

# AUTOSPORT

COLLECTORS' ISSUE

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**McNISH & CO**

# WORLD CHAMPS!

Le Mans legend Kristensen & Duval share the joy



**KUBICA'S WRC SHOT**  
Ex-F1 ace gears up for Rally GB



**PROST ON VETTEL**  
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WORLD RALLY CHAMPIONS\*  
2013

**POLE POSITION**

# McNish joins the world champion hall of fame

**CONGRATULATIONS ALLAN McNISH. JOINING THE** alumni of Scottish world champions Jim Clark, Colin McRae and Jackie Stewart (not forgetting Louise Aitken-Walker, Derek Ringer and Robert Reid) is a spectacular achievement.

Along with Le Mans legend Tom Kristensen and French ace Loic Duval, McNish has been hugely impressive this season and their wins at Silverstone, Le Mans and Austin were all hard-fought affairs. I look forward to them defending their title next year against increased opposition from Toyota and Porsche – and not least from the defeated side of the Audi garage.

It's only fitting that we've changed our masthead colour this week to a Scottish blue in Allan's honour. (Sorry Nishy, I couldn't make it tartan for technical reasons!)

● It is with a heavy heart that I have to inform you that Jim Bamber is no longer able to draw his wonderful cartoons, as his brave battle against serious illness has sadly taken a turn for the worse. Jim has asked me to thank you, the readers, and I'm sure you'll join me in wishing him all the best at this difficult time.



**CHARLES BRADLEY EDITOR**  
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@Autosport\_Ed



**BAMBER'S WEEK**

**THANK YOU JIM!**



From everyone at **AUTOSPORT** for all your cartoons over the years

**FIND US ON**



Cover Image: Jakob Ebrej/LAT  
Insets: McKlein, LAT

**PIT & PADDOCK**

6 **THIS WEEK IN F1**

9 **MARK HUGHES: MPH COLUMN**

10 **THIS WEEK IN MOTORSPORT**

13 **THE INSIDE LINE: MARIO ANDRETTI**

14 **ALAIN PROST ON SEBASTIAN VETTEL**

22 **UNITED STATES GP PREVIEW**

**DEBRIEF**

26 **MASSA AND WILLIAMS: WILL IT WORK?**  
Edd Straw explains why the tie-up could be good

28 **IS MAGNUSSEN READY FOR F1 STEP?**  
The pitfalls facing McLaren's Danish young gun

**WALES RALLY GB PREVIEW**

30 **HOW OUR WRC EVENT WAS SAVED**  
A fresh route and renewed enthusiasm for the rally

32 **KUBICA'S RALLY GB CHALLENGE**  
Will last-minute co-driver switch be a problem?

34 **VOLKSWAGEN: KINGS OF 2013**  
How new German superteam blitzed the WRC

**RACE CENTRE**

38 **WEC SHANGHAI**  
Third place gives McNish/Kristensen/Duval title

42 **NASCAR; ERC; F3 OPEN; SUPER FORMULA; INTERNATIONAL GT OPEN**

**FEATURES**

48 **ALLAN McNISH: WORLD CHAMPION**  
The Scot tells Gary Watkins what the title means

50 **McNISH'S ROAD TO ENDURO GLORY...**  
...via Le Mans, FIA GT, ALMS, LMS, ILMC and WEC

54 **FRENAULT 3.5 REVIEW**  
How Kevin Magnussen made a DAMS fine job of it

56 **EUROPEAN F3 REVIEW**  
It was Raffaele Marciello v Felix Rosenqvist all year

58 **MACAU F3 PREVIEW**  
Why Rosenqvist is the man to watch this year

60 **MACAU AT 60**  
Looking back on the early years of the street race

**SUBSCRIPTION OFFER & COMPETITION**

52 **FREE ASTON POLO SHIRT**  
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74 **WIN A TRIP TO THE DAYTONA 24 HOURS**

**CLUB AUTOSPORT**

71 **SUPER TOURING BOOST FOR 2014**

72 **PRIZE FUND FOR FFORD NEXT YEAR**

76 **REPORTS**  
Snetterton MSVR; Brands Hatch MSVR

78 **NATIONAL REVIEWS**  
BRDC Formula 4; British FFord; FRenault BARC

**THE BACK STRAIGHT**

82 **THIS WEEK**  
Readers' letters; best pictures; product reviews

84 **WHAT'S ON**  
The best track and TV action in the coming week

86 **RALLY OF MY LIFE: TONY MASON**



# THE BIG PICTURE

Ferrari celebrated the career of the soon-to-depart Felipe Massa at Mugello, and lined up seven of his previous Formula 1 cars on the start/finish straight





**Grazie Felipe**  
SFC Sommariva Perno

HUBLOT HUBLOT HUBLOT HUBLOT

# This week in F1

## RAIKKONEN SKIPS END OF SEASON

Kimi Raikkonen will miss the final two races of the season in order to have back surgery.

The Finn was troubled by an old back injury that flared up in Singapore in September and was planning to have surgery over the winter to tackle the problem. It is understood that the recovery period is around four weeks. With Lotus still waiting on anticipated payments from Quantum Motorsports and question marks over whether the team would fulfil the terms agreed in Abu Dhabi to allow Raikkonen to finish the season, it is pragmatic to have surgery now to ensure he is ready for his move to Ferrari for 2014.

A statement by Raikkonen's management said: "Kimi suffered from issues with his back earlier this year at the Singapore Grand Prix and a reoccurrence of this problem has forced him to have surgery now to help prevent ongoing problems in the future, and to ensure he is at full fitness for the 2014 season."

As AUTOSPORT closed for press, Lotus was yet to finalise Raikkonen's replacement.

### RAIKKONEN AT LOTUS

37 starts

2 wins

3rd best grid position

3 fastest laps

15 podium finishes

390 points

### BIG-NAME DROP

Three other world champions who did not see out the season.



LAT

#### Niki Lauda

After winning his second world championship for Ferrari, Niki Lauda walked away from the team two races before the end of 1977 having already signed for Brabham.



LAT

#### Alain Prost

Sacked by Ferrari with one race remaining in 1991, ostensibly because of negative comments about the car but really as part of a wider web of political intrigue.



COTES/LAT

#### Jacques Villeneuve

Initially sidelined by BMW Sauber after the 2006 German GP because of a back injury, he was replaced by stand-in Robert Kubica for the rest of the year.



GILHAM/LAT



COTES/LAT

## SAFETY FAILINGS BLAMED FOR CANADA MARSHAL DEATH

An investigation into the death of marshal Mark Robinson after the finish of this year's Canadian GP has held organisers responsible for several safety failings that led to the fatality.

The 38-year-old was run over by a mobile crane, which was taking Esteban Gutierrez's stricken Sauber

back to the pits. It was deemed that the crane was moving too quickly at 11km/h, while the car was suspended too far off the ground.

Robinson was one of two marshals moving in front of the crane, holding tethers attached to the Sauber's rear corners to stabilise it. This was

considered unsafe, while those recovering the car were found not to be correctly trained to do so.

The haste in moving the Sauber was considered one of the conditions that led to the accident, partly motivated by a commitment in the race-hosting agreement to ensure abandoned cars are kept out of reach of spectators.

Organisers agreed to implement all safety recommendations, and will have to pay a fine of up to £36,643.

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



GILHAM/GETTY

## ROSSI GETS AUSTIN RUN

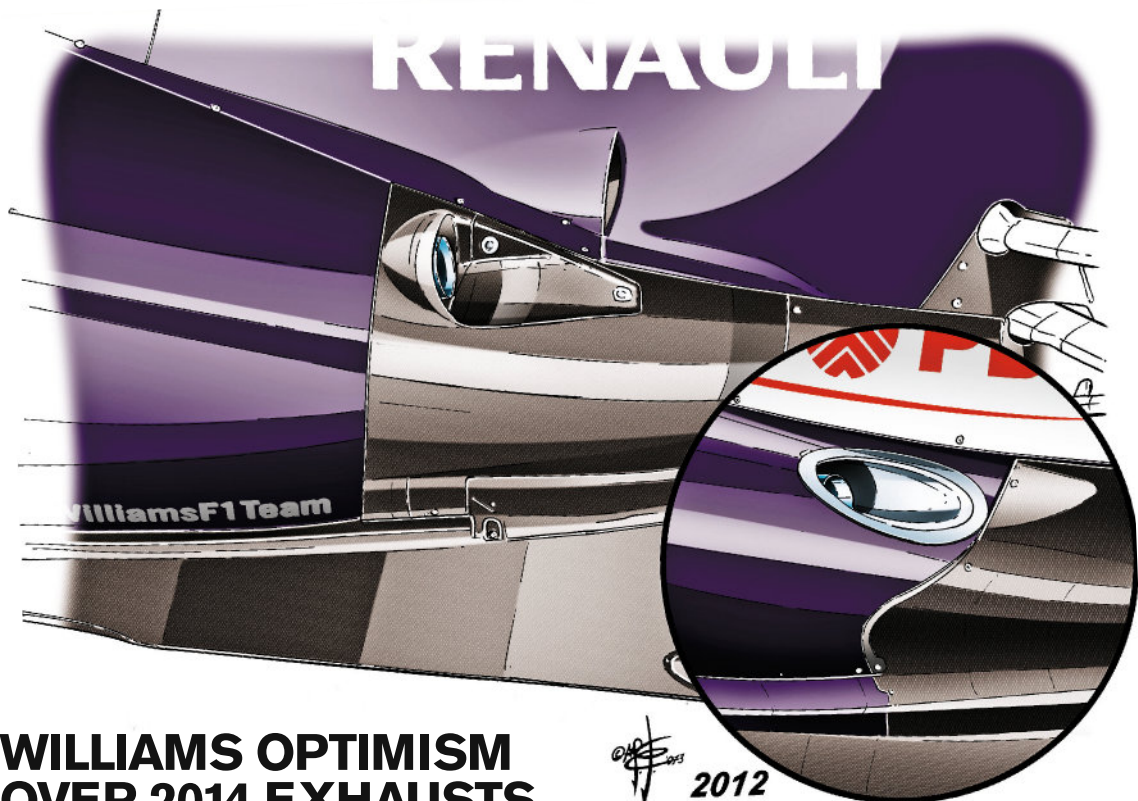
Alexander Rossi will have his second Friday practice outing of the year in his home grand prix at Austin. Rossi's GP2 campaign finished on a high with a maiden win in Abu Dhabi.

I think that even if I go to another team I will still have my doubters. I don't think it will change people's opinions.



TEE/LAT

Sebastian Vettel doesn't believe success in another team would silence his critics



## WILLIAMS OPTIMISM OVER 2014 EXHAUSTS

2012

Williams driver Valtteri Bottas believes the rule change forcing exhausts to exit 170-185mm behind the rear wheel centre line next year

is a boost for Williams. This follows the team's car proving more competitive running without exhaust-blown downforce in close

to 2012 specification in Abu Dhabi. "It's going to be a good thing for us and hopefully a chance to catch up with the others," said Bottas.



FERRARO/LAT

Kvyat drove 2013 STR in July test

## Kvyat gets his Superlicence

GP3 champion Daniil Kvyat is set to make his F1 weekend debut in free practice at Austin tomorrow (Friday) after completing the 300km running necessary to apply for the mandatory Superlicence. The 2014 Toro Rosso racer completed 402km of running in one of the team's 2011 cars at Italian circuit Misano.

### SUPERLICENCE REQUIREMENTS

While Kvyat's Superlicence is based upon completing mileage in an F1 car, combined with an "outstanding" single-seater record, the FIA automatically grants such licences to the following:

- Those who started five grands prix in the previous season, or 15 starts in the last three along with former Superlicence holders who have been

a regular F1 test driver

- Drivers finishing in the top three in GP2 or Japanese Super Formula
- Drivers classified in the top four in the IndyCar standings within the past two years
- Current champion of the F3 European Championship, as well as the British, Italian and Spanish (European F3 Open) series
- The Formula Renault 3.5 champion

## Ferrari upbeat on windtunnel

Ferrari engineering director Pat Fry is positive about the early results of its upgraded windtunnel, which re-opened last month. "It's being used now, 24 hours a day, seven days a week," said Fry. "We have made some reasonable improvements."

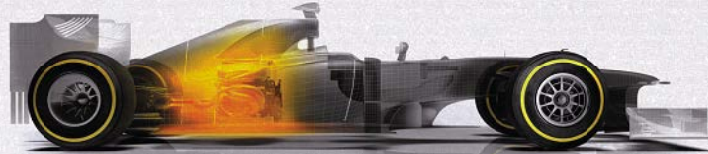


CELOTTO/GETTY

## McLaren defers sponsor reveal

McLaren is unlikely to announce its new title sponsor for 2014 on December 2, as it stated it would in March. It is now set for January's 2014 car launch amid what team boss Martin Whitmarsh suggested would be "more of a fanfare".

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# Mark Hughes

## MPH



McLaren's decision to replace Sergio Perez with Kevin Magnussen next year shows the narrow margins that can seal a driver's fate

**M**claren finally made a call on replacing Sergio Perez with Kevin Magnussen just as we went to press. Sources at the team say that there was disappointment at Perez's performance in Abu Dhabi on the back of two decent races in India and Japan.

At the same time, team boss Martin Whitmarsh was unstinting in his praise of Jenson Button's Abu Dhabi drive in that he managed to make his second set of tyres last 80 per cent of the race distance, far longer than anyone else.

Regardless of how Perez's performance over the season is assessed, his Abu Dhabi race was not a disaster – and overall he out-performed Button over the weekend – but putting his race under the microscope reveals areas of under-performance. Here's how it panned out for him...

After qualifying ninth (four places higher than Button, who was almost 0.4s slower in Q2), Perez on his soft tyres ran the early stages of the race in the same position, having lost out to Fernando Alonso's Ferrari on the first lap. With a very skinny rear wing, the hope was the McLaren could pass ostensibly faster cars at the end of the straights, then keep them behind through the twisty bits.

It didn't pan out that way, as the traction out of the slow turns onto the straights was so poor it more than

encountering the blockage that was Valtteri Bottas's Williams, which would hold him up for the next 10 laps. Perez's pace during those seven clear-air laps was disappointing. Comparing the first four of those laps with Button's times on new mediums in the four clear air laps he got shows Perez to have averaged 0.575s slower – and Button was driving in the knowledge he had to make his tyres last to the end, meaning double the stint length of Perez.

Even Button's lower fuel load (because he was five laps further into the race when he put on his new mediums) only accounts for around 0.3s of that 0.575s difference – and Button was driving to a delta time. Those seven clear air laps on the mediums are where you would point if you wanted to highlight an under-performance from Perez in Abu Dhabi.

On his next set of mediums his pace was rather better. Both Perez and Button had five laps of clear air between laps 31 and 35. Button's tyres began that phase 20 laps old, Perez's were new. Button averaged 1m47.54s during these laps, Perez 1m46.94s. That 0.6s difference is exactly in line with tyre degradation of 0.03s per lap – which, pre-race, is what McLaren was estimating for the medium. In other words, correcting for tyre degradation, the two drivers were lapping at an equivalent pace.

**“Perez's Abu Dhabi drive wasn't an irresistible performance, but it was better than Button's”**

negated the high end-of-straight speed. Overtaking proved nigh-on impossible with this set-up. Running in Alonso's slipstream for the first few laps then destroyed Perez's delicate front tyres very early – and he was in after just six laps. This was around two-to-four laps sooner than most of those around him managed; perhaps he should have recognised earlier he wasn't going to be able to overtake and gone into tyre conservation mode. Yet he would likely have been criticised for that too – if someone wants to criticise, they will do so regardless.

Stopping so early for his medium tyres turned out not to be too costly in terms of track position. Even had he been able to hang on four laps more, he'd have dropped into the same position. Moreover he was now in clear air on his fresh mediums and, doing an evenly-gapped two-stop race, had no need to drive to a delta time. He got in seven clear flying laps at this time before

Thereafter Perez was again stuck behind another car – Adrian Sutil's – for a long period of time, making laptime comparison meaningless. He did a cheeky little pass on Sutil on the last lap to take a couple of ninth-place points, three places ahead of Button who had been forced to pit early with a front wing damaged on the first lap.

It certainly wasn't an irresistible performance from Perez, but it was arguably better than Button's who only had the first lap incident because of where his poor qualifying put him on the grid. It wasn't either driver's greatest performance but neither was it a disaster.

But if you were looking for evidence to back up what you'd decided you wanted to do anyway, it's all in there. Seven laps that decided a future. ❧

**P28 IS MAGNUSSEN READY FOR McLAREN DRIVE?**

# This week in motorsport



GARY JONES

## KUBICA READY FOR RALLY GB

Robert Kubica tested as part of the Citroën factory team for the first time in Wales last Sunday. The Pole was joined in his DS3 WRC by Italian co-driver Michele Ferrara, who replaces Maciek Barran on this week's WRC season finale.

