movies



and *Terminator*, so maybe it would be Arnold Schwarzenegger?!

**What is your most treasured possession?**

My children by far.

**What is your favourite smell?**

Sometimes a food, sometimes a flower... No! Forget all about it! The smoke of go-karts. Two-stroke oil. It brings back a lot of memories.

**What is your guiltiest pleasure?**

For f\*\*k sake! We couldn't say. I'm not going to talk about it!

**To whom would you like to say sorry and why?**

[Long pause] Maybe when you create an accident? It's maybe too many to put on paper! To everybody I ever had problems with. But I think when you come to racing, this is racing and sometimes you make a mistake and hit someone off – like Juan Pablo Montoya in Brazil 2001. These kinds of things happen.

**What does success feel like?**

How to describe it? In motorsport you have to put in a lot of effort to be successful. When you have a good result it gives you so much back.

**What has been your biggest disappointment?**

Maybe it was 1999 with Honda, when they wanted to start their own F1 team. I was there to do the testing and after half a year they stopped the whole programme. I can remember the very first outing at an airfield in heavy fog. Harvey Postlethwaite [designer] promised to send the car out so he put out a road car with the headlights on at one end of the runway. I was flat out and couldn't see a thing. I was

concentrating on the white line in the middle of the road and when I saw the car's headlights I braked as hard as I could!

When Postlethwaite died [he suffered a heart attack during testing at Barcelona], I was there five minutes before, speaking with him. They stopped the whole programme. It was disappointing that we didn't compete. We were fast in the first test...

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

Maybe my first year in F1 in 1994. I started as a test driver, then the second driver [JJ Lehto] broke his neck and I stepped in. I think it was too early. I should have gained more experience in a lower team instead of going straight away into a top team next to Schumacher.

**How do you relax?**

Just lying on the sofa watching TV. It doesn't matter what's on.

**When was the last time you cried?**

It was a long time ago. I've had some difficulties. But let's leave it there... ❄



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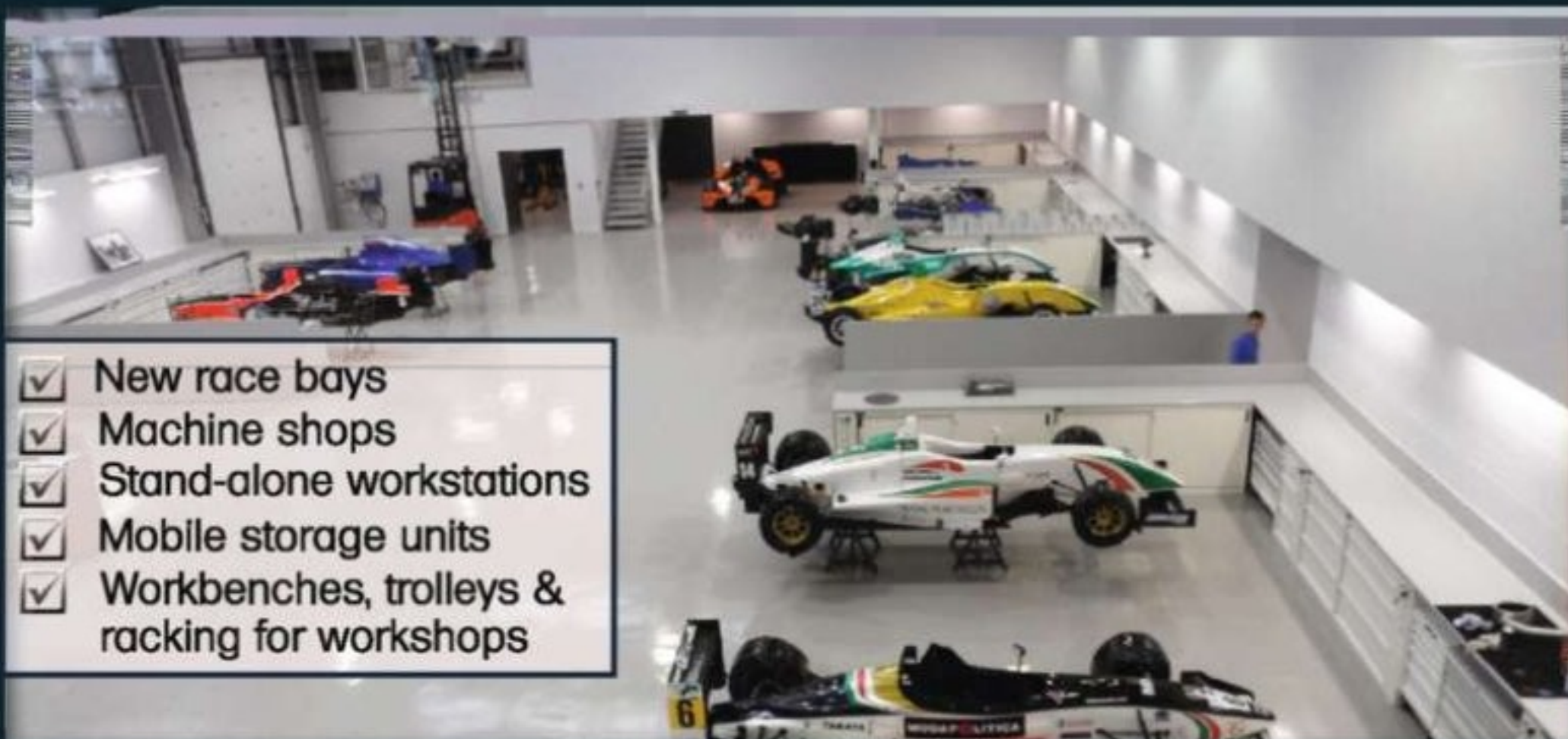
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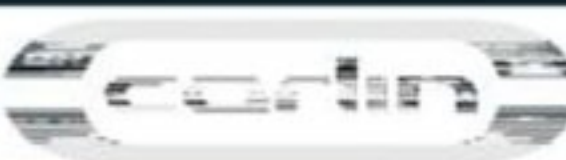
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WALKER

## Racing back to Mallory in July

Circuit gets definite meeting as CSCC steps up. By **SCOTT MITCHELL**

**MALLORY PARK WILL HOST AT** least one car-race meeting in 2014 after organisers confirmed a summertime race event that could include a Formula Ford 1600 grid.

The Classic and Sports Car Club has agreed to help with the meeting, to be held on July 20, which will include races for its new Dunlop Production Cup for Porsches and existing Special Saloons and Modsports category, while a CSCC Allcomers race for non-slick-shod cars has also been mooted.