**P32 KUBICA'S RALLY GB BUILD-UP**



## Renault & Signature back to F3

Renault's return to Formula 3 as an engine supplier, revealed by AUTOSPORT in October, was confirmed this week.

The engines are being produced in association with specialist ORECA and will be used to power two teams, one of which will be Signature.

Philippe Sinault's team last ran Renault units in 2003, when Nicolas Lapierre won the Macau Grand Prix, and he and Fabio Carbone helped it win the Euro Series teams' title.

**P58 MACAU GP PREVIEW**

## AWARDS PARTNERS ANNOUNCED

The 2013 Autosport Awards, in association with Mercedes-Benz, will take place at London's Grosvenor House Hotel on Sunday December 1. As well as title sponsorship from long-time partner Mercedes-Benz, the event will be supported by Bahrain International Circuit, BMW UK, Castrol EDGE, City Diamond Exchange, G.H. Mumm champagne, Pirelli, TATA Communications and UBS.



STALEV/LAT

## Niederhauser tops GP3 test

Swiss driver Patric Niederhauser topped last week's GP3 Series test at Yas Marina thanks to his final day benchmark for MW Arden, but also set top-three times on each of the previous two days with the ART and Jenzer teams.

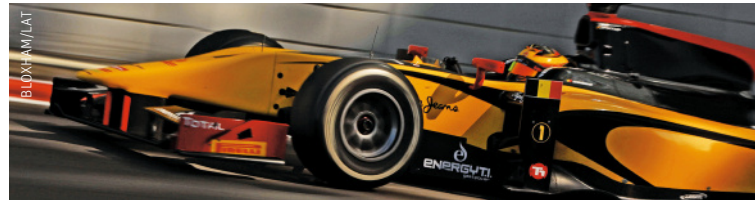
Oliver Rowland was a tenth slower in second thanks to his final-day time for ART, but was also fastest on day two for Manor. Another Briton, Dean Stoneman, set the pace on day one for Koironen.

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

## WEC CHAMPS TO ATTEND ASI

New World Endurance champions Allan McNish and Tom Kristensen will appear at AUTOSPORT International at Birmingham's NEC on January 9-12 next year. For more information and to buy tickets, visit [autosportinternational.com](http://autosportinternational.com).

**P38 WEC SHANGHAI**



## Vandoorne tops maiden GP2 test

McLaren junior driver Stoffel Vandoorne topped last week's three-day GP2 Series test at Yas Marina.

The 21-year-old Belgian, who is being placed in the championship by McLaren next year, drove for ART and DAMS and set his benchmark time for the latter squad on the final day.

Ferrari F1 junior Raffaele Marciello

### TOP TEST TIMES

POS	DRIVER	TIME
1.	Stoffel Vandoorne (DAMS)	1m48.657s
2.	Giovanni Venturini (Trident)	1m48.710s
3.	Rio Haryanto (Caterham)	1m48.796s
4.	R Marciello (Racing Engineering)	1m49.052s
5.	Daniel Abt (Hilmer)	1m49.090s
6.	Tio Ellinas(MP)	1m49.157s

was fastest on day one for Trident while Caterham's Rio Haryanto set the pace on day two.

## In brief



### EKSTROM TO ROC

Mattias Ekstrom will chase a fourth Race of Champions title at this year's event at Bangkok's Rajamangala Stadium. He will also partner Tom Kristensen in Team Scandinavia in the Nations' Cup.

### AUTO GP ADDS TEST..

Auto GP has added an extra two-day test at Vallelunga to its winter schedule. The test, which takes place on November 28-29, is in response to the championship's teams requesting extra winter running.

### ...AS FR3.5 DUMPS ONE

Formula Renault 3.5 organisers have confirmed its two 2014 pre-season tests, as the series switches from three two-day tests to a pair of three-day sessions to save costs. The tests will be at Aragon on February 25-27, and Jerez on March 24-26.

### TOYOTA'S NEW R3 CAR

Toyota will launch its first rear-wheel drive rally car since the Group A Supra when it starts selling the R3 category GT86 to customers in 2015. The rally car, derived from the racer, will feature a six-speed sequential gearbox and is aimed at crews in WRC3 and the British Championship.

### NEWSHAM TEST

Dave Newsham is assessing his options in the 2014 British Touring Car Championship after testing a Team Hard Volkswagen Passat CC at Croft last week. He confirmed that remaining with 2013 team Speedworks is still an option.

### MOFFAT BUYS CRUZE

Aiden Moffat will contest a full British Touring Car programme next year after buying the Chevrolet Cruze run by Andy Neate's IP Tech Race Engineering squad in 2013. The car will be run by his family-owned team.

### RYDELL SIDELINED

Rickard Rydell will miss this weekend's Macau legends race for VW Sciroccos due to an illness picked up during the Shanghai WTCC round.

## Peterhansel staying put

Stephane Peterhansel will stay with X-raid for the next two Dakar Rallies, ending rumours that he would be part of a factory Peugeot team in 2015. X-raid's 2014 line-up of Mini All4 Racings includes Nani Roma, Krzysztof Holowczyc and Orlando Terranova.



## CALADO TESTS DTM MERCEDES

Force India Formula 1 reserve driver James Calado tested a DTM Mercedes C-coupe for the manufacturer's crack HWA squad at Estoril last week.

Also driving at the 'secret' test were ex-grand prix driver Jaime Alguersuari, Mercedes GT youngsters Maxi Gotz and Maximilian Buhk, plus single-seater racers Felix Rosenqvist and Nigel Melker.

● HWA has appointed Ulrich Fritz, formerly head of AMG's customer programme, as commercial chief. He replaces Eric Neve, who left recently.

## Flying Lizard in Audi GT switch

Former Porsche factory team Flying Lizard Motorsports will switch to Audi machinery for next year's United SportsCar Championship. The team, which represented Porsche in the ALMS in 2007-12, will run two R8 LMSs in the GT Daytona class.



## HIRVONEN BACK TO M-SPORT

Mikko Hirvonen's return to M-Sport for the 2014 season is expected to be confirmed before the end of the month, AUTOSPORT understands.

The Finn has been tipped to reprise his role with the British squad following two difficult years with Citroen – ahead of this week's 2013 season finale in Wales. Hirvonen has only won once in two seasons for Citroen.

Under Malcolm Wilson's instruction at Ford, he won 14 WRC events and came within a point of the title in 2009.

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# Mario Andretti

## The inside line

America's most recent world champion reckons the race at Austin has done wonders for the country's uneasy relationship with Formula 1

**W**hen I look back at Formula 1's first visit to Austin's Circuit of the Americas last year, I'd say overall that it exceeded expectations. It was a monumental task, as you can imagine, to put something like that together, and you're exposed to the world. You get media from every corner of the globe, and you can be open to a lot of criticism. But I think the feedback coming from every angle was very positive.

There were a couple of glitches, but efforts have been made to clearly understand them. I think the attendance was beyond what they expected, and there was a great lesson to be learned from that. But you know what? I spent the entire weekend last year just moving around every area, and one thing that I saw clearly was that everybody was happy to be there. I'd see long lines for the shuttle bus, and people were yelling, 'yeah, Mario!' There was a good feeling around the place.

I was just in Austin again recently; we had a meeting with all of the immediate area sponsors that are involved in one fashion or another, and the buzz is good. At this point, they have already sold 40,000 international tickets. Last year they sold tickets to 46 countries, and all of our 50 states. I get people at airports in the TSA [security] line, saying, 'Hey Mario, are you going to be in Austin again?' And I say, 'Yeah, are you?' And they always say yes. So I think the buzz is pretty strong. Cynics will always say that people will come out for the first event, but I think the



Mario joined the inaugural Austin GP podium fun in 2012

Formula 1 again after what happened at Indianapolis in 2005. It's a venue that we can truly be proud of. Look at the United States: the prevailing investment goes to the ovals, so they are the Taj Mahals. We didn't have a Taj Mahal road course, with all of the associated infrastructure, that could stand side-by-side with the international venues. And now we do. It's not temporary; it's not that they are putting up a tent that comes down on Monday, this thing is there to stay.

MotoGP was very successful; great attendance. They have the USC sportscars and all that, and they're keeping the place busy. The thing that helps from a business model standpoint is that it's not just a racetrack, but a first-class facility for manufacturers, so they book time to do testing, introduce new models. They used to do that at other

**“The success of Austin has gone a long way to restoring American fans' faith in Formula 1”**

majority of people who were there will want to go back.

So these are all great signs. But honestly, the people backing the event really deserve it. When you look at the primary two individuals who are really behind this project once things got worked out with what's-his-name [former promoter Tavo Hellmund]... once that got worked out, Red McCombs and Bobby Epstein, they really hung themselves out. Now, I think this thing is doing OK.

And they deserve it, because it took a lot of big ones to expose themselves. Let's face it. You're competing with governments everywhere else in the world and sometimes even that isn't working. Look at India. They want to raise a tax to try to justify their race. So it's quite an undertaking. For a private enterprise system like we have here to foot that bill was incredible. So everything good that is coming back to them, they deserve.

I absolutely believe that the success of Austin has gone a long way toward rebuilding the American fans' faith in

places like Laguna, now that's where they want to go – Ferrari clubs, Porsche clubs, all those guys.

I mentioned the 2005 US GP earlier, and of course IndyCar will be using a different configuration of the Indy road circuit next year. Personally, I think it's a risk. No-one loves road racing more than I do, so from the standpoint of having more road races, fine. But there... for me, it diminishes the mystique of the main event, the Indy 500.

Also, look at Daytona. I raced at the first and second Daytona 24 Hours. Ferrari, Porsche and all the main teams were there. There was nobody around. Today you have the main NASCAR stars turn up, IndyCar stars, and still, nobody is there. You go to Sebring, and it's elbow-to-elbow. Why? Daytona has no ambience. There is not a single road-racing circuit inside an oval anywhere on this planet that draws a crowd. If F1 can't make it work on the Indy road course, nothing will. It's not that I'm a naysayer. I'm just trying to talk sense based on what we know. ☼



GETTY

14

# PROST ON VETTEL

Sebastian Vettel and Alain Prost are F1's only quadruple champions. In this exclusive interview, **EDD STRAW** asked the Frenchman how he feels about inevitable comparisons between them



THOMPSON/GETTY

**W**hen Alain Prost stepped out of his Williams–Renault FW15C after finishing second in the 1993 Portuguese Grand Prix to clinch his fourth and final world championship, Sebastian Vettel was only six years old. Although he was already driving a kart, he was still over a year away from starting his racing career. Twenty years and a month later, Vettel joined Prost as a quadruple world champion with victory in India and is only 14 triumphs away from matching Prost’s once-record 51 win mark.

By a quirk of timing, the day this issue of AUTOSPORT hits the shelves, Vettel is *exactly* the same age Prost was when the Frenchman claimed his first Formula 1 win in his home grand prix back in 1981 (26 years, 4 months, 11 days). A validation of Vettel’s precociousness, if any were still needed.

But age is little more than the consequence of a date on a birth certificate. Although Prost was not crowned champion for the first time until he was 30, it would be fatuous to suggest he was some kind of late bloomer compared to Vettel. It’s the inescapable similarities between the two that really matter, and those stretch far beyond the fact that both rank among the most successful drivers in grand prix history.

Physically, they are similarly diminutive. Vettel

**‘Vettel has fine-tuned his style, just as Prost mastered savage turbo and non-turbo cars to great effect’**

is fractionally the taller, but shares the same intensity Prost exhibited during his 1980s and early-90s pomp. They share similar mental qualities, for while Vettel’s is all-pervading and Prost’s faded with time and the more relaxed lifestyle of a retired champion, you can see the same keenness of intellect in both – a reminder that world championships are won with the head, not the heart. The driver nicknamed *le professeur* shares that same academic quality with Vettel.

On track, their styles are different. But this is by necessity. Just as Vettel has fine-tuned his style to exploit the maximum from the current-generation of grand prix machinery, with the need to utilise exhaust gasflow to generate downforce, so Prost effortlessly mastered both savage turbo and non-turbo machinery to great effect. They also share a similar cerebral approach to racing, although by the time he was winning championships Prost did not exhibit the same exuberance, including the risky pursuit of fastest laps in races, that Vettel does. But what differences there are do not add up to much. The bottom line is they are both consistent winners.

At one stage, Prost held several significant F1 records and was hailed by some as the greatest. Since retiring at the end of 1993, Prost has watched his various records be surpassed, largely by Michael Schumacher. So he is far from worried ▶



Point-scoring on his debut, Prost in Argentina 1980...

LAT



...and doing likewise, Vettel at Indy in '07

COATES/LAT



Respect between the generations

DPPI



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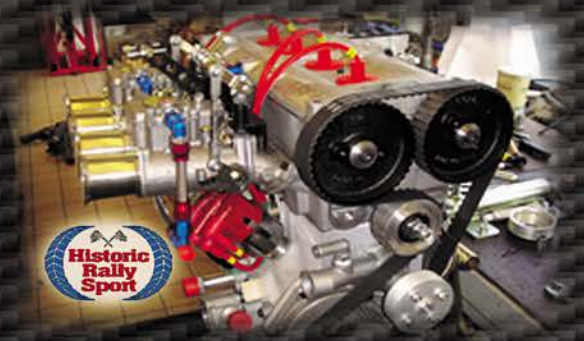
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Prost's first GP win, France '81, ahead of Watson (r) and Piquet

► about the fact Vettel will surely eclipse his mark of four world championships.

"When I retired after my fourth title and [Juan-Manuel] Fangio was still ahead, everybody asked me why I didn't try to go on to equal him," says Prost. "But I said that had never been my motivation. Then Michael Schumacher beat me, so I had one ahead and then two ahead and, for sure, it will be three with Sebastian in the future."

"I am interested to see if it is possible for him to beat Michael. When I beat the record of Jackie [Stewart's] wins in Portugal in 1987, I was embarrassed. But at the time that was a target because it is realistic. It is certainly not realistic to get back in the car and try and beat Sebastian again! I had a lot of records before Michael, and I lost them. I can live with that, no problem."

Were Vettel to race on at the top level to 38, as Prost did, that would give him another 12 cracks at the championship. But to do that would be an exception today, rather than the norm, just as it would have been impossible for Prost to have made his debut at 19 as Vettel did. He may have dominated his national Formula Renault championship in 1976 in his first year in cars at the age of 21, but was almost 25 when he made his debut for McLaren in the 1980 Argentinian GP. The most relevant comparison is both scored a point at their first attempt. For as Prost highlights, even the age difference is little more than a product of their respective eras.

"It's happening in all kinds of sports, people are starting younger," says Prost. "This is normal evolution. You need to remember that in my period, for driving a car you had to have a road driving licence and one year of experience, so you could only start at 19. But now, you can start

younger. You can start go-karting at eight years old, so things are very different.

"Also, the teams in our period were taking people for experience and it was much more difficult to get someone from F3 and F2 to become competitive at the beginning in F1. Nowadays, the drivers get used to F1 much more quickly. But it's still amazing. I stopped at 38 and if Sebastian continues until 38 he has a big chance to world champion many more times, so what he has done is a fantastic achievement. You can't compare periods."

But you can compare drivers. While Prost always turns down any opportunity offered to rank the greats of grand prix racing, of which he is unquestionably one, the qualities he recognises in Vettel certainly chime with his own. Vettel has fitted in perfectly with a British-based team, just as Prost enjoyed his greatest successes with McLaren and Williams. He found the attitudes of both Renault and Ferrari not entirely to his taste.

They also have Adrian Newey and Renault in common. Prost won the '93 title in a Renault-engined Williams for which Newey was the mastermind behind the aerodynamics. He also raced for the French marque's factory team from '81-'83 before his return to McLaren. In Vettel, he sees a driver sharing a similar mindset.


"First of all, I never compare drivers," says Prost. "Every year people ask you to give us a nod as to who was the best and I have never wanted to do that. If you look at Fangio's time when he was racing, when he had a problem with a car he could take his team-mate's car so you cannot compare.