CSCC director Hugo Holder said that the late confirmation of the event would make it difficult to put it together, but the club was prepared to step forward and take a chance to help the circuit recover.

"We thought it was important we support it," he told AUTOSPORT. "We're a little bit on the back foot, and of course there's an element of risk, but it's got to be worth it to get Mallory up and running again."

Circuit operator Real Motorsport Limited had previously claimed there would be no four-wheeled racing at the facility in 2014 after fearing its own deal to take over the facility had come too late to put together a full calendar.

But last week organisers revealed they were targeting a revival of the Boxing Day Plum Pudding meeting after the official formation of the circuit's new members' club, Mallory Motorsports Club Limited.

MMCL, which will trade as Club Mallory and is headed by long-time circuit affiliate Cliff Johnson and Adam Crowton, has been created with the intention of helping put together a car-racing schedule.

The turnaround in fortunes for the circuit came as a surprise to those in charge, but co-operator Eddie Roberts said it was yet another step towards what they have been aiming for since taking over the day-to-day running of the facility in December.

"It was unexpected, but we're going

to be active and that's great," he said. "It's massive, it's a step to show it is a car circuit and we are really pushing to bring racing back to Mallory."

### FF1600 RACE 'ACHIEVABLE'

Crowton is also trying to put together a historic touring car grid for the July meeting that may include several cars due to enter the Goodwood Members' Meeting next month (March 29-30), while FF1600 Super Series chief James Beckett has been approached to revive the Champion of Mallory FF1600 event that was axed in 2013 after nobody entered.

Beckett agreed it would be tough to get something sorted, but said the unique nature of the meeting means a grid of 15-20 Kent-engined cars would be possible even though previous attempts failed.

"I think it can be achieved," he said. "Fifteen or 16 cars would be good and 20 would be a dream. I'll do as much as I can to put cars on the grid."

**SCOTT MITCHELL**  
EDITORIAL ASSISTANT

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@ScottMitchell89



### THE FURTHER WE GET INTO

Mallory Park's 'new era', the more encouraged I am by the efforts of its new operator. From the very first day of Real Motorsport Limited being in control of the Leicestershire venue, two priorities were made abundantly clear.

The first was to mend the broken bridges between the facility and the locals. The damage done in the past brought all those involved with Mallory to their knees in the past couple of years and, if the facility is to truly bounce back, it cannot happen again. Stuart Hicken and Eddie Roberts have not been held to ransom by residents of Kirkby Mallory or Hinckley and Bosworth Borough Council, they have led the way in 'peace talks'.

"We're bending over backwards to keep our local residents happy," Roberts said this week, and they certainly have. Of their own accord, he and Hicken purchased and fitted their own – "rather expensive!" – drive-by noise-monitoring equipment, to work out what was the problem and if anything can be done to help. Even the minority cannot grumble about that.

The second priority, naturally, was to bring car racing back to the track. That took a hit when, as expected, their attempts to get the circuit back on racing calendars fell too late in the day for organising clubs to do something about it. But the U-turn is a result of that community-first approach.

Classic and Sports Car Club director Hugo Holder said there was no chance of them running at Mallory 12 months ago because of the sheer uncertainty over the venue's future, but RML's efforts have convinced Holder the circuit is worth helping. It's a tough ask, sure, but Holder knows that – kudos to him for taking a chance.

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Lyons will return to Europe in British GT

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British GT

# Lyons gets AF Corse British GT seat

EX-FORMULA NIPPON AND Super GT champion Richard Lyons will undertake his first European race programme since 2000 with a British GT attack this year.

The 34-year-old Briton will drive an AF Corse Ferrari 458 Italia with Asian-Pacific Ferrari Challenge champion Pasin Lathouras.

He will dovetail this with another Super GT campaign in Japan driving a GT300 class Hitotsuyama Audi-run R8 LMS ultra, so will miss the Silverstone and Brands Hatch rounds.

He made contact with AF Corse during last year's Asian Le Mans Series when he made a successful one-off appearance with the Craft Aston Martin GTC class team at Fuji.

"I spoke to them at the end of last year but it didn't look like they had any openings," said Lyons, who hopes it will lead onto bigger things with AF, Ferrari's factory representative in the World Endurance Championship.

"But they came back to me in early February to say that something had opened up. This is a great opportunity

for me to break back into Europe.

"I want to do a proper programme and get my name on a championship table rather than just doing one-offs.

"I watched a race on TV last year and remember thinking how it had come on, so I am really looking forward to getting out there."

Meanwhile, Tom Ferrier's newly formed outfit TF Sport has become an official Aston Martin Racing customer team. GT4 teams' champion Optimum Motorsport will return with a Ginetta G55 for George Murrells & Tania Mann.

**LYONS CV HIGHLIGHTS**

2011 V8 Supercars (3 rounds, 1 win)  
 2008 2nd Super GT (1 win)  
 2006-'07 A1 GP (Team Ireland)  
 2004 Formula Nippon (2 wins) and Super GT (above) champion (2 wins)  
 1999 2nd Formula Palmer Audi (4 wins)

ISHIHARA/LAT

72

British Formula Ford

## Ricky Collard joins Falcon for debut single-seater campaign

**RICKY COLLARD WILL RACE WITH** frontrunning British Formula Ford outfit Falcon Motorsport for his debut season in single-seaters.

The 17-year-old son of British Touring Car race winner Rob will partner 2013 runner-up Harrison Scott and fellow rookie Chris Mealin in the team.

"I am really grateful to have been taken on by Falcon," said Collard, who tested with the team in Spain and then at Thruxton last week.

"The experience that I will gain from driving the car will be massive, and so will working with Harrison. It's great to have one of the championship favourites as your team-mate."

Collard was a Racing Steps Foundation driver in karts, partnering



Collard tested Mygale at Thruxton

McLaren junior and Formula Renault BARC Autumn Cup winner Ben Barnicoat before a violent crash caused him to miss the second half of 2013.

"It's been a long road back to full fitness for me - quite a hard process," he added. "But I am coming back even stronger so I can give it my best shot."

British GT4

## Wylie, Giddings get first run with Aston Martin GT4 'junior team'

**BRITISH GT ROOKIES ROSS**

Wylie and Jake Giddings sampled Aston Martin's new GT4-specification Vantage in Portugal last week.

The pairing, the first of British GT champion Andrew Howard's planned 'young driver programme' with Aston Martin Racing (see AUTOSPORT, January 2), tested the new car for the first time at the official Aston test at Portimao last week.

Neither Volkswagen ace Wylie nor Clio Cup UK frontrunner Giddings has significant rear-wheel drive experience, though Giddings has contested GT5 Challenge races.

Wylie said his first impressions of the

car, which was decked out in Beechdean colours ahead of the first year of the GT4 project, were positive.

"The test went very well," he said. "I'd had a few minutes driving the car for a systems check but this was the first serious test. It is a real pleasure to drive and feels natural to me."



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GT Cup

# GT Cup champion Wyatt to return as part of expected record entry

**GT CUP CHAMPION JEFF WYATT**

will return to the series this year as part of an expected record entry.

Wyatt, a class winner in the 2000 Nurburgring 24 Hours, clinched the 2013 title in the final race in his Geoff Steel Racing-prepared GTA-class BMW M3.

He had originally eyed a move to British GT, but after failing to find the budget will instead return with the same team.

"GT Cup is a really nice place to be and I'm really looking forward to wearing the number-one on the car," said Wyatt, who

has not driven the BMW since the finale.

"We had a relatively slow start to the season with a lack of testing, but we really got the car sorted out and it just got better and better.

"Geoff came back with a very attractive offer to race in GT Cup again, with the same car, and I just couldn't turn it down."

Wyatt will be part of a 34-car grid at the opener, after organisers received a huge increase in advanced entries – with a record 55-car grid for the race on the Silverstone Grand Prix circuit expected.

"We had good grids last year but this year is going to be absolutely busting," said series founder Marc Haynes.

"This far away there's bound to be last-minute changes, it's almost inevitable, but for the Silverstone round I'm confident there's a chance of 55 cars on the grid."



Wyatt's M3 is back



# HUMBLE PYE

## The voice of club racing



Centaur is one of several new racers

## Series for eccentric Clubmans has perfect chance to shine

Clubmans racing enjoys a special place in motorsport history and the front-engined cars still pack awesome performance. They may look eccentric to those brought up on today's one-make blandness, yet the classics remain wonderfully raw to drive and are still completely engaging to the likes of World Touring Car Championship-winning team boss Ray Mallock, brought-up on the giantkillers.

Reinvigorated by a change of management, separated from the eponymous Register and granted a pukka HSCC-badged series, the renamed Classic Clubmans 1965-1980 product is finally a destination of choice. Having seen the best-driven 1700cc Ford pushrod-powered cars scrap with two-litre Group 6 sports-racers and Formula 2/5000 single-seaters last year in Martini and Derek Bell Trophy races I'm not surprised.

Classic Clubmans presented its ultra-friendly face at last weekend's 10th Race Retro show at Stoneleigh Park. Long-time devotee David Childs and Mike Sales from its new steering committee were inundated with interest, much from prospective converts. So intrigued were they with the Centaur Mk14 on display – designed by Childs in 1973, and rebuilt by his son Gavin – that the pristine bolide was often hidden from the public's gaze.

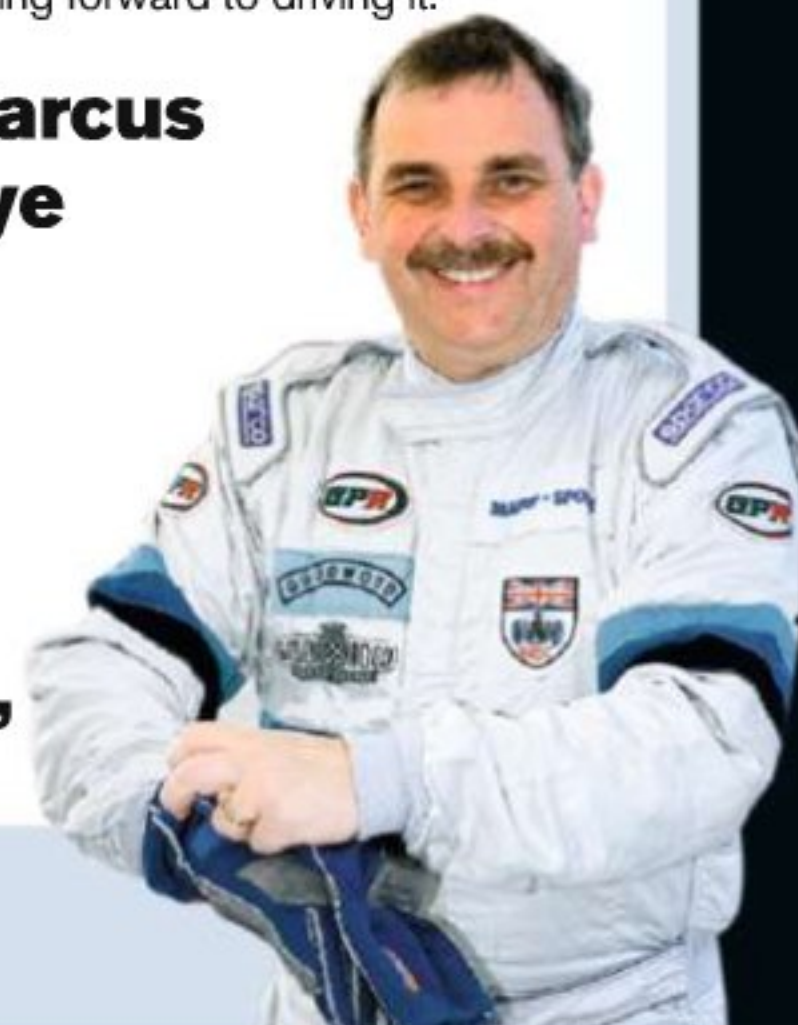
As ever, the late Major Arthur Mallock's cars – evolved from his

original U2 of 1958 – will be in the majority when the 10-race championship kicks-off at Thruxton on April 30. Mallock Sports has sold or refurbished half a dozen this winter, but the opposition is growing too. Peter Carter and Anthony Denham are preparing Phantoms, while Gryphon and Centaur cars are also returning to the tracks.

"Around 10 cars new to us are expected out, which is very encouraging," said Childs Sr, whose first historic racing came in a friend's ex-Jack Sears Lister-Bristol in the 1970s. "We are blessed with a superb calendar [four double-headers, including the Croft Nostalgia Weekend and Oulton Park Gold Cup, plus two single races] and have a priceless chance to cement its future before its 50th Anniversary next year."

Among the competitors joining the fray is multiple British Sporting Trials champion Ian Wright, whose race experience spans Chevrolet Corvette C1 and Martyn Halliday's Lotus 23B, both on treaded tyres. "I've bought a derelict Mallock Mk18 which I'm rebuilding," said Wright at Race Retro. "It's very simple, a bit like a trials car but lower to the ground and on slick tyres. I'm looking forward to driving it."