"But what you can do is look at the way the drivers are, the way they work inside the team. Especially today, you really need the driver and ►



Vettel's first GP win, Italy '08, ahead of Kovalainen and Kubica


## PROST



**A direct comparison of their first 118 GPs**


118	STARTS	118
28	WINS	37
16	POLES	43
19	FASTEST LAPS	21
2	WORLD TITLES	4

## VETTEL



	GP	Notes
	1	Scores point for BMW Sauber
Makes F1 debut for McLaren, scoring a point	2	
	3	Joins Scuderia Toro Rosso for '07 Hungarian GP
	4	
	5	
	6	
	7	
	8	
	9	
	10	
	11	
Joins Renault for '81 season	12	
	13	
	13	
	15	
	16	
Takes first win and fastest lap in French GP	17	
	18	
	19	WIN
	20	
Takes first pole in German GP	21	
	22	WIN
	23	WIN
	24	WIN
	25	
	26	
	27	WIN
	28	WIN
	29	WIN
	30	
	31	

Seb's first Red Bull win, his first of 36 so far



continued ▼

# AUTOCOURSE™ 2013-14

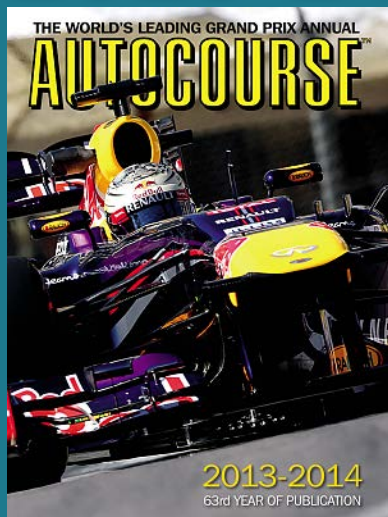
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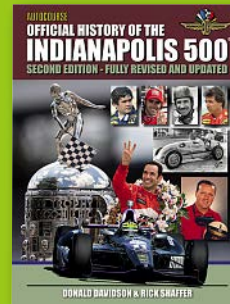
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**Prost celebrates second title in '86**



TONY FEDER/ALLSPORT

► maintain their supremacy. If one thing is certain in F1, it is that success is transient. From an aerodynamic point of view, there is no reason to expect Red Bull to be knocked off its perch. Even though the changes to the cars are significant, they are not as considerable as the new regulations originally planned and nowhere near as dramatic as those faced a few years ago.

Newey himself says of 2014: "The regulation changes are engine-dominated and it's not at all clear at the moment which of the three engine manufacturers will come up with the best product. From a performance and reliability point of view, it could be pretty concerning at the start of the season. The new regulations are massively complicated for the engine manufacturers and for us when it comes to making the chassis. It's very hard to judge where everyone will be at the start of 2014, but the aerodynamic changes aren't nearly as big as the ones we faced in 2009."

So much depends on Renault. Right now, there is very little data to go on in terms of how the engines are shaping up. But based upon rumblings in the paddock, and the way the various engine manufacturers are conducting themselves in the ongoing technical meetings, Renault is in decent enough shape. That said, Mercedes is said to be very confident, suggesting that while Red Bull may well have an engine advantage over Ferrari, Mercedes could be in a better position. Even then, Renault's record suggests it should not be underestimated and there is no reason why it cannot hit the ground running with the best all-round engine.

Prost believes this will be a big test for Vettel. His confidence is sky-high right now, but enduring a difficult season will be very different.

"When you are young and world champion, especially in a team like Red Bull where they push you 100 per cent, it gives you extra confidence," says Prost. "We all know psychology, for a racing



**Vettel shows his delight over fourth crown in India**

TEE/LAT

## PROST: TEAM-MATE CRITICISM "NOT VETTEL'S FAULT"

One criticism that Sebastian Vettel consistently faces is that he is 'only' up against Mark Webber as his team-mate. There is a clamour for him to line up alongside a proven world champion. Setting aside the fact that Webber is a stronger team-mate than given credit for – and only five times in world championship history have two established world champions teamed up – it is fair to say Vettel hasn't faced the same level of intra-team competition as Prost did.

The Frenchman's team-mates during his four world title years were Niki Lauda (1985), Keke Rosberg

(1986), Ayrton Senna (1989) and Damon Hill (1993). But while he bested three proven, and one future, champion in equal machinery, Prost does not believe the fact Vettel has yet to do so is a legitimate criticism. Likewise, the claims he must succeed in a different team.

"I can understand people saying that, but the only answer I have for that is that it is not his fault," says Prost. "It's the way it is. There is a big difference between saying it would be good one day to see Vettel in another team up against another driver, that is an acceptable way of thinking. But you can't say he's not

a great driver and criticise him because of the situation he's in. That's not his fault.

"When he is in this position, why would he change to go to Caterham or Marussia just to make some fans happy? It's more difficult to change teams and beat different team-mates, but you can't blame him for this."

Prost won titles for both McLaren and Williams, and finished second for Renault and Ferrari. But it must be pointed out that his departures from Renault, McLaren and Ferrari were acrimonious, not motivated by this mythical desire to win for multiple teams.



**Vettel had his issues with Webber in Malaysia...**

COATES/LAT



**...but it's nothing compared to the Prost/Senna feud of the late '80s**

PASCAL RONDEAU/ALLSPORT



Seb secured fourth world title with win in India...

DUNBAR/LAT

driver, is a really big part of performance.

"Seb always knows he has a long way to go. If he had not won this year, it would not have been a disaster for him. That's why he is so successful. He simply cannot be destabilised at the moment."

You might have said the same about Prost after the same number of races in his career. Then, he was a double world champion and driving for a McLaren team that was about to replace its ageing TAG-Porsche powerplants with Honda. The following year, Ayrton Senna joined the team, not only beating Prost to the title in 1988 but eventually being the main reason the Frenchman left for Ferrari in 1990.

Daniel Ricciardo certainly isn't Senna, far from

it. He has yet to finish higher than seventh in a grand prix whereas Senna already had wins to his name when he went to McLaren. But it does illustrate a point. Things are ever-changing in F1 and while there are no doubts that Vettel is an all-time great, there will constantly be new tests and changes of circumstance. Based on current evidence, Vettel will be equal to the challenge.

As Prost points out, how Vettel reacts to these different circumstances will tell us a lot about the German. But few doubt that, whether it's next year or far beyond, Vettel will eclipse Prost's tally of championship wins.

And the original professor will be delighted to watch him do it. ☺

## RENAULT F1 WINS

- 1 Sebastian Vettel, 36
- 2 Damon Hill, 21
- 3 Fernando Alonso, 17
- 4 Alain Prost, 16
- 5 Nigel Mansell, 15
- 6 Jacques Villeneuve, 11
- 7 Michael Schumacher, 9
- 8 Mark Webber, 9
- 9 Rene Arnoux, 9
- Ayrton Senna, 8
- Riccardo Patrese, 4
- 12 Thierry Boutsen, 3
- 13 Jean-Pierre Jabouille, 3
- Johnny Herbert, 2
- Giancarlo Fisichella, 2
- Kimi Raikkonen, 2
- 17 Elio de Angelis, 2
- David Coulthard, 2
- Heinz-Harald Frentzen, 2
- Gerhard Berger, 1
- Jarno Trulli, 1
- Pastor Maldonado, 1

## RENAULT IN F1

- 517 races started
- 163 wins
- 211 pole positions
- 163 fastest laps
- 11 drivers' championships
- 12 constructors' championships
- 1977 debut in F1



...and Prost clinched his final title in '93

GETTY

		continued ▲	
		PROST	VETTEL
		75	WIN
		76	WIN
		WIN 77	Wins second world title in '11 at Suzuka
		78	WIN
		79	WIN
		80	
		WIN 81	Takes 30th pole position in Brazilian GP
		82	
		WIN 83	
		84	
		WIN 85	WIN
		86	Takes 10th fastest lap in '12 Bahrain GP
		87	
	In European GP at Brands Hatch, wins first world title in 1985	88	
		89	
		90	
		91	
		WIN 92	
		WIN 93	
		94	
		95	WIN
		96	WIN
		97	WIN
		98	WIN
		99	
		100	
		WIN 101	
		102	Wins third world championship in '12 at Interlagos
		103	WIN
		104	
		WIN 105	WIN
	In Australia, wins second world title in '86	WIN 106	Beats Jackie Stewart's win tally with 28th victory
		107	
		WIN 108	WIN
		109	Takes 30th win in '13 German GP
		110	WIN
		111	Takes 40th pole position in Italian GP
		112	WIN
		113	WIN
	Breaks Jackie Stewart's win record with 28th victory in '87 Portuguese GP	114	WIN
		115	WIN
		116	WIN
		WIN 117	WIN
		118	WIN
			Wins fourth world title in Indian GP



COATES/LAT

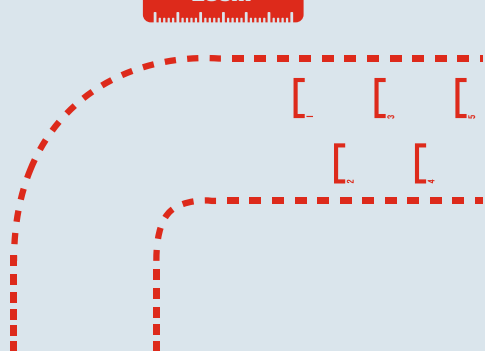


# UNITED STATES GP PREVIEW

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## FIRST CORNER

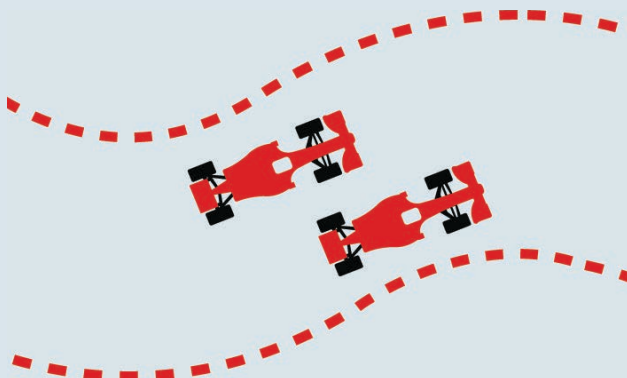
280m



Just 280 metres of red, white and blue-flanked uphill asphalt separates the pole man from the tight left-hand apex of turn one at the Circuit of the Americas.

## OVERTAKING STATS

The US GP's inaugural event in Austin delivered a feast of overtaking, punching the track up to fourth in the table for the most passes during a 2012 race. Quite an impressive debut.



## FULL THROTTLE



54%

Only 54 per cent of the lap here requires full throttle. This places the circuit 16th for throttle demand of all the grand prix tracks in 2013 – only at Monaco, Hungary and Singapore is it a smaller percentage.

## PITLANE

A pitlane of 414m is the fifth longest seen all year, although the pitlane loss is at the other end of the scale – just 19s, making it the fourth least penalising in terms of time lost per stop.



AUSTIN	
Pitlane length	414m
Length rank	5th longest
Pitlane loss	18.8 seconds



MELBOURNE

SILVERSTONE

## SAFETY CARS

The safety car was not needed at the US GP last year – and since it was the first GP at the track, it's impossible to predict the likelihood of it appearing this weekend.



USA/INDIA

SINGAPORE

## FUEL PENALTY



The fuel penalty at the Circuit of the Americas is tending towards the high side at 0.374s per lap for every 10kg of fuel carried.

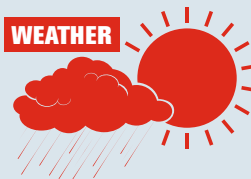
## GEAR CHANGES

Each lap of the Austin track requires 58 gear selections, the 15th highest number of the 2013 calendar.



AUSTIN	
Circuit Length	3.427 miles
Race Laps	56
Race Distance	191.939 miles
Lap Record	Sebastian Vettel, 1m39.347s (2012)
Corners	20 (11 Left, 9 Right)
Circuit Direction	Anti-Clockwise
Corners <62mph	6
Corners >155mph	6

## WEATHER



## MONTHLY AVERAGES

Daily sunshine	5.6hrs
Rainfall	190mm
Min temp	10.3C
Max temp	29.9C

Austin has a humid subtropical climate, characterised by hot summers and mild winters.

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## FRIDAY

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1845 Sky Sports F1  
LIVE Free Practice 2

2100 Sky Sports F1  
Team Principal Press Conference  
2300 Sky Sports F1  
The F1 Show

## SATURDAY

1445 Sky Sports F1  
LIVE Free Practice 3  
1700 Sky Sports F1  
LIVE Qualifying

## SUNDAY

1730 Sky Sports F1  
LIVE United States GP

## ALL WEEK

Classic races from the United States GP will be played throughout this week.

100%

## GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the 17 races run so far in 2013 compared with the theoretical absolute pace, which is expressed as 100.



101%

The two Mercedes of Hamilton and Rosberg remain firmly entrenched between the two Red Bulls. The gap from Webber to Alonso, however, is increasing as the Spaniard's form drops off and Webber sets two poles



102%

Sutil's recent inability to progress into Q2 means he has slumped down the supergrid. Going into round 15 in Japan, he was ahead of Ricciardo and Perez. Now he is only just ahead of recent Q3 regular Hülkenberg



Gutiérrez has been caught up by the two Williamses of Maldonado and Bottas, thanks to their superior qualifying pace in Abu Dhabi that put both in Q2

103%

## AND THE REST...

Although Max Chilton has slightly closed the gap – into the 104s now – he's almost certain to finish the year at the bottom of the supergrid. Team-mate Bianchi splits the two Caterhams.

Pic (Caterham)	104.079
Bianchi (Marussia)	104.235
Van der Garde (Caterham)	104.663
Chilton (Marussia)	104.969

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# UNITED STATES GP PREVIEW

# Sidepod wings split teams for America

Our technical correspondent **GARY ANDERSON** explains why and how the different teams have very different approaches to the wings mounted on their sidepods at this weekend's Texas race

**W**ith such restrictive aerodynamic regulations, there aren't many places where there are very obvious differences in shape between today's Formula 1 cars. But have a look at the top of each car's sidepods at this weekend's United States Grand Prix.

The new aerodynamic regulations introduced in 2009 eliminated a lot of the aero flicks and vanes that appeared on the top of sidepods. But if you look at the front of the top of the sidepods, you will see some aerodynamic parts. Most obvious is the McLaren, which

now has four vertical wings at the front of the sidepod.

There are two ways the sidepod works. On the side, the coke bottle area is sucking air which is coming from the central area at the front of the car around the side of the sidepod. If you get all of that working well together, you can generate a lot of downforce because of the undercut angle of the sidepod, unless you have a straight side like the Sauber.

You can't generate downforce with the top surface of the sidepod, but you can certainly create lift which is a big negative. This is the second area in

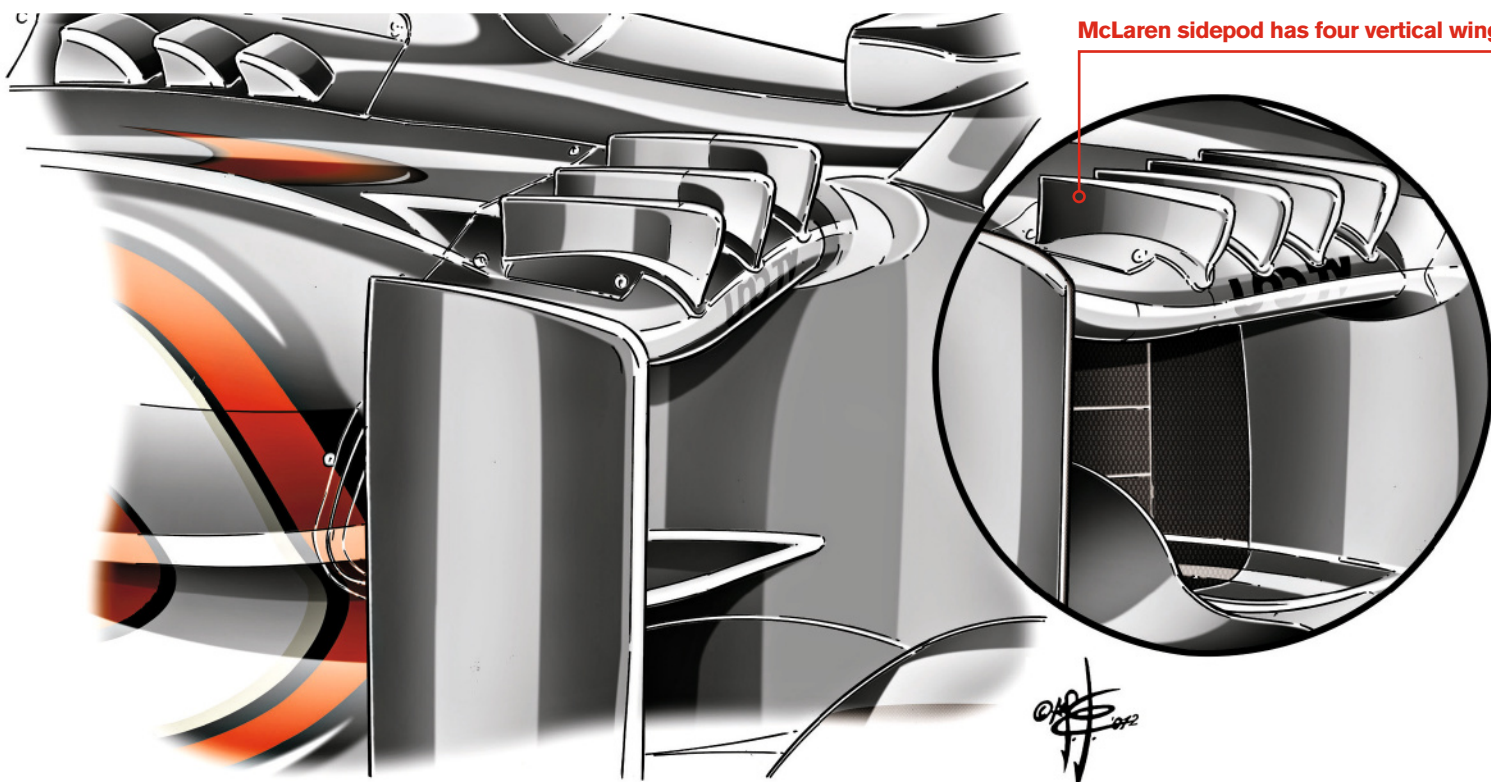
which the sidepod must be made to work. That surface is effectively a wing the wrong way up, so it's important to make it as neutral as possible. The wings at the front of the sidepod redirect airflow coming over the top of the sidepod and turn it outboard and downwards, so it feeds into the air being sucked around the sidepod by the coke bottle.