### Marcus Pye



**"Granted a pukka HSCC-badged series, the reinvigorated Clubmans is finally a destination of choice"**

BRDC F4

# Middlehurst makes BRDC F4 test debut as Wagner eyes switch

**REIGNING FORMULA RENAULT**

BARC champion Chris Middlehurst has tested his new BRDC Formula 4 car for the first time.

The McLaren AUTOSPORT BRDC Award finalist drove the car at Rockingham and Donington Park last week as he gears up for a title assault.

Middlehurst is sticking with the Mark Godwin Racing team with which he worked alongside to secure the FR BARC title in commanding fashion last year.

"I enjoyed the car and it seems to suit my driving more than the Renault, it's bit more like Formula Ford," he said at Donington. "I am looking forward to it. It's a strong championship and has the BRDC and AUTOSPORT connection too."

Middlehurst was joined in testing by ex-FR BARC rival David Wagner. The Scot, who made a brief appearance in British Formula Ford last season at Thruxton, has not raced full-time since finishing a race-winning FR BARC campaign in fourth in 2012 and is keen to join Middlehurst in BRDC F4.



Middlehurst says BRDC F4 suits him



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Jordans will share self-built Austin

Goodwood Revival

## BTCC king to race at Goodwood Revival

**BRITISH TOURING CAR CHAMPION** Andrew Jordan will race with father Mike at this year's Goodwood Revival.

Jordan Sr, who runs the Eurotech Honda operation that took Andrew to the 2013 crown, has built a 1959 Austin A40.

They plan to race in the HRDC Touring Greats event at Silverstone in April, and have secured a St Mary's Trophy entry for 1950-'59 saloons on September 12-14.

World Touring Car star Rob Huff and Desmond Smail drove a similar A40 to second in the 2012 edition.

"We're chuffed to bits," Andrew told AUTOSPORT. "The aim when we built the car was to go to Goodwood.

"I was gutted last year that I couldn't do the event because of a date clash with the BTCC, so I was really happy that the dates matched up for me this year

and that we've secured an entry.

"It should be up at the front. We're going to start proper testing to try to get it as good as it can get."

Fellow BTCC race winner Mat Jackson will also race at the Revival, driving a Ford Mustang with Henry Mann.

"It should be good fun and it's 50 years of the Mustang so it'll be a big event," he said. "We should be in with a shout."



MAWP SPORT

## In brief

### Budget racer revealed

Retired engineer Martin Kemp, whose Darvi-derived Fiat-powered HRD design won last year's 750 Formula title with Dave Hodkin, has added a 750 Trophy racer to his Racekits range. The £3320 Merlin (needing around £2000 of hardware to put a Reliant-powered version on track) made its debut at last weekend's Race Retro show (above).

### Lotus junior tops test

Lotus Formula 1 junior Alexander Albon set the pace over two days of Formula Renault Eurocup testing at Motorland Aragon, pipping Nyck de Vries to top spot by less than a tenth. Gregor Ramsey ended the test top of the Brits with the 13th fastest time. FR NEC champion Matt Parry was 17th.

### Aces made Rising Stars

British Formula Ford runner-up Harrison Scott is among the latest young drivers to be named a British Racing Drivers' Club Rising Star. Ginetta GT5 Challenge champion Oliver Basey-Fisher and European Formula 3 Open racer Cameron Twynham have also joined the scheme.

### David Winstanley

David Winstanley (1953-2014), who died last week, left a mark on the world of broadcasting as owner of Rally TV, but was also widely known for his circuit racing exploits in the 1970s. He started competing in a Turner 40 years ago, graduated to Formula Atlantic and subsequently FF2000 before returning to competition in rallying. Despite ups and downs along the way he enjoyed his life in motorsport. His friends in the north-east will miss his company.

### Hamilton tests Ginetta

Nic Hamilton, the younger brother of 2008 Formula 1 world champion Lewis, tested a Ginetta G55 at Brands Hatch recently. Hamilton, who contested the Renault Clio Cup UK, is evaluating a full-time Ginetta campaign, though has not yet confirmed a deal.



Murray is eyeing FFord title

HAWTHORN

FF1600

## Murray in Irish FFord return

**FORMULA FORD FESTIVAL VICTOR** Niall Murray is eyeing a trio of Irish Formula Ford 1600 titles this season.

The Motorsport Ireland Young Driver of the Year has been awarded a fully-funded season in a Bernard Dolan-run Van Diemen. He will contest the All-Ireland and Northern Ireland Formula Ford championships, in addition to the

Champion of Mondello series.

Murray was recently fined by Motorsport Ireland over a video-evidence row at last year's FFord Festival but escaped any sanction on his licence.

"The team and car are new to me so I'm really looking forward to getting my testing programme under way for the new season," he said.

### Pomeroy Trophy

## Pomeroy joy for Wakeman

**CALIFORNIAN FRED WAKEMAN** led a remarkable 1-2-3-4 for the Blakeney Motorsport team as Frazer Nash drivers swept the board in the VSCC's annual Pomeroy Trophy event at Silverstone last weekend.

Driving his 1928 Super Sports model, Wakeman outpointed Charles Gillett (in team chief Patrick Blakeney-Edwards' wonderful '28 saloon 'The Owl') to win the multi-discipline competition, designed to determine the ultimate GT car of any era.

PB-E, aboard his ex-Brooklands '35 TT Replica, and Martin Hunt – in a '51 Targa Florio sports car – completed the top four.



Wakeman was on top

EBREY



Pattison Clio won in 2013

EBREY/LAT

### Clio Cup Series

## Ex-MG champ to Clio series

**FORMER MG TROPHY CHAMPION** Paul Streather will contest the Clio Cup Race Series this season.

The 24-year-old, who won the overall MG title in 2010 by virtue of his Class C success, has leased a Clio from UK championship frontrunner Lee Pattison.

"I am really excited to be taking the

next step in furthering my racing career at a higher level," said Streather, son of former Alfa Romeo champion Dave.

"It will be a good challenge, on and off of the track, and I am looking forward to racing against some top drivers and competing against the professional teams in the paddock."



HAWKINS

# Sprinting to success

**In 18 months the GT Cup has gone from single-figure entries to sold-out grids.**

**SCOTT MITCHELL** investigates the revival

**T**he upward trend of the GT Cup's formative years seemed almost too good to be true. Born from founder Marc Haynes's desire to create a GT championship for drivers who were either unable or unwilling to go endurance racing, the series built an incredible momentum early on.

After sparking into life at the end of 2007 with a 21-car grid at Snetterton, the series – the founding format of which was practice, qualifying and a pair of 25-minute sprint races – regularly attracted more than 30 cars in its first two full seasons.

It duly became a fully-fledged championship in 2010 and grids continued to flit between 20 and 30 cars. But the following season the decline started, and only 10 entries were lodged for the finale.

By the end of 2012 the championship was in poor health, and not just by its own lofty expectations. Its average grid across the season was 11, numbers dipped into single figures twice and only once, at the opening round with 16 drivers present, did it attract more than 12 entries.

The norm in such circumstances tends to be to shake things up, but Haynes didn't reach for the

panic button. The situation wasn't being ignored, it just required patience, with the boss looking at the bigger picture. And, looking back, he doesn't regard 2012 as a failure.

"Motorsport goes in cycles," he says. "When it starts like 2012 did, you know you're in for a season of slugging it out, and that's really, really grinding work."

"But that was the recovery year and I regard that as a success. I don't think it was a write-off in any way to be honest."

## A NECESSARY LESSON

Having survived 2012, the format was tweaked for 2013 to introduce a 40-minute pitstop race in addition to the two existing 25-minute encounters. That opened up the door for twin-driver entries.

There was also a significant personnel change – existing championship coordinator Hannah Wilson was joined by Phil Boland, who oversaw a restructuring of the technical regulations that simplified the rules across the board.

The result? Twenty-six cars on the grid for the season opener at Donington Park. There were dips – there was a season low of 11 at the third round – but 33 cars entered the Silverstone event on the Grand



The GT Cup got a new lease of life last year...

Prix layout, the finale attracted 24 entries and over the course of the season the grid averaged 21 cars.

Haynes believes the low grids were a necessary part of the cycle: in other words, things had to get worse before they got better.

Having never run a championship before, stepping up from a series was a tough task, but his faith in the sprint-racing-for-GT-cars concept was unwavering.

"Going through the process of turning a series to a championship, it was obvious there were a lot of careful adjustments that needed to be made," he admits.

"You just have to be able to ride through that initial period and come out the other side greater and stronger. We knew interest was there because the package was just not available anywhere else."

"That was what made it so successful in the beginning. I was trying to do the whole thing myself, and as a series I could do it, but a championship needed to boost that organisational side."

"I've got such a good team helping me and I can leave the day-to-day running of things with Hannah and Tom [Baker, media guru], and the technical regulations with Phil. This set-up works really well and that's absolutely essential."

## THE PERFECT MIDDLE GROUND

A big part of GT Cup's appeal is the cost. A season's worth of entries will set you back just under £10,000 including VAT, or you can take an ad-hoc approach at a cost of £700+VAT per day.

The phrase 'it offers something for everyone' is often a tiresome cliché, but in the context of the GT Cup it fits perfectly.

"It's a mix of reasons," says 2013 champion Jeff Wyatt, who will return to the series this year after a budget shortfall scuppered plans to



...a far cry from the 2012 season

## GT CUP CLASSES

The class-based GT Cup includes four regular car gradings. Cars modified beyond standard condition for the make and model entered may either be placed into a higher group or subject to Balance of Performance. An invitational class also exists for cars being "assessed for potential full championship registration".

### GTA



Lower-powered Cup, Challenge and one-make series cars. Examples: BMW M3 (pictured); Porsche 996; Chevron GT4.

### GTB



Early-year Challenge and Cup cars with minimum specification changes together with modified saloon-based vehicles. Examples: Porsche 997 GT3 (pictured); Lotus Elise; Sin R1 GT.

### GTC



Late-model-year Challenge and Cup cars. Balance of Performance where required. Examples: Ferrari 458 Challenge and GT3 (pictured).

### GTO



Open-specification cars (subject to meeting BoP), GT3 and modified Challenge cars. Examples: Mosler MT900GT (pictured); BMW Z4 GT3.



**"They've found their niche. I think they've hit the nail perfectly on the head"**

**ANTHONY CHESHIRE**

move into British GT, when asked about the series' biggest appeal.

"It's a different type of way to go GT racing, but I don't view it as club level. To me it's a national championship, a well-thought-out and well-managed series."

It would be unfair to suggest that you get what you pay for in terms of quality of competition, though. Last year, factory Ferrari squad AF Corse twice ran John Dhillon and Aaron Scott in their British GT-spec 458, while other headline entries included the BMW Z4s of Lee Mowle and 2012 GT Cup champion Derek Johnston, and Mark Poole's Aston Martin Vantage.

Anthony Cheshire, whose BGT podium-finishing FF Corse squad ran Alex Martin to the GTC-class title in 2013 and took teams' honours itself, reckons the format – especially with the pitstop race

(extended to 45 minutes for 2014) – means the series has a perfect middle ground for cost and quality.

"They've found their niche," says Cheshire. "They get a lot of value, especially if you compare it with other championships. It's the perfect gentleman's GT series at either club or national level, and for the guys who want to progress it's the perfect training ground."

"I think they've hit the nail perfectly on the head."

### COMPETITORS AT ITS HEART

The net result is a series that looks certain to be oversubscribed this season. So, with grids still growing and a proven formula, how can it improve? Wyatt suggests a one-hour pitstop race is the next step, but that's rebuffed by Haynes, ever-wary of excluding entrants whose cars couldn't do an hour's running without refuelling.

"I think a one-hour race would be beyond the limit," muses Haynes. "There are two conflicting forces. There's the need to keep things consistent and then there's the need to avoid it becoming stagnant and people losing interest. We've got to keep it continually under review."

Haynes, a competitor himself despite being wheelchair-bound, and



Haynes takes pride in series

best known for 10 years racing in the Porsche Classic Championship, is a fan of motorsport first. In fact, it was his purchase of a Ferrari 360 (and subsequent inability to find somewhere regular to race it in sprint form) that led to his forming Bute Motorsport to organise and promote GT Cup in the first place.

For someone whose disabilities have now stopped him from racing, it might have been easy to begrudge missing out on driving himself. But there's no hint of that whatsoever.

"I just love motorsport," he says. "I've been to too many race meetings where the competitor feels like the enemy. They've got to be at the heart of it."

"I can't race anymore so this gives me my fix. Seeing something like this year, it's hugely rewarding." ❄



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# THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

## What you think of the motorsport news of the past week



## Double points will be pointless

Am I alone in thinking that double points will play perfectly into Red Bull's hands, thus making its impact pointless (ie wasn't everyone getting bored of Red Bull winning)?