Everyone has experimented with wings in this area, but McLaren's four wings is the most dramatic. Red Bull, for example, has a single horizontal wing, which tells you a lot about how well the airflow structures of the two

cars are working. The Red Bull aero is working pretty well, so just needs the one wing to tidy it up, whereas the McLaren has effectively not one but four bandages!

All of the aerodynamic parts of the car are interconnected and it's all about making the whole system work as effectively as possible. That McLaren has had to resort to such a dramatic package of wings in this area suggests that its management of the airflow structures is not at the same standard as that of Red Bull. That will certainly be borne out in their relative performance in Austin this weekend.

McLaren sidepod has four vertical wings





## THE CIRCUIT BRIEF



**Sebastian Vettel**  
**Four-times world champion**

Austin was fantastic last year. To be honest, we were all very surprised. Up to that point, Formula 1 didn't have the best record in the United States, so it was great to see that there were so many people.

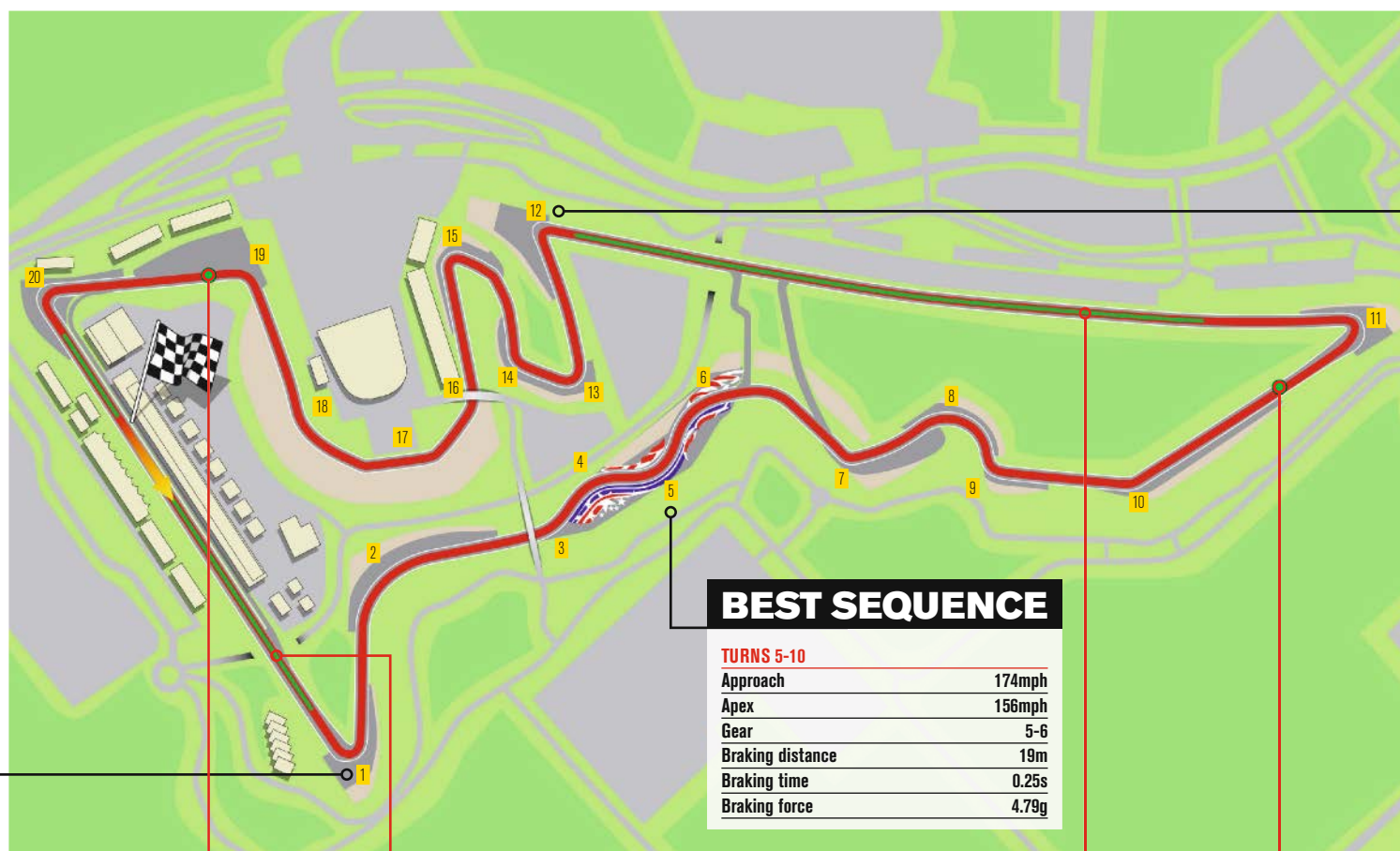
The whole city, that's the really special thing that we enjoy, not just the track itself. The whole city actually living with the grand prix. There was a fantastic vibe and we were all really looking forward to the event.

The track is tricky, very challenging and mixed with high speed and slow corners. Overtaking is possible here. Probably the best place is where the DRS zone is, down to turn 12 but there are a couple of other places as well.



Tricky and challenging, but you can overtake

STALEY/LAT



DRS Detection 2

DRS Zone 2

DRS Zone 1

DRS Detection 1

## POTENTIAL FLASHPOINT

## THE STORY OF 2012

## PASSING SPOT



FERRARO/LAT

TURN 1			
Approach	191mph	Braking distance	125m
Apex	50mph	Braking time	2.89s
Gear	2	Braking force	5.39g

Sebastian Vettel looked to be on course for victory after leading from the start, but McLaren driver Lewis Hamilton came on strong in the second half of the race. After Vettel was delayed behind Narain Karthikeyan, Hamilton was able to get close enough to DRS his way past to take his second US GP win in two attempts, ahead of Vettel and Fernando Alonso.



ETHERINGTON/LAT

TURN 12	
Approach	197mph
Apex	53mph
Gear	2
Braking distance	125m
Braking time	2.62s
Braking force	5.62g



BILLISMA / XFP

# Massa and Williams: a marriage of convenience

Felipe Massa and Williams wouldn't be either's first choice of partner in their glory days. But as **EDD STRAW** explains, it might just work out



Massa's stock has fallen since his peak in 2008

26

## MASSA'S F1 CAREER SO FAR

### 2002 – 13th

Joins Sauber in place of Kimi Raikkonen. On Ferrari's books, he scores four points.

### 2003 – test driver

No racing but tests regularly for Ferrari, completing over 10,000km of running.

### 2004 – 12th

Returns to Sauber a more rounded driver, managing a best of fourth in Belgium.

### 2005 – 13th

Outscores illustrious new team-mate Jacques Villeneuve, and his best finish is again a fourth place in Canadian GP.



### 2006 – 3rd

Promoted to a race seat with Ferrari alongside Michael Schumacher, winning in Turkey and Brazil.

Massa played second fiddle to Alonso



GILHAM/GETTY

Superficially, Ferrari refugee Felipe Massa's move to Williams has the air of a big-name driver not knowing when his time is up and tumbling down the grid just to stay in Formula 1. But in the case of Massa and Williams it's a little different. While both team and driver have yet to convince that they have what it takes to recapture their glory years, Massa has arguably joined the team in the best position outside of the big guns.

The combination of next year's major rule changes and the level of resources and budget of Williams mean it can aspire to perform at Lotus level. It would be fanciful to argue Massa might be in a position to get regular top results next year, but his fighting talk rings true.

"Looking at the infrastructure they have, they have every possibility of doing a good car," said Massa. "Next year, everything will change, the rules will be completely different, the engines, the aerodynamics, everything."

"I believe in the company, I believe in what they have. They have a very good windtunnel and they have every possibility of doing a good job. There are so many changes happening inside the team, the aerodynamics [department], engineers, the chief technical officer. Many things are changing to make a different picture."

Under the aforementioned technical chief Pat Symonds, changes are afoot. Massa's experience can be of benefit even though there are legitimate questions over whether his performance level will be anything special after four difficult seasons alongside Fernando Alonso at Ferrari. Neither team nor driver can honestly argue that this deal represents the dream partnership for both; Massa would surely prefer

a team with a higher starting point and Williams would favour a driver with a stronger recent track record. But this partnership should benefit both sides.

Commercially, it's good news for Williams. As well as opening the door to South American backers, sources suggest that Mercedes Brazil has played a part in easing the financial demands of a customer engine supply. While both team and Massa are adamant he is not a pay driver, there are certainly tangible commercial benefits to their alliance.

With Valtteri Bottas, whose performance in his rookie season confirms he will be capable of scoring big points in a strong car, Williams has a driver that can be relied upon, making Massa's recruitment less of a risk.

"Felipe is an experienced talent in F1, he has demonstrated what he can do, he's narrowly missed out on winning a world championship and has won 11 grands prix," said deputy team principal Claire Williams.

"He has the experience we really need to move this team forward. He's looking forward to the challenge and believes he can help turn this team around."



Farewell hug from di Montezemolo

FERRARI MEDIA

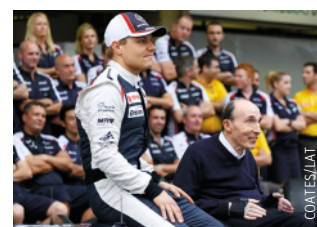
MASSA: "I believe in this company, they have every possibility of doing a good job. There are so many changes happening"

The value of Massa's experience cannot be overstated. Even if his performances next year reflect his recent efforts at Ferrari – sporadically fast but occasionally error-prone and with a tendency to struggle to string together consistently strong race pace – that knowledge will be vital. The Brazilian has worked with Ferrari on and off since 2003, knows how drivers like Michael Schumacher and Alonso operate and will be a valuable ally to Symonds in the garage in terms of establishing top-team working practices. Mercedes always stressed how valuable Schumacher was from 2010-2012 in this regard and Massa may have the same influence at Williams.

The marriage between Massa and Williams is without doubt one of convenience. But while there were clearly better driver options available, notably Nico Hulkenberg, at worst Massa's still has a value in terms of improving the team's working processes, which Symonds has been at pains to target as the main area for improvement.

Massa will most likely have his good days and his bad days, just as he has had in 2013. But the success of his time at Williams could well end up being measured in terms of his all-round contribution rather than results on track. As with any marriage of convenience, it's up to both sides to make the best of it.

## Q&amp;A



COATES/LAT

## VALTTERI BOTTAS RE-SIGNED WILLIAMS DRIVER

You were always expected to stay at Williams, but is it encouraging to have such strong support from the team?

Yes, it's very nice news. I knew about this for a little bit of time, but getting everything confirmed means it's a nice feeling to know I can continue with Williams. I've been learning a lot this season and I really think I will be better and quicker and more experienced next year.

Your attitude has been to accept the team is struggling and ensure you learn as much as you can. Do you feel ready to exploit a stronger car?

I do. I really think everything went as planned, learning a lot and getting experience. Many times this year the car has masked the performance but I think if we look at qualifying performances for my first season, it's also nice to outqualify my team-mate [Pastor Maldonado].

Are you confident you can beat Felipe next year?

Of course, you need to believe in that and we will both be pushing hard to get points for the team and improve the car. I do expect to be on the pace and possibly beating him.



COATES/LAT

### 2007 – 4th

Championship charge ended by a suspension problem at Monza. Wins three races and finishes fourth overall.

### 2008 – 2nd

Denied the title by Lewis Hamilton's late pass on Timo Glock at Interlagos. Bags six wins during the year.

### 2009 – 11th

Season ends in Hungarian GP qualifying when a spring strikes him in the head. Returns to test three months on.

### 2010 – 6th

Outqualifies new team-mate Fernando Alonso at the first attempt, but manages only five podiums all season.

### 2011 – 6th

Struggles with new Pirelli tyres and misses out on a podium finish for the first time since his final Sauber year.

### 2012 – 7th

After a dire first half of the season, stages a revival late on and signs a new one-year deal with Ferrari.

### 2013 – 8th

Qualifying performances are impressive, but has just one podium finish and is replaced by Raikkonen for 2014.

# Is Magnussen ready for F1?

Times have changed for rookies since McLaren gave Lewis Hamilton his F1 debut. **GLENN FREEMAN** finds out if its latest hotshot is ready to step up



28

For the first time since Lewis Hamilton's explosive 2007 rookie season in Formula 1, McLaren is set to have a newcomer racing one of its cars next year. Sources confirmed to AUTOSPORT earlier this week that it had taken the decision to replace Sergio Perez with Formula Renault 3.5 champion Kevin Magnussen, although as we closed for press on Tuesday a contract had not been signed.

Perez has endured a patchy first season with the squad in a difficult car, while away from the F1 circus McLaren junior Magnussen has

come of age en route to sealing the FR3.5 title last month.

Magnussen recently made the very good point that how you judge a driver's readiness for F1 has changed in recent years due to the lack of testing. Whereas Hamilton was able to complete around 10,000 kilometres of running before his debut, today's newcomers can expect to get roughly a quarter of that before their first race.

"If this was 2005 I would not be ready [having had so little F1 seat time], but these days I don't think

you can ever be really ready in that sense because there is not enough testing," said Magnussen before news broke of McLaren's decision. "With the circumstances as they are now, I'm as ready as you can be."

Drivers on the brink of an F1 graduation are hardly going to say anything else, but to Magnussen's credit he knew he couldn't have made the step 12 months ago after his rookie season in FR3.5.

"It was not even worth talking about last year," he added. "Maybe I was quick enough, but I was not



Magnussen has been learning on GP weekends

TEE/LAT

mentally ready and I had to grow in my racing."

It's the mental side of the Dane's game that has led to the most obvious changes in him this year. He has shown maturity, which in the cockpit allows him to turn his undoubted speed into consistent results. It is those traits that make his FR3.5 team boss, Jean-Paul Driot of DAMS, convinced that he is ready to step into F1.

"Kevin has a great future," said Driot. "He is very good mentally, and this is the most important thing. He knows how to manage the attention. He is very focused and I don't think he will be

## MAGNUSSEN'S 2013 FORMULA RENAULT 3.5 SEASON



Magnussen has tested for McLaren already this year



HONEY/LAT

## TOUGH LOVE KEY TO FR3.5 TITLE

One of the key moments in Kevin Magnussen's 2013 season – and possibly his career, based on the effect it had – came behind closed doors in the early part of his relationship with DAMS in Formula Renault 3.5.

While team and driver had fallen for each other as soon as they joined up for a test in late 2012, by the time the season started there was a feeling that they were not quite pulling in the same direction. DAMS boss Jean-Paul Driot stepped in, and after some firm words of advice to Magnussen about co-operation, the building blocks were set for a convincing title-winning campaign.

"Kevin is a strong character, so it was not easy in the beginning," Driot told AUTOSPORT. "He was a little bit stubborn in the way he worked.

We have some strong personalities as well, but we opened up and he understood that we were here to help him, not work against him. After that it built up very nicely during the year and you can see the results."

Magnussen added: "It wasn't easy. The team supported me well, and although it looks very consistent from the outside, emotionally it has been up and down. But we won this together, and I cannot describe how good that feels."



ROZENDAAL/DUTCH PHOTO AGENCY/LAT



McLaren is throwing another F1 rookie in

FERRARI/DALIA

distracted by all that Formula 1 brings. This is a very big asset.

"He is so professional, and always working on the details. And I think his best strength is his ability to deliver his best three sectors on the same lap to produce a laptime."

Whitmarsh has admitted to AUTOSPORT that the team's past links to Magnussen's father Jan, who made his F1 debut with McLaren in the 1995 Pacific Grand Prix, played a part in it signing him up to its junior programme in the first place. However, he added that Jan's failure to make a mark at the top level – he scored one point in

24 starts for Stewart Grand Prix in 1997-98 – fuelled McLaren's determination to make it work this time with his son.