Who's going to be playing catch-up through the year and will need strong points finishes towards the end of the

season? Given current testing form, I would suggest Red Bull is the answer.

Therefore, the powers that be will have designed a system to keep the dominant team at the top! Not great news for Bernie, I would think. He's not going to get more viewers with double points, I fear!

**Ed Clements, Ilminster**

**Not having a degree in** engineering, electronics or microprocessing, I may be completely wrong, but having read your article on the F1 brake-by-wire systems (February 20), I can't help worrying that having such a disconnect between the driver's feet and the powertrain's action on the wheels leaves an ABS/traction/launch-control-sized hole that some team tech-head will find a way of exploiting in a clandestine sort of way.

**Phil Oakes**  
Portishead, Bristol

**I was taken by Peter O'Donnell's** letter last week about suggested changes to F1, so here's a couple I've had for a while:

**1)** Give points for places made up from grid position to race completion. Tactically a driver or team might try to gamble on doing a slow qualification feeling that they could get past plenty of runners in the race and score additional points. This could give us more overtaking in the race.

**2)** Points for top six at quarter distance, half distance and three quarters, as an incentive to get to the front and stay there.

**Andy Halden**  
Stafford

**It is disturbing to see the** number of teams currently without major sponsorship deals in place. The position reminds me of how, in the latter years of its existence, the fading Tyrrell outfit was reduced to plastering its name across its sidepods to fill the sponsorless surface area.

It was only a matter of time before this sponsorship crisis ended its efforts, and a once great team was consigned to the history books.

**Adrian King**  
Rushden, Northants

**I have read with interest your** various technical articles in AUTOSPORT, and watched the technical reports on Sky Sports F1 relating to this year's

F1 cars, and have the following concerns: is it not folly to place the high-performance energy storage packs either immediately beneath, or very close to, the fuel cell carrying up to 100kg of fuel?

There have been a number of reports recently relating to battery packs catching fire, ranging from Boeing Dreamliners to simple smartphones. Even some road cars have had similar problems.

What happens if an F1 car gets hit by one of this year's pointy-nosed projectiles at the wrong spot?

**Steve Pheasant**  
Shepperton

**Chapeau to Peter Stevens!** His assessment of the unacceptable mien of many of the 2014 F1 cars (*The Inside Line*, February 20) was extremely well articulated and argued, and insightful. The FIA should employ him as an aesthetics consultant to prevent future aberrations.

**David Tremayne**  
Darlington

# In pictures

Images around the globe, from Goodwood to Daytona, via Bahrain



**HISTORIC ACES SET FOR BATTLE**  
Touring cars that will compete in Goodwood's 72nd Members' Meeting are put through their paces by Anthony Reid (Camaro), Jochen Mass (BMW), Emanuele Pirro (Capri) and Nicolas Minassian (Mazda)

**MAKING A BIG SPLASH AT DAYTONA**  
Once the tornado warning had passed, Daytona 500 fans got down to some Glastonbury-style antics while the speedway dried out



SMITH/GETTY

**THE SUN SETS ON SECOND TEST**  
Fernando Alonso's Ferrari and the McLaren of Kevin Magnussen drive into the dusk during F1 testing at Bahrain as teams maximised their running time



DUNBAR/LAT

**'FIDDY' LAYS DOWN A TRACK**  
Rapper 50 Cent was the star turn at the Daytona 500 last Sunday. He actually sponsors the Swan Racing team through his SMS Audio headphones firm



PENNINGTON/GETTY

## In the shops

Desirable new releases

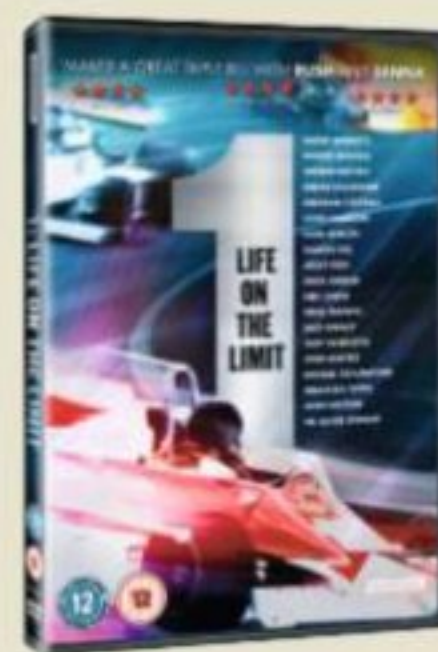
### McLAREN 2014 F1 APPAREL

From £21.21 – [autosport.com/shop](http://autosport.com/shop)  
McLaren's official range of 2014 merchandise is here – and it's more subtle this year thanks to the lack of a title sponsor. Choose from an adjustable cap (£21.21), Team T-shirt with all the correct partner logos (£33.96) or Team softshell jacket (£101.96). Check the website for the full product range.



### 1: LIFE ON THE LIMIT F1 DVD

£17.99 – [autosport.com/shop](http://autosport.com/shop)  
This much-talked-about Formula 1 documentary has arrived on DVD. Using rare archive material and with the largest and most comprehensive selection of interviews ever collected, the film examines the sport's infamous safety record and the drive to save lives. Superb footage and compelling vox-pops.



### JIM CLARK LOTUS CORTINA 1:43

£56.99 – [autosport.com/shop](http://autosport.com/shop)  
Trofeu has released a 1:43-scale replica of the Lotus Cortina driven by double F1 world champion Jim Clark in the 1966 RAC Rally. The replica features authentic battle scars, sustained when the Scot went off in the Loch Aray stage. The model comes in a superb presentation flip-lid box and is limited to just 1204 pieces worldwide.