"Despite Jan's talent he didn't succeed as a Formula 1 driver," said Whitmarsh. "It was quite interesting and an illustration that you need a number of important components other than pure talent. When we noticed Kevin a few years ago, we could see the speed and the talent and we wondered if we could do a better job. It became an interesting challenge, and maybe he is more focused than his father was."

The younger Magnussen has

spoken of learning from the mistakes of his father – in a column for AUTOSPORT earlier this year he said "I think he was enjoying life a bit too much!" – and it's something McLaren have been keen to motivate him with.

"I've been very frank with him about the talent his father had," said Whitmarsh. "It's been pointed out to him that being quickest isn't good enough, you've got to get the job done, win championships and this year we've seen that from the first round and he's done a great job."

Magnussen has admitted on several occasions that he had to

work hard on himself towards the end of 2012 to focus on the bigger picture rather than trying to be fastest every time he was on track. McLaren could see the change in his approach this year, which netted him his first title since Danish Formula Ford in 2008.

That, coupled with his performances in two F1 tests over the past 12 months, has all contributed to the events of the last few days that forced Perez out of the door after just one season of racing in silver.



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# HOW RALLY GB WAS SAVED

Britain's round of the WRC has been through some tough times, but this weekend's event could be the start of a new era. **DAVID EVANS** looks at some of the changes that have been made

**R**ally GB was down, and close to out. With 31 entries, an unpopular route and a host city whose population found its presence little more than an inconvenience, Britain's future in the World Rally Championship looked shaky. And not for the first time. Chief executive Andrew Coe talked the talk. But, had he taken his words outside, they would likely have fallen only on the ears of a dog;

the man usually accompanying the canine was nowhere to be seen.

Something had to change.

And it has. Around the time of last year's event, a new contract with the Welsh Government was being struck. This time the deal wasn't about tourism and the near-impossible task of selling Wales via a late-autumn run through the rain-lashed, mud-stained countryside. This time it was about taking the rally to the nation's burgeoning automotive sector to offer world-class business-to-business opportunities.

The deal had its detractors. Don't forget, only a couple of years before, the commercial side of Rally GB and the Welsh Government had been court-bound to settle a legal battle over the attempted early exit of a contract. And then there was the brouhaha with the FIA when Jarmo Mahonen felt Britain would only be worthy of a WRC round outside of Wales.

There was a brief flirtation with England's north-east and north-west, but when push came to shove, neither could find the finance to match a £1.65m-per-year deal from Wales.



Last year's action played out in empty forests...



... but the hope is that the crowd will grow



Organisers promise a fanfare for crews and fans

so good – liveried with the ‘Rally of Legends’ tag line from westwards of Chester.

Above that there has been television and radio advertising that will have reached more than 10 million people through the Central, Granada and Welsh regions.

This time, Wales, and its English neighbours, will know the rally is coming.

And the competitors have already arrived. Last year’s international entry has been doubled and the two national rallies are a sell-out.

But the big pull, in terms of spectators, will be from sizeable conurbations like Liverpool, Manchester and Birmingham. And the organisers – within the contractual and national boundaries of a Welsh event – couldn’t have made it easier to tease disillusioned fans back across Offa’s Dyke. Or to tickle the fancy of interested families.

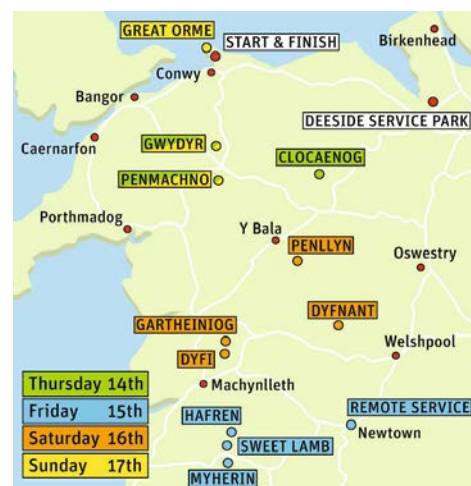
The introduction of RallyFest stages at Chirk Castle (Saturday) and Kinmel Park (Sunday) – along with an entertainment packed Saturday night in service (including a barbecue, an X-Factor fella and late-’90s indie faves Republica) – offer a sensibly priced action-packed day. And if they take the RallyFest bait this year, then they might make the step into the woods next year.

And, courtesy of another inspired route from Andrew Kellitt, the step into the woods couldn’t be easier or more rewarding. Night stages are back this year, along with some of the most recognised road names in world rallying.

The only criticism of the route is that it could be more compact, taking four days when three would probably do. But look longer and harder at the route and you’ll see the days are long, just with earlier starts and slightly earlier finishes. And, this Saturday will be as testing a day as any in this year’s championship. Kellitt has sought and been granted a waiver from the FIA to take the crews further than ever on a single set of tyres and without seeing service.

Make no mistake, this week’s WRC finale has teeth. And, it would seem, a future. ❧

## ITINERARY



Location	Distance (in miles)	Time
<b>THURSDAY NOVEMBER 14</b>		
<b>Qualifying</b> Llandegla	1.98	1045
<b>START</b> Conwy		1830
SS1 Gwydyr	3.91	1907
SS2 Penmachno	6.53	1940
SS3 Clocaenog 1	4.67	2046
<b>FRIDAY NOVEMBER 15</b>		
SS4 Hafren 1	19.97	1013
SS5 Sweet Lamb 1	2.49	1058
SS6 Myherin 1	19.88	1116
<i>Remote service Newtown</i>		1306
SS7 Hafren 2	19.97	1424
SS8 Sweet Lamb 2	2.49	1509
SS9 Myherin 2	19.88	1527
<b>SATURDAY NOVEMBER 16</b>		
SS10 Gartheiniog 1	11.55	0829
SS11 Dyfi 1	13.36	0857
SS12 Gartheiniog 2	11.55	1029
SS13 Dyfi 2	13.36	1057
SS14 Dyfnant 1	13.23	1242
SS15 Chirk Castle 1	0.93	1423
SS16 Chirk Castle 2	0.93	1436
<b>SUNDAY NOVEMBER 17</b>		
SS17 Dyfnant 2	13.23	0859
SS18 Penllyn	8.38	1001
SS19 Clocaenog 2	4.67	1109
SS20 Kinmel Park 1	1.36	1209
SS21 Kinmel Park 2	1.36	1217
SS22 Great Orme	2.92	1308
<b>FINISH</b> Llandudno		1330

## TOP 20 ENTRIES

- MIKKO HIRVONEN/JARMO LEHTINEN Citroen DS3 WRC
- DANI SORDO/CARLOS DEL BARRIO Citroen DS3 WRC
- MADS OSTBERG/JONAS ANDERSSON Ford Fiesta RS WRC
- EVGENY NOVIKOV/ILKA MINOR Ford Fiesta RS WRC
- NASSER AL-ATTIYAH/GIOVANNI BERNACCHINI Ford Fiesta RS WRC
- JARI-MATTI LATVALA/MIIKKA ANTILLA Volkswagen Polo R WRC
- SEBASTIEN OGIER/JULIEN INGRASSIA Volkswagen Polo R WRC
- ANDREAS MIKKELSEN/MIKKO MARKKULA Volkswagen Polo R WRC
- ROBERT KUBICA/MICHELE FERRARA Citroen DS3 WRC
- THIERRY NEUVILLE/NICOLAS GILSOUL Ford Fiesta RS WRC
- MARTIN PROKOP/MICHAEL ERNST Ford Fiesta RS WRC
- MICHAL SOLOWOW/CHRIS PATTERSON Ford Fiesta RS WRC
- SEPP WIEGAND/FRANK CHRISTIAN Skoda Fabia S2000
- MARK HIGGINS/CARL WILLIAMSON Ford Fiesta R5
- YAZEED AL RAJHI/MICHAEL ORR Ford Fiesta RRC
- LORENZO BERTELLI/MITIA DOTTA Ford Fiesta R5
- TOM CAVE/IEUAN THOMAS Ford Fiesta R5
- ALEX VILLANUEVA/OSCAR SANCHEZ Mitsubishi Lancer Evo X
- EYVIND BRYNILDSEN/TBA Ford Fiesta R5
- ABDULAZIZ AL-KUWARI/KILLIAN DUFFY Ford Fiesta RRC



# KUBICA'S NEW PARTNER

Not only is Wales Rally GB the first time Robert Kubica gets to go up against the stars of the WRC in a factory Citroen, he's got a new co-driver to cope with, too. **DAVID EVANS** investigates

**T**his is a very long way from the neon lights of Yas Marina. It's not far from the sea, but this muddy forest is a very long way from Formula 1. The last time Robert Kubica drove a car capable of winning a world title outright, he was in the desert. Today, three years to the day after he raced a Renault to fifth in Abu Dhabi, he's back in a car capable of taking him to the sport's pinnacle.

Inland from Aberystwyth, he's south of Machynlleth in deepest, darkest Wales. And in the woods on the shores of Nant-y-Moch. This is Taliesin, to those in the know.

He's smiling and the sun's shining. But behind the smile, all is not well for Kubica. It would be unfair to talk of him landing the dream drive this week. He readily admits the dream drive for him is in Texas this weekend. The one with Massa's name alongside the word Ferrari.

This is another dream. Or at least it was until his co-driver Maciek Baran dropped the bombshell that he was out. A week or so after landing the WRC2 title alongside Kubica, his countryman said his days were done in rallying.

Just days before the Polish superstar hit rallying's big time for his WRC debut in a factory World Rally Car, he found himself with nobody to call his pace notes. And nobody for him to call in his native tongue.

He turned Italian and called Michele Ferrara. Kubica is fluent in Italian, courtesy of spending several years in Italy during his formative racing years. The 35-year-old Ferrara competed in the WRC this season, but only once, finishing 15th alongside Andrea Crugnola in a Citroen DS3 R3T. Ferrara has, in fact, only started seven WRC rounds in his life.

And now this. A factory co-driver with Kubica. There's the deep end and there's this. Predictably, it's the last-minute pairing that focuses Kubica's mind more than anything

right now. He's not a man who gets wound up very often. Today, he's close.

"This," he admits, "is not a situation I would like to be in. On one hand I look forward to this challenge and this opportunity, but the co-driver plays a big and important role. I did a lot of rallies this year and I spent a lot of time preparing for the events and getting the pacenotes right. And, practically in one day, I discover that all the work I did disappeared.

"It is more difficult for me now to change back to Italian than to learn from zero. This is a very difficult situation..."

His voice trails away. It really has spoiled it for him.

"I think you use the right words to describe the situation at the moment," he says. "I was very keen to do GB. For me it was a nice moment, and I was looking forward. After finding a new co-driver, it has changed quite a lot my mind and mood. It really puts me in a tough situation."

More than anybody in world motorsport,



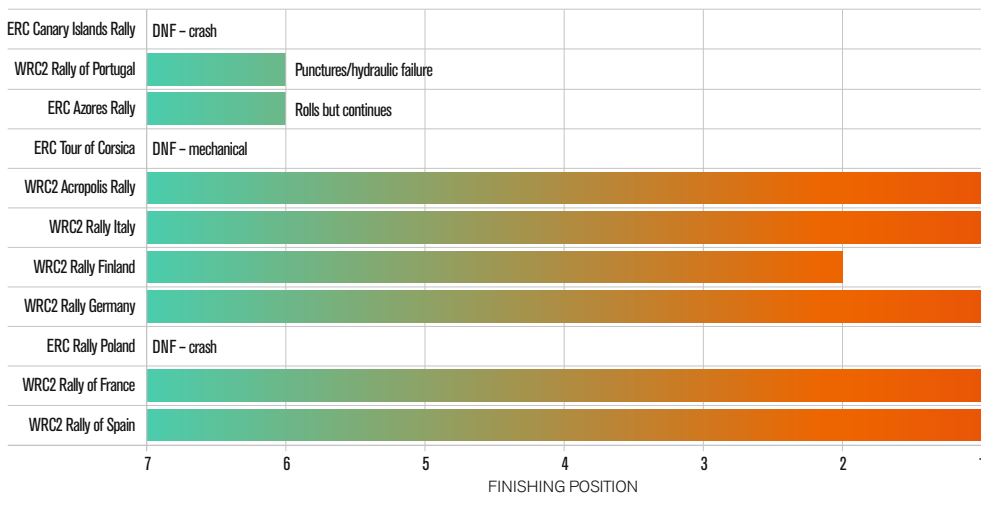


Kubica got to grips with DS3 WRC – and his new co-driver – last week



Celebrating WRC2 title with Maciek Baran (left)

### KUBICA'S HIGHS AND LOWS IN 2013



Kubica has perspective on this. He has the ability to bounce back.

“My character is that when things get more difficult I will try to make them work,” he says. “I am pleased Michele has showed a lot of effort already and we will put a lot of effort in to work well together. But it’s not the same as it would be with somebody who has worked with you all year – and that’s 100 per cent sure. We have to use this great opportunity for both of us to be here and have the chance to drive a factory car, we have to be positive in a difficult situation.”

“In the WRC car things are happening quicker than in the RRC, so I have to be ready”

He’s good at that.

After all that, it seems superfluous to ask him what he thinks will be possible from his first event in the DS3 WRC.

“I am pretty sure that with the level of Michele we will be able to do the rally without problems,” he says. “And whatever the result, we will take big satisfaction. This is a big challenge, it’s never easy for him to jump in with a new driver and new car – it’s a special situation.”

It’s incredible that Kubica’s focus has shifted away from the weather, the conditions, the new car, the mud and onto his co-driver. It’s a reflection of the depth to which he prepares for everything; something has happened outside of his control and it’s floored him. Briefly.

Car-wise, he’s pretty much on top of the DS3 WRC by the close of the test. By his own admission, he’s used to three times the power and half the number of driven wheels. Plus, Wales is in a benevolent mood today.

“We haven’t been lucky with the weather,” he smiles, looking up at blue skies high above dark green forest. “Maybe this is not something we will have on the rally, we’ve had grip today!”

“But anyway, I am happy. The test was quite good. For sure there are many new things to discover. The car is a little bit different to the RRC [Regional Rally Car, the de-tuned World Rally Car Kubica has driven all year], but I found it... it wasn’t not easy, but in some places a bit easier to drive. But, things are happening quicker than in the RRC, so I have to be ready.”

If Kubica’s one thing, he’s ready. ☘



First test in DS3 WRC went well for Kubica

GARY JONES

# VW aims to deliver a full house

Hannover's finest has already scooped the drivers' and manufacturers' world titles, but aims to finish on a high with its maiden Wales Rally GB victory this weekend. By **DAVID EVANS**



VW was well prepared after intensive 2012 tests

34

ALL PICS: MCKLEIN

Should you find yourself thinking about a game of cards in Wales this week, don't play poker with anybody from the Volkswagen team. They'll win. Inevitably. They've won everything else this year. But poker is something the Hannover team must be particularly good at. Pre-season, they sat on a royal flush while convincing us they'd dealt themselves a particularly average hand.

Second place in the glitzy gambling den at the foot of the Alps gave us an idea they might be bluffing. But then came the ace, king, queen, jack and 10 in quick succession.

Nine wins from 12 starts is a pretty solid debut season by anybody's standards. And talking to team principal Jost Capito ahead of this week's WRC finale on Rally GB, he can't help but smile.

"Honestly," he says, "we didn't know how good the car was. How could we? We knew we had

done our best, but we didn't know how good it would be compared with the competition."

Capito's conservatism was consistent.

Second on the Monte: "This is a very specific rally which doesn't mean much for the rest of the season."

Win in Sweden: "This is a snow rally, it doesn't mean so much for the gravel. We have to wait for the gravel."

Win in Mexico: "This is a high-altitude rally. We must wait for a typical gravel rally in Portugal to know exactly how the car is."

Win in Portugal: "We have a good car."

And the Polo R WRC really is a very, very good car. But it wasn't always shaping up to be the title-slayer it turned out to be.

This time last season, Sebastien Ogier wasn't a happy man. He'd spent the year tooling – in relative terms – his way around the world in a Super 2000 car, having come close to the ultimate goal in 2011. And now the Polo-shaped carrot wasn't growing as quickly as he'd hoped.

It was only really in the final month of the

car's development that there was contentment for the Frenchman. Finally, he found the power he wanted. Finally, he was happy.

In VW's defence, that was the way the team had planned it; Olympic athletes aim to hit their peak on the morning of the opening ceremony.

Come round one, the Volkswagen was a winner. On the 23-mile stretch separating Le Moulinon and Antraigues, Ogier's Polo was 3.7 seconds faster than Sebastien Loeb's Citroen DS3 WRC. One stage down and one stage won.

Success.