# WHAT'S ON

## ON TRACK AROUND THE WORLD

### NASCAR SPRINT CUP

Round 2/36  
Phoenix, Arizona, USA  
March 2  
[nascar.com](http://nascar.com)

### NASCAR NATIONWIDE

Rd 2/33  
Phoenix, Arizona, USA  
March 1  
[nascar.com](http://nascar.com)

### V8 SUPERCARS

Rd 1/14  
Adelaide, Australia  
March 1-2  
[v8supercar.com.au](http://v8supercar.com.au)



V8s come back out to play at Adelaide

KALISZ/LAT

# AUTOSPORT

Imagine you had the chance to banish your worst nightmares, what would they be? Special contributor **MATT BEER** gives his arguments to get rid of his pet hates to motorsport's Room 101

# Room 101



F1 press pack has its prima donnas

DUNBAR/LAT

### JOURNALISTS WHO THINK THEY'RE THE STARS

Journalist: "So, Stefano, here are a number of spurious theories I've got about your race strategy, generated by my own ego-driven guesswork, and I'm also going to fling a few ungrounded accusations about favouritism/politics/insert other top-spun faux-controversy in there too. And I'll present all this as statements of fact with an indignant tone rather than shaping it into any form of question, though I may add a quizzical inflection on my last syllable as a gesture towards the fact I'm supposed to be interviewing you rather than ranting egotistically at you." Domenicali: "Errrr... yes?" Some sports journalists do, rightly, achieve star status over their careers, but it's rarely self-anointed. And it's not earned by shouting loudest. Interviewers whose primary motivation is to prove how clever they (think) they are rather than to tease out fascinating information from their subject for the benefit of their readers/viewers are a waste of a media pass.

### 'REASONS' TO START AND PARK

During the 2013 NASCAR Sprint Cup season, there were 42 retirements due to 'vibrations' and 34 because of 'brakes'. There wasn't a single retirement officially listed as 'trundled round long enough to collect about \$75,000 in prize money and then packed up'. Going into a race knowing that's your goal must be a demoralising

experience for all involved, and if the economics really do make that a better option than saving funding for shorter programmes or trying to run up front in a feeder series, then that's an indictment of NASCAR's incentive system (and obsession with 43-car Cup grids). But my bigger bugbear isn't the 'start-and-park' concept, it's the results-sheet fibbing. Why bother? No one even tries to pretend that the early parkers really did have mechanical problems; it's not like an illusion would be shattered if the spurious 'vibrations/brakes/rear gear/overheating' retirement listings were dropped. If Michael McDowell really did have as many vibrations last year as the official results say he did, then there's no way he'll be able to see straight enough to race a car this year.

### 'WORST-KEPT SECRETS'

Over half the F1 grid changed employers over the winter, in what was one of the most intriguing and turbulent 'silly seasons' of recent years. OK, a lot of that intrigue came from tension over whether or not cheques would clear, but it was still a convoluted tale to follow. Yet so many announcements were greeted with 'worst-kept secret is out' bored-social-media responses, when what those Tweeters actually meant was 'interesting development that someone else found out a while ago through some proper journalistic work, but it got retweeted and stolen so relentlessly and shamelessly that everyone decided we'd all known about it forever'. That's not the same as a badly kept secret. The F1 paddock isn't really full of people who would be terrible at Cluedo.

### POST-RACE PENALTIES

Cheating shouldn't pay. Some motorsport teams can be conniving. Well-intended rules sometimes overpenalise innocent oversights. It's rubbish when a crowd sees one driver win a race then learns later they've been thrown out. How do you reconcile all those concerns? Sometimes, in motorsport's case, badly. The industry has enough clever people in it to work out if a technical infraction is genuinely performance-enhancing or just a technicality. And if the



McDowell shudders into the pits – again

KENRACE/LAT

reason a driver beat their rivals was purely because their team found a way to give them an illicit power boost, then they should lose that win, not just get fined and admonished. But if an on-paper infraction made no significant performance difference, then it's an own goal for the sport's image to disqualify a winner because of it. The motorsport community is bright enough to work out what's cheating and what's daftness. And cheats shouldn't win. But *someone* always should win. Yes, Norising officials, I'm pointing at you and your growing habit of 'winner-less' races when victors are disqualified. The only way a race has no winner is if the entire field has retired.

### PROLIFIC TWEETING BEING MISTAKEN FOR TALENT

Drivers interacting with fans on social media is great and to be encouraged. It's even quite efficient at self-policing, with enough peer mockery of 'training-and-meetings' tweets to stigmatise them. But there's still a trend for drivers who haven't achieved much to earn a fanbase in inverse proportion to their ability by tweeting prolifically. You know something's gone wrong when drivers are commonly believed to have won championships where the only table they topped was a Twitter followers list. Surely there's a wise middle ground between outrageous online bullying and naively believing every driver tweet you read, isn't there?

Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY FEBRUARY 27**

0845-0915, 2330-0000 **ESPN**  
 NASCAR Now  
 1400-1500 **Premier Sports**  
 NASCAR Truck Series:  
 Daytona Highlights  
 1650-1855 **Motors TV**  
 Andros Trophy: 2014 Review  
 1925-2235 **Motors TV**  
 NASCAR Nationwide:  
 Daytona Highlights  
 2100-2115, 2215-2230 **Sky Sports F1**  
 Bahrain test: day-one highlights  
 2115-2145, 2230-2300 **Sky Sports F1**  
 Bahrain test: Ted's day-one notebook

**FRIDAY FEBRUARY 28**

1105-1415 **Motors TV**  
 NASCAR Nationwide: Daytona  
 1900-2000, 2300-0000 **Premier Sports**  
 NASCAR Sprint Cup: Daytona 500  
 2100-2115, 2215-2230 **Sky Sports F1**  
 Bahrain test: day-two highlights  
 2115-2145, 2230-2300 **Sky Sports F1**  
 Bahrain test: Ted's day-two notebook

**SATURDAY MARCH 1**

0545-0700 **Motors TV LIVE**  
 V8 Supercars: Adelaide Race 1  
 0635-0700 **Channel 4**  
 The Grid  
 0810-0935 **Motors TV LIVE**  
 V8 Supercars: Adelaide Race 2  
 1325-1600 **Motors TV**  
 V8 Supercars:  
 Adelaide Race 1 and 2 highlights  
 2055-2305 **Motors TV LIVE**  
 NASCAR Nationwide: Phoenix  
 2100-2115, 2215-2230 **Sky Sports F1**  
 Bahrain test: day-three highlights



Volvo joins V8 Supercars on Motors

2115-2145, 2230-2300 **Sky Sports F1**  
 Bahrain test: Ted's day-three notebook

**SUNDAY MARCH 2**

1400-1620, 2100-2340 **Motors TV**  
 V8 Supercars: Adelaide Race 3  
 1945-0000 **Premier Sports LIVE**  
 NASCAR Sprint Cup: Phoenix  
 2100-2115, 2215-2230 **Sky Sports F1**  
 Bahrain test: day-four highlights  
 2115-2145, 2230-2300 **Sky Sports F1**  
 Bahrain test: Ted's day-four notebook