On reflection, Volkswagen's success makes sense. It's only now that the full extent of the testing programme really comes to light. When Ogier wasn't rallying a Skoda he was testing a Polo and when Ogier was rallying a Skoda, Dieter Depping was testing a Polo. And in those tens of thousands of miles, the team found solution after solution enabling it to hit the ground at a pace that Citroen and the M-Sport Ford Fiestas simply couldn't cope with.

That's not to say it was all plain sailing once



Ogier (r) and Ingrassia have smiled all year

## Who can steal VW's thunder this week?

Citroen driver Mikko Hirvonen has to steal some thunder in Wales this week. The Finn hasn't won so far this season – and he would have to look back to 2005 for his last win-free year. Hirvonen needs to find the fire for the fight in Wales. Remember 2006? Ford had the manufacturers' title sorted ahead of GB and Hirvonen was absolutely jumping at the prospect of taking a shot at his team-mate Marcus Gronholm. It's that kind of grit we need to see now.

Otherwise, it's going to be down to M-Sport's Fords to put a stick in the German spokes. It'll be an emotional one for Thierry Neuville as he says goodbye to the Cumbrians. Despite his sensational mid-season run of podiums a win is likely to be beyond the Belgian on only his second visit to what remains quite a specialist event.

Mads Ostberg has shown plenty of speed in Wales before – running second to Ogier in 2008 – and he is desperately in need of a solid result to end what's been a tough first season as a factory driver.

And then there's the Russian, Evgeny Novikov. Pound for pound, this fella remains one of the fastest men in the service park, but he still hasn't mastered the tightrope walk that is staying at 100 per cent for three days.

He'll either lead and crash or have a fairly subdued run to the middle of the top 10.



Only real glitch for duo came in Germany



Celebrating the title at home in France

**“On reflection, it's only now that the full extent of VW's testing programme really comes to light”**

the season got underway. There was an issue with the car's handbrake that was a potential cause for concern in Portugal, Mexico and Argentina, but the problem was rectified quickly, allowing the steamroller to continue.

And when one steamroller stuttered – as Ogier did when his Polo was halted with fuel pressure trouble in Greece – the other one was on hand to top the podium. Prior to this week, the Acropolis is Ogier's team-mate Jari-Matti Latvala's only win.

Ogier admits that, while the team was still talking things down in Mexico (round three), he had an idea of what might lie ahead.

“On that rally,” he says, “I did begin to think maybe the title is possible. I thought then, maybe I do have the capacity to do this thing – but there's a big difference between having the capacity and turning it into a title.

“It was difficult to begin with. Yes, I felt comfortable with the car before the start of the season, the feeling was coming better and better in the test, but I could have felt comfortable and

the car could have been two tenths of a second off the pace. We didn't know and I hadn't driven another World Rally Car for a year. This is why we didn't talk so much. And, of course, we had and we have a great deal of respect for the speed of the others.”

Ogier admits he had his low points driving a Skoda last year – a season he describes as “very long” – but this year more than makes up for it. Conversely, 2013 is described as “very short”.

Undoubtedly Volkswagen has made a good car, but it's impossible to underestimate the performances Ogier has pulled from the Polo. It's been the Gap man who has made the difference to the team this year. He's a hard-edged racer, utterly demanding of those around him, but the first to the bar to buy everyone a beer when they win.

Ogier is borderline obsessive about being quickest. And his explanation is simple.

“If you feel good in the car, why not push to win every stage?”

Why not indeed.



Hirvonen needs another Rally GB to help morale

“This is my feeling with the Powerstage,” he adds. “There are points there and I want them all – I want to take as many as I can, because you don't know when you will have a bad weekend.”

Ogier had two. Greece was the car's fault and Germany, his, when he damaged the suspension on the banks of the Mosel.

At least one of those poor results is wiped out by the 28 points – a perfect score from a WRC round – he has picked up from Powerstage extras. Thierry Neuville has garnered the next highest Powerstage tally on 12.

Wales this week will be a test for Ogier. He's been here five times and never finished in the top 10, while his team-mate is aiming for a hat-trick, Latvala having won the past two for Ford. And, with both titles already sorted and installed in VW's trophy cabinet, there's nothing for Ogier and Latvala to lose. Ogier will have no interest in being second and, psychologically, a win would do wonders for Latvala.

Either way, VW can't really fail at the end of a triumphant and dominant first year. ❧

# RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

42 **Carrera Cup Asia** Sebastien Loeb finished second on his Macau debut in the non-points Porsche event as he gained mileage ahead of next year's WTCC round





EBREY/LAT

**38 WEC Shanghai**  
McNish, Kristensen and Duval take title in Chinese thriller



KINRADE/LAT

**42 NASCAR Phoenix**  
Harvick wins as Johnson closes in on sixth crown



OLIVER READ

**47 GT Open Barcelona**  
Philipp Peter wins on series return with Kessel Ferrari team



## WEC Shanghai (PRC) November 9 Round 7/8



### RESULTS

190 LAPS, 643.55 MILES

<b>1</b>	<b>A LOTTERER (D)/B TRELUYER (F)/M FASSLER (CH)</b>	
	LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q2)	<b>6h01m33.343s</b>
<b>2</b>	<b>N LAPIERRE (F)/A WURZ (A)</b>	
	LMP1 Toyota Racing Toyota TS030 HYBRID (Q1)	<b>+15.374s</b>
<b>3</b>	<b>A McNISH (GB)/T KRISTENSEN (DK)/L DUVAL (F)</b>	
	LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q4)	<b>-1 lap</b>
<b>4</b>	<b>A BELICCHI (I)/N PROST (F)/M BECHE (CH)</b>	
	LMP1 Rebellion Racing Lola-Toyota B12/60 (Q5)	<b>-5 laps</b>
<b>5</b>	<b>J MARTIN (AUS)/M CONWAY (GB)/R RUSINOV (RUS)</b>	
	LMP2 G-Drive Racing (Delta-ADR) ORECA-Nissan 03 (Q6)	<b>-13 laps</b>
<b>6</b>	<b>O PLA (F)/A BRUNDLE (GB)/D HEINEMEIER HANSSON (DK)</b>	
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q7)	<b>-13 laps</b>
<b>7</b>	<b>B BAGUETTE (B)/M PLOWMAN (GB)/R GONZALEZ (MEX)</b>	
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q9)	<b>-13 laps</b>
<b>8</b>	<b>R KERR (GB)/T GRAVES (GB)/C DOLBY (GB)</b>	
	LMP2 Delta-ADR ORECA-Nissan 03 (Q10)	<b>-14 laps</b>
<b>9</b>	<b>B WIRDHEIM (S)/M SCHULZHITSKIY (RUS)/E LUX (USA)</b>	
	LMP2 Greaves Motorsport Zytec-Nissan Z11SN (Q8)	<b>-15 laps</b>
<b>10</b>	<b>D CHENG (PRC)/J NICOLET (MC)/K IHARA (J)</b>	
	LMP2 OAK Racing Morgan-Nissan LMP2 (Q14)	<b>-18 laps</b>
<b>11</b>	<b>T HOLZER (D)/D KRAIHAMER (A)/J CHAROUZ (CZ)</b>	
	LMP2 Lotus (Kodewa) Lotus-Praga T128 (Q13)	<b>-18 laps</b>
<b>12</b>	<b>D TURNER (GB)/S MUCKE (D)</b>	
	GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q15)	<b>-21 laps</b>
<b>13</b>	<b>P LAMY (F)/B SENNA (BR)/R STANAWAY (NZ)</b>	
	GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q16)	<b>-21 laps</b>
<b>14</b>	<b>P PILET (F)/J BERGMEISTER (D)</b>	
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q19)	<b>-22 laps</b>
<b>15</b>	<b>G BRUNI (I)/G FISICHELLA (I)</b>	
	GTE Pro AF Corse Ferrari 458 Italia (Q20)	<b>-22 laps</b>
<b>16</b>	<b>K KOBAYASHI (J)/T VILANDER (FIN)</b>	
	GTE Pro AF Corse Ferrari 458 Italia (Q18)	<b>-23 laps</b>
<b>17</b>	<b>RICHARD LIETZ (A)/M LIEB (D)</b>	
	GTE Pro Porsche AG Team Manthey Porsche 911 RSR (Q17)	<b>-23 laps</b>
<b>18</b>	<b>D RIGON (I)/R AGUAS (P)/E POTOLICCHIO (VY)</b>	
	GTE Am 8 Star Motorsports (AF Corse) Ferrari 458 Italia (Q23)	<b>-24 laps</b>
<b>19</b>	<b>JK VERNAY (F)/R NARAC (F)/M PALTTALA (FIN)</b>	
	GTE Am IMSA Competition Porsche 911 GT3 RSR (Q25)	<b>-25 laps</b>
<b>20</b>	<b>J ADAM (GB)/S HALL (GB)/J CAMPBELL-WALTER (GB)</b>	
	GTE Pro Aston Martin Racing (Prodrive) Aston Martin Vantage V8 (Q26)	<b>-25 laps</b>

In each car, first-named driver started race.

Winners' average speed: 106.80mph. Fastest lap: Treluyer, 1m49.066s, 111.80mph;

LMP2: Conway, 1m56.375s, 104.78mph; GTE Pro: Senna, 2m04.819s, 97.69mph;

GTE Am: Ruberti, 2m06.227s, 98.79mph. There were 28 starters.

### CHAMPIONSHIPS: LMP DRIVERS

<b>1</b>	<b>McNISH/DUVAL/KR'SEN</b>	<b>162</b>	<b>4</b>	<b>WURZ/LAPIERRE</b>	<b>68.5</b>
<b>2</b>	<b>LOTT/TREL/FASSLER</b>	<b>131.25</b>	<b>5</b>	<b>BECHE</b>	<b>63.5</b>
<b>3</b>	<b>DAVIDSON/BUEMI/SAZIN</b>	<b>81.25</b>	<b>6</b>	<b>PROST</b>	<b>60</b>

### GTE DRIVERS

<b>1</b>	<b>TURNER/MUCKE</b>	<b>125.5</b>	<b>3</b>	<b>LIEB/LIETZ</b>	<b>110</b>
<b>2</b>	<b>BRUNI/FISICHELLA</b>	<b>120</b>	<b>4</b>	<b>SENN</b>	<b>94</b>

### LMP1 MANUFACTURERS

<b>1</b>	<b>AUDI</b>	<b>189</b>	<b>2</b>	<b>TOYOTA</b>	<b>116.5</b>
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### GTE MANUFACTURERS

<b>1</b>	<b>ASTON MARTIN</b>	<b>232.5</b>	<b>3</b>	<b>PORSCHE</b>	<b>199.5</b>
<b>2</b>	<b>FERRARI</b>	<b>215</b>			

### LMP2 DRIVERS

<b>1</b>	<b>BAGUET/P'MAN/GON'VEZ</b>	<b>129.5</b>	<b>3</b>	<b>MARTIN/CONWAY/R'NOV</b>	<b>107</b>
<b>2</b>	<b>BRUNDLE/HANSSON/PLA</b>	<b>114.5</b>	<b>4</b>	<b>MIN'IAN/KAFFER/C'PANC</b>	<b>103</b>

### GTE AM DRIVERS

<b>1</b>	<b>CAMPBELL-WALTER/HALL</b>	<b>119</b>	<b>3</b>	<b>AGUAS/POTOLICCHIO</b>	<b>110</b>
<b>2</b>	<b>VERNAY/NARAC</b>	<b>114</b>	<b>4</b>	<b>CANAL/BORNHAUSER</b>	<b>85</b>

### POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

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## Double Audi honours in China against odds

Title wrapped up in thrilling climax following a remarkable run of unpredictable events. **GARY WATKINS** reports from Shanghai

ALLAN McNISH, TOM KRISTENSEN AND LOIC DUVAL were always odds-on to seal the World Endurance Championship with a round to go last weekend in China. But you wouldn't have got much in the way of odds on Audi winning this race after an hour or two. Yet Andre Lotterer, Benoit Treluyer and Marcel Fassler came through in a thrilling climax to score an incredible victory that owed something to luck and perhaps just as much to a superlative drive from Treluyer.

McNish and his co-drivers had decided to opt for a conservative run to one place better than the fourth position they needed to put the title beyond the reach of their team-mates, a policy that ultimately rewarded them with the world title. The 2012 champions, however, were out to win the race for Audi in a market where it sells an awful lot of motor cars. Yet even with the second hour nearing its end, the chances didn't look good.

Toyota appeared to have this one in the bag. Its pair of TS030 HYBRIDs were in the ascendant, just as the solo car had been in 2012, and they appeared to be heading for a victory margin of more than one lap of the Shanghai International Circuit.

The two R18 e-tron quattros had started on the softer of the two Michelin compounds available to Audi Sport Team Joest, which left Lotterer 20 seconds behind race leader Nicolas Lapierre in the #7 Toyota when the cars pitted for the first time.

A switch to the hard tyre, which Audi calls the "hot soft", improved things, but didn't turn the turbodiesel challenger into a match for the Toyota. Worse still, Lotterer picked up a puncture just six laps into his second stint.

Only as his stint wore on did the Audi pick up pace. But the Joest team also played a strategic mastercard that helped bring the car back into contention. The pitstop for the puncture meant it had to change its fuel strategy and the team opted to leave Lotterer for a full stint and then, on the same set of tyres, for a short 15-lap run.

Treluyer, or 'Super Ben' as Lotterer dubbed him after the race, then took over. Through the following triple-stint only one Toyota driver, Anthony Davidson in the #8 car, was able to match his pace around a circuit that appeared to favour the TS030. Victory still looked a long shot until the penultimate hour.

First, Lapierre, who shared the #7 Toyota with Alex Wurz, sustained a left-rear puncture and then, eight laps later, Davidson brought in the #8 he co-drove with Sebastien Buemi and Stephane Sarrazin with a deranged right front wheel. A bolt in the suspension had sheared, leaving the Toyota Motorsport GmbH crew no choice but to retire the car, which had the edge over the sister TS030.

Lapierre still had half a minute in hand over



EBREV/LAT

#2 Audi crew took title as #1 drivers won Chinese race



Davidson exits with suspension problem

EBREV/LAT

Fassler after his unscheduled stop, but the puncture turned out to be a triple whammy for Toyota.

Not only did he lose more time than Lotterer had early in the race, because his damaged tyre lost its air almost as he was passing the pits, but there were two significant knock-on effects of the extra stop.

Firstly, the car would now require an extra fuel stop in the form of a late-race splash-and-dash and, secondly, the extra set of tyres that went on the car after the puncture meant the car had to swap to a less-suitable compound of tyre. The Toyotas had run through the race on what they call their medium tyre, but with none left, Wuraz had to try to hang onto the lead on the soft Michelin.

The Austrian made his final full stop with 53 minutes of the race left to go, whereas Fassler handed over to the mercurial Treluyer with only 38 minutes left on the clock, which meant he could go to the end without stopping again. Wuraz took his splash early and emerged just ahead of the Audi.

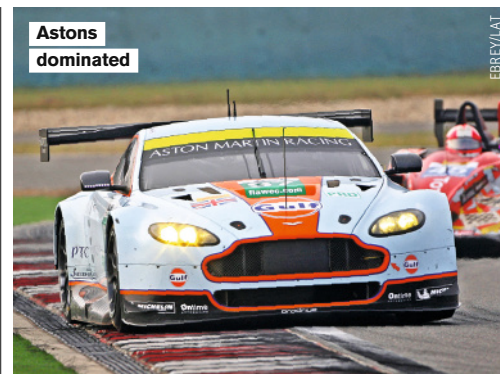
Two laps later, Treluyer swept past when the Toyota went wide in Turn 3. With the TSO30 struggling on the wrong tyre, Wuraz was unable to react and ended up 15s behind.

It was thrilling stuff, but for Toyota it was very much a case of a race lost.

"We were able to win the race with both cars," said TMG technical director Pascal Vasselon. "The #8 car was a little bit quicker and with #7 we still should have won by a minute: we lost 20s with the puncture, 35s with the extra pitstop and 20s with the wrong tyres in the last stint."

Audi reckoned it wasn't so clear cut, Joest technical director Ralf Juttner pointing out that the winning R18 had also made an extra stop. He said that the #8 car would have been in range, too.

"It wasn't far ahead of the #7 when they had their problems," he said. "We were expecting a tight finish." Which is why 'Super Ben' was put back in the car.



EBREV/LAT

Astons dominated

GTE

## Aston cars on another level

ASTON MARTIN RACING NOTCHED UP ITS FIRST World Endurance Championship victory at Shanghai last season and never really looked like being deprived of victory on a circuit that clearly favours the Vantage GTE. The two GTE Pro class cars had a clear edge, one over the first half and one over the second three hours, which explains the half-second margin between them at the chequered flag.