**MONDAY MARCH 3**

1130-1230, 2230-2330 **ESPN**  
 NASCAR Sprint Cup: Phoenix  
 1240-1750 **Motors TV**  
 V8 Supercars: Adelaide Highlights  
 1530-1630 **Sky Sports 4**  
 Max Power  
 1750-2000 **Motors TV**  
 NASCAR Nationwide: Phoenix  
 2000-2045 **Sky Sports F1**  
 Bahrain test: day-one round-up  
 2045-2130 **Sky Sports F1**  
 Bahrain test: day-two round-up  
 2130-2215 **Sky Sports F1**  
 Bahrain test: day-three round-up  
 2215-2300 **Sky Sports F1**  
 Bahrain test: day-four round-up

**ONLINE**

**HOT ON THE WEB THIS WEEK**

YouTube PEUGEOT 205 T16 GROUP B RETROSPECTIVE



**SEARCH FOR:** Peugeot 205 Turbo 16 "205 T16" (9:30)

To complement David Evans' superb Peugeot 205 T16 retro piece earlier in this issue, here's almost 10 minutes of retro footage of the French Group B monster, unspoiled by commentary or scratchy music. Go full-screen and full-volume, sit back and reminisce.

**AUTOSPORT+**

Exclusive content coming up in our premium website this week

For the Formula 1 teams still struggling to come to terms with the 2014 regulations, this week is crucial. Four days of running in Bahrain are all the track time they will have before heading to Melbourne and our team will once again be on hand to bring you the latest. Can Renault recover in time?

**GET AUTOSPORT ON THE MOVE**

- IN THE IPAD ISSUE THIS WEEK
- HIGHLIGHTS FROM DAYTONA NASCAR AND SOME GERRY MARSHALL FEVER
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

Download it now from [autosport.com](http://autosport.com)



**Revved up over what's on the box**

"The man's an animal... How good is that? Everybody uses that now!" John Cleland was the starting point for the final episode of ITV4's *Touring Car Legends*, entitled *Best of Enemies*. As I suggested a couple of weeks ago, this short series has set a high-water mark for reflective documentaries on a motorsport genre.

If the highlight of the first episode was some rare archive footage, the second and third installments provided much more familiar viewing as the BTCC stomped into the BHP-filmed era, and onwards into its current spiritual ITV4 home. OK, if I was nitpicking (which I am), I'd have chosen the epic duel between Andy Rouse and Steve Soper at Brands Hatch in 1988 to illustrate how amazing the Sierra RS500

era was, rather than Jerry Mahony shouting "Wally!" (amusing as it was).

Moving into the Super Touring era, the treatment of the Soper/Cleland Silverstone '92 Luffieldageddon was

A three-episode doc on rallying please!



spot-on. Hearing their sides of the story (they still agree to disagree!) and that of Win Percy, who was involved in the subsequent MSA enquiry, was truly enlightening. Looking back, it was champion Tim Harvey's despatching of title rival Will Hoy's Toyota at Copse that was perhaps the most blatant move of the race!

As Harvey spoke so eloquently in the third episode, the way the BTCC stepped up from a bunch of blokes boozing in motorhomes on the eve of races to multi-million-pound household names was stark. The stakes were raised to a phenomenal level as the Formula 1 teams and drivers arrived in the '90s.

Another brilliant recollection was Jason Plato's determination to get his 1997

Williams-Renault drive. The re-enactment of him stalking Frank Williams in his F1 factory's car park was a bit *Blair Witch Project*, but nuggets like he'd "smoked himself to oblivion" while sitting waiting for three hours, and that "my briefcase was empty" brought that story to life brilliantly. Then Matt Neal's megabucks Donington win segued nicely into the Plato/Neal rivalry pantomime that rages today.

So what do we want to see next? Well, having covered off touring cars, how about world rallying or sportscars? Or British Formula 3? Plenty of big names came through there. Or the Dakar Rally? Or Rallycross? Or Indycars? Or NASCAR?

More please!  
**Revved up**

# Tommy Rustad

“A few hours later Michael Schumacher stood on the same podium as me”

■ Formula Renault Eurocup ■ Hockenheim ■ July 30, 1995 ■ Tatuus RC95 ■ Strong F1-support win



Rustad took pole and led every lap on the way to Hockenheim victory

82

**I HAVE BEEN LUCKY TO HAVE** had many good races. Back in 1992 I competed in Martin Schanche's incredible Ford RS200 at Mondello Park, and that was the only race that I won outright in the European Rallycross Championship.

I put in some good races in touring cars and others, like at Silverstone in the Renault Spider Cup in 1997. I also won with Nissan in Sweden – I took a double win at Anderstorp in 1999 the year after I was in England.

But one of my best races came at Hockenheim in 1995. It was an emotional result and definitely gave me the feeling that I had done my best. I was driving for the Tatuus works team in the Formula Renault Eurocup and it was a support race for the German Grand Prix that year. It was a good championship and had a good level of drivers there.

At the old Hockenheim it was very important to slipstream, it was very difficult to lead from start to finish. But I had pole position and took the

lead, and drove away on cold tyres on the first lap. So I managed it!

There were 30 cars on the grid at Hockenheim, and I had the fastest lap as well. It was quite nice to win in front of 100,000 people at 11 o'clock in the morning before the Formula 1 race. I was smiling while driving round, it was nice to see all the crowds. Normally the crowds

were not in the stands at 11 in the morning but for that race there were a lot of people, so it was very special.

I am a person who had quite a few emotional ups and downs and of course I was very, very happy. At the time it seemed easy, everything worked well and the car was perfect. But I know from a lot of experience that there's a short distance between

heaven and hell! So when everything works well, it feels easy, but when you're struggling then it's so difficult. That's why you need to be very focused with the car and yourself, and being strong psychologically is very important.

I moved to Italian Formula 3 for 1996, which was very difficult as a non-Italian in the works Tatuus car. The level was very good in the BTCC but I was not competitive with the works drivers. But I was the only non-British driver to win the Independents' title, which was great.

But Hockenheim in '95 was the best race I did. It was the first really big race victory of my career. And, a few hours later, after winning the grand prix for Benetton, Michael Schumacher was standing on top of the same podium that I had been standing on while singing the national anthem. That was a very special moment for me. *Tommy Rustad was talking to Scott Mitchell*

## PROFILE



**TOMMY RUSTAD STARTED** his career in his native Norway's national rallycross championship, but competed in single-seaters in the mid-90s. He won the Renault Spider Trophy in 1997 after a brief fling with Formula 3, and in 1998 won the BTCC Independents' title. Having driven for Nissan in the ETCC in 2002, he switched to Swedish Touring Cars in 2007 – becoming champion in 2009.

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