Darren Turner and Stefan Mucke, who qualified on pole, prevailed after dominating early on, enjoying a lead of more than half a minute as early as the third hour. The sister car, started by Pedro Lamy and then impressively driven by Richie Stanaway and Bruno Senna, then came back at them over the second half of the race.

Turner reckoned the winning car lost something in performance through the six hours, though was at a loss to explain why. Senna, meanwhile, believed that the track came to him and Stanaway as it rubbered-in. "We had a different set-up and it worked for us," said the Brazilian, who put in an impressive double stint at the end.

Passing Turner, he said, wasn't on the cards. "It was difficult enough to get past Kamui Kobayashi in the Ferrari and we were a little bit faster. Getting past an equal car would have been very risky."

There was also the little matter of victory putting Turner and Mucke back at the top of GTE Pro points after erstwhile leaders Gianmaria Bruni and Giancarlo Fisichella had a shocker of a weekend and ended up only fourth in the lead AF Corse Ferrari 458 Italia.

"Sometimes we were fast, sometimes not," was team boss Amato Ferrari's only explanation at the end of a disappointing weekend for his lead car. The times when the Ferrari was quick coincided exactly with Bruni's spells behind the wheel. The word disappointing doesn't do Fisichella's efforts in the car justice. He was just plain slow.

The car was on course for fifth in class until the final minutes when the sister AF Ferrari driven by Kobayashi and Toni Vilander, the only car to offer anything approaching a challenge to the Astons in China, made an unscheduled stop for what was described as a brake-disc problem. No one within the team could elaborate on the problem, but the upshot was that Bruni and Fisichella moved up a position and gained an extra couple of points.

That allowed Porsche to claim the final podium position with the 911 RSR shared by Patrick Pilet and Jorg Bergmeister. The Manthey-run factory cars were not on the pace of the Astons and Ferraris and once again were blighted by poor tyre wear in the high temperatures.

Conway was again part of winning crew



LMP2

## Another triumph from G-drivers

THE G-DRIVE/DELTA-ADR SQUAD DOMINATED LMP2 in China. So dominant, in fact, was the British squad's lead car shared by John Martin, Mike Conway and Roman Rusinov, that they were able to come back from a major mid-race delay and still win in some style.

Delta-ADR hit the sweet spot on the #26 Nissan-powered ORECA 03 on the low-grip Shanghai asphalt — as it had done just about every time out this year — and left its rivals trailing. Martin and Conway claimed pole by a whopping eight tenths of a second and the car held a lead of nearly 20s as Conway neared the end of his first stint after taking over from Martin.

"That car has so much mechanical grip," said Alex Brundle, whose OAK Racing Morgan-Nissan LMP2 led the chase of the class-winning car together with Olivier Pla and David Heinemeier Hansson. "Their engineers have done a really amazing job."

Delta-ADR's good work was undone when Conway was hit up the rear by GTE Proton Porsche into Turn 3. One attempt to tape-up the rear-end damage briefly dropped the ORECA behind Brundle's OAK and, worse still, proved only temporary, which enforced more Heath Robinson repairs at the next stop when Rusinov took over: "We taped the hell out of it," said team boss Simon Dowson.

Nearly a minute was lost, which put Rusinov nearly 50s down on Heinemeier Hansson. Rusinov drove like the gold-ranked driver he will become in 2014 and closed down the Morgan with comparative ease. He was only 6s down when the leader pitted and Pla retook the controls.

Delta-ADR was as good as home and dry at this stage. It had been on fuel-save mode throughout

the race and would require one fewer stop than its pursuer, which explained the final margin of victory of just over a half a minute.

"It turned out not to be such an easy weekend," said Conway. "At each stop, we were adding more and more tape, which kept killing any advantage we had."

Pla reckoned he might have made a fight of it over the final hour had the car not sustained front body damage during Heinemeier Hansson's stint. Not only did a loose front bodywork cause understeer, but it also slowed the car down on the straight.

The second OAK car ended up third in the hands of Bertrand Baguette, Martin Plowman and Ricardo Gonzalez. They were never quite the same force as their team-mates and their cause wasn't helped when Baguette got caught out by some pre-race set-up changes and lost places on the opening lap.

The Belgian fell behind AF Corse-run Pecom ORECA-Nissan driven by Nicolas Minassian at the start. The Pecom trio of Minassian, Pierre Kaffer and Luis Perez Companc, Baguette and co's closest title challengers coming into this race, failed to add to their tally in China after an electrical problem intervened on the one-hour mark.

Fourth in class went to the second Delta-ADR ORECA in which Craig Dolby made a strong prototype debut alongside Robbie Kerr and Tor Graves. The former Superleague frontrunner got on the pace during the race and had to pit in a triple stint after Kerr became ill.

Another prototype newcomer starred in the fifth place Greaves Zytek-Nissan Z11SN. Nissan GT Academy driver Mark Shulzhitskiy belied his lack of experience — this is only his first full year of racing — alongside Bjorn Wirdheim and Eric Lux.



Rookie Shulzhitskiy was a revelation

## IN THE PADDOCK

### Gary Watkins



I'M GOING TO CONFESS TO A SECRET.

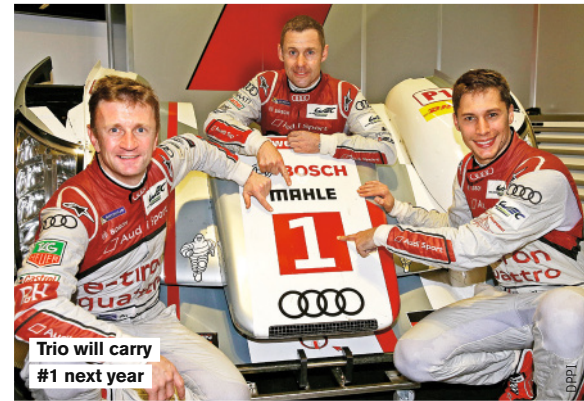
I shouldn't care who wins races and championships in my role as a disinterested journalist, and generally I don't. But when the World Endurance Championship was announced for 2012, I knew who I wanted to win it sooner or later.

It seemed only right to me that the two greatest sportscar drivers of their generation - and surely two of the greatest of all time - should end up as world champions. No prizes for guessing that I'm talking about Tom Kristensen and Allan McNish.

The pair, who have been a duo (or rather two thirds of a trio) since 2008, have won the big races and other championships during their glittering careers. The truth is that had there been what might generically be called a world sportscar championship through the noughties, they would have already won it.

Had their careers come to their respective ends in the probably not too distant future without the words world and champion on their CVs, it would have seemed somehow wrong.

It doesn't matter that they didn't seal it in style in China. They came out all guns blazing in 2013 and took the fight to the reigning champions in the sister Audi. They had an edge at Silverstone and at Interlagos and a clear one at Austin, so there can be no suggestion that they aren't deserving champions.



Trio will carry #1 next year

## ROLL OF HONOUR

Allan McNish is the fourth Briton to become a world champion in sportscar racing, joining:



Derek Bell (pictured) 1985, 1986 • Martin Brundle 1988 • Derek Warwick 1992



## OAK working on LMP2 coupe

**THE FRENCH OAK RACING TEAM AND ITS** Onroak Automotive chassis division are working on an LMP2 coupe design that could race as early as 2014.

Team boss Jacques Nicolet believes it is time to replace OAK's existing Morgan-badged P2 design, which has its roots in the Pescarolo 01 LMP1 that first raced in 2007. He said the demands of the US market, which he believes will grow with the creation of the United SportsCar Championship, made a coupe a necessity.

"We have to do a new car, but the plan is not completely fixed yet," he said. "We are working on a design for a coupe, which is what US teams want."

Nicolet would not be drawn on when the car would be ready, but it is understood that he wants the coupe to be racing next year. What is not clear is whether it can be ready for the start of the season.

The car will not be badged a Morgan. OAK/Onroak's relationship with the British manufacturer is in a state of flux following the ousting of former managing director and architect of the OAK deal

Charles Morgan from the board of the company started by his grandfather.

OAK is aiming to leave the P2 division to its customers next year and scale back its racing activities in the class. The Chinese KCMG squad is one of the teams likely to represent OAK/Onroak next season.

Details of OAK's programme with its new LMP1 already under construction at Onroak have yet to be revealed. Nicolet would only say that the car is scheduled to race for the first time at the Spa WEC round in May and would not confirm speculation that the team is planning only a partial campaign with the new car around the Le Mans 24 Hours in June.

It is understood that the car has been delayed by engine-supply issues. Nicolet said he was close to a deal, but stressed that no agreement had been signed.

Should OAK opt against contesting the full series after Spa, it means that the Rebellion Racing squad, which has commissioned its own chassis from ORECA, will be the only privateer LMP1 squad racing in the full WEC next year.



OAK currently runs open-top Morgans

## Pecom set for US series switch

**THE FRONTRUNNING PECOM RACING LMP2** squad will not be returning to the World Endurance Championship in 2014.

Luis Perez Compagnon, who brings the funding for the AF Corse-run operation, has decided that he no longer has the time to contest the world championship. He is instead looking to race closer to home in the United SportsCar Championship next year.

"We will not be racing in the WEC for sure because of the time it takes me to travel from Argentina," said the Argentinian, who has now slipped out of contention for the P2 WEC title with co-drivers Nicolas Minassian and Pierre Kaffer.

"It was 35 hours to come here to China, and Japan was the same.

"I'm looking at the American championship. I've been here two years, so it is time to do something else."

Compagnon said that he has no thoughts of parting company with AF Corse, with which he has raced since 2008 (initially under its Advanced Engineering banner).

"If we do it, it will be with AF Corse," he explained. "I have built up a good relationship with them and I don't want to start again with a new team."

A decision is due later this month.



Perez Compagnon wants less travel



8Star crew won in GTE Am

### 8STAR WIN IN GTE AM...

Enzo Potolicchio, Rui Aguas and Davide Rigon triumphed in GTE Am with the AF Corse-run 8Star Ferrari 458 Italia. The 'Danish' Aston Martin Vantage GTE of Nicki Thiim, Christoffer Nygaard and Kristian Poulsen had led every lap until an electrical problem stranded it out on the circuit in the fourth hour.

### ...AS TEAM ASSESSES OPTIONS

Potolicchio and the 8Star Motorsports squad could remain in the GTE Am class rather than moving into LMP2 as originally planned. The Venezuelan entrant has revealed that AF Corse boss Amato Ferrari is trying to find extra funding to keep him in his Ferrari 458 Italia.

### CHENG ONLY CHINESE AT HOME

David Cheng, whose experience encompasses both the American and Asian Le Mans series, was the only Chinese national on the grid at Shanghai. The US-based driver moved over from OAK Racing's Asian LMS line-up to race its third Morgan-Nissan LMP2 machine alongside team boss Jacques Nicolet and Keiko Ihara.

### AMATEURS REDEFINED

The driver categorisation rules for GTE Am have been changed for next season. Each line-up must now contain at least one bronze-ranked driver. The new ruling coincides with the recategorisation of drivers such as Potolicchio and Tracy Krohn as bronzes rather than silvers.

### GTE AM TO STAY MULTI-TYRE

Plans for the GTE Am to become a one-make tyre class in 2014 have been set back by a year. The move follows discussions with the tyre suppliers, who were not ready to tender for a spec-tyre deal for next season's championship.

### REBELLION TOP PRIVATEER

Rebellion Racing finished fourth overall and first as the only entrant the LMP1 privateer sub-division with its Lola-Toyota B12/60 shared by Nicolas Prost, Andrea Belicchi and Mathias Beche.





AUDI R8 LMS CUP

**AUDI R8 LMS CUP**

DTM ace Edoardo Mortara took his fifth win on the Macau streets, this time taking victory in Audi's one-make series from Brothers Racing team-mate Andre Couto. GP3 racer Adderly Fong won the title in third, while ex-Formula 1 racer Alex Yoong destroyed his car in a heavy qualifying crash.

**MACAU PORSCHEs**

New Carrera Cup Asia champion Earl Bamber won the non-points event on the Macau streets for Nexus Racing, beating guest driver Sebastien Loeb in wet conditions. Team Eagle's Martin Ragginger took third place.

**AUSTRALIAN GT**

Expat Briton Tony Quinn and Shane van Gisbergen (Aston Martin DBRS9) combined to win the final race of the year at the Highlands circuit in New Zealand owned by Quinn. His son Klark took the title while Rod Salmon/Liam Talbot (Audi R8 LMS) won race one.

**TOYOTA TR86s**

Former New Zealand V8 champion Angus Fogg won twice at the inaugural round of the series at Highlands for GF Racing. Jamie McNee took the other victory for Tony Richards' team.

**V8 STOCKCARS**

Thiago Camilo passed four cars at the first corner and then overtook polesitter Sergio Jimenez during the mandatory tyre stops to take victory – and the championship lead – in his RCM Chevrolet. Ricardo Mauricio (RC Chevy) was second with former points leader Daniel Serra (Red Bull Chevy) 12th after a poor weekend.

**NASCAR NATIONWIDE**

Joe Gibbs Toyota driver Kyle Busch won for the 12th time in 2013 at Phoenix. Childress Chevy man Austin Dillon lost second to Justin Allgaier on the last lap, but still heads the points from Sam Hornish Jr – who placed fifth – with a race to go.

**NASCAR TRUCKS**

Aged 17, Erik Jones became the series' youngest winner at Phoenix, the Kyle Busch Toyota man pulling away from Ross Chastain's Brad Keselowski Ford during the latter stages. Matt Crafton (ThorSport Toyota) was fifth and needs only to start the finale to become champion.

**SUPER TC2000**

Chevrolet's Agustin Canapino dominated at San Martin from pole, beating Emiliano Spataro's Renault to victory. Matias Rossi claimed the title, despite retiring his Toyota with an electrical problem, to add to his TC2000 crowns from 2006, '07 and '11.



Harvick (left) scoots past slowing Edwards

**NASCAR SPRINT CUP PHOENIX (USA), NOVEMBER 10 RD 35/36**

**Johnson closes in**

JIMMIE JOHNSON MOVED TO THE brink of a sixth NASCAR Sprint Cup title with third place at Phoenix, as Kevin Harvick snatched victory when Carl Edwards ran out of fuel with just over a lap to go.

While Johnson was as rapid as ever, the main reason he only needs to finish 23rd at Homestead to clinch the crown was because rival Matt Kenseth and his Joe Gibbs Toyota team underperformed so dramatically in Arizona.

Not only was Kenseth off the pace, the team also dropped the ball on strategy on a day when a string of mid-race cautions prompted a wild array of different tactics through the field. A particularly shambolic 25-second pitstop was among the errors that left Kenseth 23rd.

But Johnson's race could have been much worse. He twice had to call on reserves of car control to stay out of the wall when tagged by rivals. The first near-miss came on the first

lap as he made a slow start from pole and went three-abreast with Denny Hamlin and Joey Logano, who twitched into the Hendrick Chevrolet. The second happened mid-race when Edwards slewed into Johnson as Harvick surprised him with a dive down the inside. On both occasions Johnson lost a host of places but avoided what for many would've been a certain meeting with the wall, and soon hauled himself back up the order.

He looked set for fourth before Edwards's fuel strategy proved too ambitious, dropping the Roush Fenway Ford to 21st as Harvick's Childress Chevrolet swept to victory.

Kasey Kahne took second ahead of Johnson, with Dale Earnhardt Jr recovering from a loose wheel and being a lap down to claim fourth.

● Connell Sanders Jr

**RESULTS**

- 1 Kevin Harvick (Chevrolet SS), 312 laps in 2h57m03s; 2 Kasey Kahne (Chevy), +1.796s; 3 Jimmie Johnson (Chevy); 4 Dale Earnhardt Jr (Chevy); 5 Kurt Busch (Chevy); 6 Juan Pablo Montoya (Chevy); 7 Kyle Busch (Toyota Camry); 8 Martin Truex Jr (Toyota); 9 Joey Logano (Ford Fusion); 10 Ryan Newman (Chevy). **Points** 1 Johnson, 2384; 2 Matt Kenseth, 2356; 3 Harvick, 2350; 4 Kyle Busch, 2327; 5 Earnhardt, 2321; 6 Jeff Gordon, 2304; 7 Greg Biffle, 2301; 8 Clint Bowyer, 2297; 9 Logano, 2287; 10 Kurt Busch, 2285.



Lappi took first ERC victory

**EUROPEAN RALLY CHAMPIONSHIP RALLY OF VALAIS (CH), NOVEMBER 7-9 RD 12/12**

**Skoda man Lapps up win**

TIMING WAS EVERYTHING IN Switzerland. Six days – and a 40-hour trip – after winning in China, Esapekka Lappi was at it again on the European Rally Championship season finale by taking a dominant victory for the factory Skoda team.

Although Craig Breen made the podium, it wasn't the top step he'd craved, thanks to a two-minute time penalty – awarded for an early check-in – and broken power steering, the result of a collision with a post as he tried to fight back. Despite climbing from 16th to

third, Breen failed to land the score needed to overhaul the absent Bryan Bouffier in the battle to finish as runner-up in the points table.

Breen could have snatched second from Olivier Burri when the latter's Fiesta's engine faltered in the closing stages. They were eight seconds apart at the end with Breen's Sainteloc Peugeot team-mate Jeremi Ancian fourth and saddled by hefty time penalties of his own.

That Breen snuck a podium owed much to accidents suffered by leg-one leader Andreas Aigner

and Vasily Gryazin, who crashed on consecutive stages on the final day. ● Graham Lister

**RESULTS**

- 1 Esapekka Lappi/Janne Ferm (Skoda Fabia S2000), 3h13m42.8s; 2 Olivier Burri/Andre Saucy (Ford Fiesta RRC) +3m28.2s; 3 Craig Breen/Lara Vanneste (Peugeot 207 S2000); 4 Jeremi Ancian/Olivier Vitrani (Peugeot); 5 Jaroslav Orsak/Lukas Kostka (Skoda); 6 Nicolas Althaus/Alain Ioset (Peugeot). **Points** 1 Jan Kopecky 287; 2 Bryan Bouffier 149; 3 Breen 145; 4 Francois Delecour 75; 5 Lappi 64; 6 Andreas Aigner 63.



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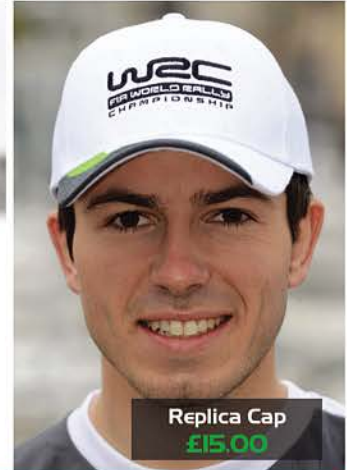


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Pastorelli/Camp  
won, despite off



OLIVER READ

INTERNATIONAL GT OPEN BARCELONA (E), NOVEMBER 9-10 RD 8/8

## Drama in Spanish finale

ALTHOUGH THE OVERALL TITLE WAS Andrea Montermini's a long time ago, there were still nine drivers who could lift the GTS crown for GT3 cars at the Barcelona season finale.

In the end, it was ex-F1 racer Giorgio Pantano who secured the title with a dramatic move on the final lap of the season.

Race one resulted in a surprise win for Michael Broniszewski, whose Kessel Ferrari was shared by Philipp Peter for the first time in 2013.

Peter's strong opening stint, and a favourable pitstop handicap, allowed Broniszewski to win comfortably. His run was aided by Niccolo Schiro (co-driving Montermini's Villorba

Corse Ferrari for the first time) being spun into retirement by Nicky Pastorelli. The Dutchman, who took his V8 Racing Corvette to second on the road, dropped to 14th in the results after a 30-second penalty.

The GTS class win went to the Alvaro Barba/Maxime Soulet GPR Aston Martin in second overall.

Race two was marred by a nasty startline crash from which Peter Kox escaped with only minor injuries.

A storming drive on his series debut gave Francesco Pastorelli victory with Jacky Camp, while behind them Pantano – co-driven in his Bhai Tech McLaren by factory driver Alvaro Parente – secured his title with a daring last-lap move on Fabio Onidi's Ferrari for third spot overall. Pol Rosell/Roman Mavlanov were second in their SMP Ferrari.

● Ben Evans

### RESULTS

**Race 1** 1 Philipp Peter/Michael Broniszewski (Ferrari 458 Italia), 37 laps in 1h10m22.332s; 2 Alvaro Barba/Maxime Soulet (Aston Martin V12 Vantage GT3), +31.919s; 3 Lorenzo Bontempelli/Marco Frezza (Ferrari); 4 Rafael Suzuki/Cesar Campanico (Audi R8 LMS ultra); 5 Michael Lyons/Matteo Beretta (Ferrari); 6 Fabio Onidi/Filip Salaquarda (Ferrari). **Race 2** 1 Francesco Pastorelli/Jacky Camp (Chevrolet Corvette 7000cc), 24 laps in 50m30.888s; 2 Pol Rosell/Roman Mavlanov (Ferrari), +2.515s; 3 Alvaro Parente/Giorgio Pantano (McLaren MP4-12C GT3); 4 Onidi/Salaquarda; 5 Chris van der Drift/Luiz Razia (McLaren); 6 Franck Perera/Eric Dermont (Porsche 911 GT3 R). **Points** 1 Andrea Montermini, 231; 2 Nicky Pastorelli/Miguel Ramos, 177; 3 Luca Filippi, 168; 4 Duncan Cameron, 145; 5 Matt Griffin, 133; 6 Alexander Talkanitsa Sr/Alexander Talkanitsa Jr, 112.

EUROPEAN F3 OPEN BARCELONA (E), NOVEMBER 9-10 RD 8/8

## Jones to sweat over title decision

ED JONES CLAIMED THE TITLE FOR British outfit Team West-Tec thanks to a win and a fifth place at Barcelona, although confirmation of his crown is in doubt due to a protest lodged by his championship rival Sandy Stuvik's RP Motorsport squad.

RP alleged Jones had broken series rules by testing a Formula Renault car at Barcelona last month. West-Tec counter-protested that an RP session away from its designated test venue also broke the rules.

Both cases are set to be heard by Spain's ASN, the RACE, in December.

Jones drove superbly in the opener to put Stuvik on the back foot, and

then finished fifth the next day after running into tyre trouble.

RP's Alexandre Cougnaud – third in race one – won from Stuvik.

Richard Gonda wrapped up the Copa class for old-spec cars.

● Ben Evans

### RESULTS

**Race 1** 1 Ed Jones, 17 laps in 29m50.859s; 2 Santiago Urrutia, +0.963s; 3 Alexandre Cougnaud; 4 Alexander Toril; 5 Sandy Stuvik; 6 Tatiana Calderon. **Race 2** 1 Cougnaud, 17 laps in 30m07.696s; 2 Stuvik, +3.025s; 3 Urrutia; 4 Nelson Mason; 5 Jones; 6 Toril. **Points** 1 Jones, 256; 2 Stuvik, 247; 3 Mason, 195; 4 Urrutia, 191; 5 Toril, 158; 6 Cougnaud, 139.



Yamamoto overhauled  
absent Lotterer/Duval

ISHIHARA/LAT

SUPERFORMULA SUZUKA (J), NOVEMBER 10 RD 6/6

## Yamamoto sneaks in for shock crown

WITH ERSTWHILE SERIES LEADERS Andre Lotterer and Loic Duval on sportscar duty in China, Naoki Yamamoto overhauled both to become champion.

The Team Mugen driver took pole for a wet first race and drove to victory once he'd passed Nakajima Racing's Takashi Kogure at half distance. He then finished third on a wet Sunday, inheriting the spot when Joao Paulo de Oliveira retired from second with a gearbox problem.

Yamamoto finished the year equal on points with Lotterer, but was crowned champion by virtue of a larger score at his best weekend.

Having watched brother Daisuke finish second in race one, Kazuki Nakajima won race two for TOM'S.

● Jiro Takahashi

### RESULTS

**Race 1** 1 Naoki Yamamoto (Swift-Honda SF13), 20 laps in 38m52.509s; 2 Daisuke Nakajima (S-Toyota), +8.608s; 3 Joao Paulo de Oliveira (ST); 4 Tsugio Matsuda (ST); 5 Kohei Hirate (ST); 6 Ryo Hirakawa (ST). **Race 2** 1 Kazuki Nakajima (ST), 2 Takashi Kogure (SH), +20.603s; 3 Yamamoto; 4 Hirakawa; 5 Andrea Caldarelli (ST); 6 James Rossiter (ST). **Points** 1 Yamamoto, 37; 2 Andre Lotterer, 37; 3 Loic Duval, 31; 4 Nakajima, 24; 5 de Oliveira, 19; 6 Matsuda, 18.5.



Jones (left) fights  
Urrutia in race one

OLIVER READ

# “It was a surreal moment, with a few tears...”

He's been one of the world's best endurance drivers for years and now Allan McNish finally has the title to prove it. He tells **GARY WATKINS** what it means



After a fine year, McNish is now on top of the world





Third in Shanghai was enough to secure the title

EBREY/LAT

## TEAM-MATES ON WINNING THE TITLE

### TOM KRISTENSEN

"It means a lot because of the blue stamp of the FIA world title created by the brilliant joint organisation of the FIA and the ACO. It was the right decision for sportscar racing. It has come rather late in my career and in Allan's, but it certainly means something to be able to add it to my CV. "I always hoped I could win it, but I didn't want to say it. I wanted to remain humble. This is not about me, this is about we. This was a team effort, and that is why I love sportscar racing."

### LOIC DUVAL

"The 2013 season has been massive for me. To win the Le Mans 24 Hours, which was my first target, and then the world championship with Tom and Allan means so much. Being a world champion in whatever you do is fantastic and I still really can't believe what we have done, especially for me in my first year as a full-season driver. "It means a lot to win the world championship with Tom and Allan because they are sportscar legends. Maybe I can do it with them again, though I don't know how long they are going to stick around. It's probably the only point where I can be more successful than Tom, because I think it is unlikely that I am going to win Le Mans nine times."

Allan McNish has waited a long time to become world champion. Since 1985, in fact, when he made his first bid for a world title during his karting days. The chances have been few and far between since then. He never had another crack at one in karts and wouldn't race in a world championship again until his solo season of Formula 1 in 2002. And as a sportscar driver the opportunity didn't arise again until the re-birth of the World Endurance Championship at the start of 2012.

But he's done it, at the second time of asking together with long-time team-mate Tom Kristensen and the new third man in their partnership at Audi Sport Team Joest, Loic Duval. Now he can add the words 'world' and 'champion' to a bulging CV that includes three victories in the Le Mans 24 Hours, multiple victories in those other sportscar classics, the Sebring 12 Hours and Petit Le Mans, and a trio of American Le Mans Series titles.

It clearly means a lot to a driver who describes himself as "hardly the most emotional person in the world".

"Poodling along on the slowing-down lap, in my own little space in the cockpit, my emotions were pretty strong," he says of the events immediately after finishing a conservative third at the Shanghai International Circuit last weekend. "It was a surreal moment as I contemplated what Tom, Loic and I have achieved this year. There were a few tears, I have to say.

"It has been a long time coming. Okay, the opportunities haven't been there because I haven't been racing in a world championship, but when the opportunity comes, you've got to take it."

And that's why it is so important to McNish and his co-drivers. Sure, an FIA world title adds a stamp of approval to their respective resumes, but most importantly it was there to be won. For McNish and Kristensen, in particular, the return of what can be loosely called the world sportscar championship gave them something else to win.

"You can only win the races and championships that are out there," says McNish. "It wasn't as if I was willing there to be a world championship again through my time in sportscars."

McNish has described the ALMS as his world championship in the past and he maintains the point of view now that he can legitimately call himself a world champion.

"It had all the best teams, manufacturer interest and the racing was stunning," he says of a series he won in 2000, 2006 and 2007. "All you can do as a driver is to try to win at the highest level in whichever discipline you are involved in. And for much of my career that meant the ALMS."

He also points out that in the year of the first of his ALMS title the circuit visited Europe as well as Australia with the Race of 1000 Years in Adelaide. "It was a global championship," he says. "It just didn't have world status."

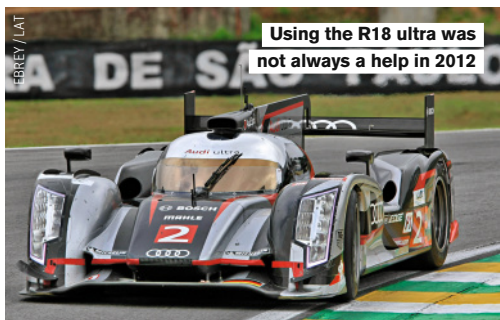
"If the alliance between the FIA and the Automobile Club de l'Ouest, [which promotes the WEC] hadn't happened in my time, I don't think my career would have been any worse for it if you look at what I achieved."

But success this year is clearly important to McNish given the disappointing season he and Kristensen endured in 2012. The late-race crash for the Scot at Le Mans inevitably raised questions about the powers of a driver who had been involved in two significant incidents the previous season, but more significantly the duo, who were partnered by Rinaldo Capello in the first three WEC rounds and struggled to match eventual world champions Andre Lotterer,



Winning the ALMS was the biggest prize McNish could previously aim at

DOLE/LAT



Using the R18 ultra was not always a help in 2012

EBREY/LAT



Benoit Treluyer and Marcel Fassler.

"We worked very hard over the winter to ensure that we had the same car crew through the year, so we weren't changing engineers and repeating the situation of last year," explains McNish, who worked with three different race engineers in 2012 and swapped from hybrid R18 e-tron quattro to non-hybrid R18 ultra and back.

"That stability has been important. Last year, we were in the situation at Bahrain [round six of eight last year] where our engineer Kyle [Wilson-Clarke] and our crew were working on the hybrid for the first time when they were at the race track.

"We put in a lot of extra effort through the winter and I think that work paid off. We came out of the blocks fighting at the opening race."

McNish reckons he wants to try to savour his title as much as possible "because the older you get the quicker the adrenalin rush of a victory wears off". On the other hand, he's "not losing sight of the next job in hand". That's the WEC finale in Bahrain on November 30, a race at which, he says, "No one has anything to lose."

Then, there's the little matter of the 2014 WEC. "You don't go into a championship not to win," he says. "If, as a racing driver, you don't have that pain in your heart if you lose, it is time to stop."

McNish felt that pain 2012 and bounced back as a world champion. ❧

# The long road to the world title

Allan McNish has done an awful lot in sportscars on his way to the championship. **GARY WATKINS** looks at the key moments

## 1996 – HOW IT ALL BEGAN

McNish had been sounded out for a guest appearance in the Porsche Supercup in 1995 and eventually made a one-off start at the British Grand Prix the following year. “I kept in touch with them, more out of politeness than anything,” recalls McNish. “When they were looking at drivers for their sportscar programme one thing led to another.”

## 1997 – FIRST STEPS WITH PORSCHE ▶

Signed up as test driver by Porsche in early '97, McNish made his first international sportscar start when he was placed with the Rook team for the Le Mans 24 Hours. A starring performance in a third factory 911 GT1 Evo in the FIA GT Championship finale at Laguna Seca cemented a full-time drive for 1998. “That was the thing that helped me on my way,” he says.



HARDWICK/LAT



DPPI

## ▼ 1998 – MAIDEN LE MANS VICTORY

“You don’t realise what winning the Le Mans 24 Hours actually means until you do it,” recalls McNish of his triumph in the 911 GT1-98 with Stephane Ortelli and Laurent Aiello. “Being up there on that podium is something special and my phone didn’t stop ringing for days.”



LAT

## ▼ 1999 – ON LOAN AT TOYOTA

Porsche dropped the bombshell that it wouldn’t be defending its Le Mans crown in 1999, but McNish quickly signed a three-year deal to develop and then race its LMP2000. “They said I was free to race for someone else at Le Mans, which is why I ended up at Toyota,” he says. Many have forgotten that the GT-One he shared with Thierry Boutsen and Ralf Kelleners was in the thick of the fight until Boutsen was taken out during the night.



LAT

## ▼ 2000 – THE FIRST CROWN

McNish established himself as a star at Audi after another Porsche withdrawal threatened to leave him high and dry. The American Le Mans Series title with the R8 followed. “That was an important season because it was the first ever sportscar championship win and my first title win for long time,” he explains. “It was also the year that cemented me in sportscars.”



DOLE/LAT

## ▼ 2004 – BACK TO SPORTSCARS

After a spell in Formula 1, McNish slotted back in at Audi, with the works-backed Veloqx squad: “There was always a lot of trust between me and Dr [Wolfgang] Ullrich and I wanted to race for him again.” The year started with the first of McNish’s three wins at Sebring and a classic pass on JJ Lehto’s Champion Audi through Turn 17.



BLOXHAM/LAT

## 2007 – ALMS TITLE NUMBER THREE ▶

McNish puts this title, won with Capello, up with 2000: “It had a bit of everything with the intra-team rivalry with Emanuele [Pirro] and Franky [Biela] and the scraps with the Porsche LMP2 boys. We had races like Petit where we won by nine tenths and then after four hours around Laguna Seca, we won by half a second.”

## ▼ 2008 – HIS GREATEST RACE

Peugeot should have walked Le Mans in 2008, but the French manufacturer was counting without an amazing performance from McNish, Tom Kristensen and Rinaldo Capello in the ageing Audi R10 TDI. “It was one of my best-ever races because we had to drive every single lap like a qualifying lap,” he says.



DOLE/LAT



Great drives allowed Audi to win 2008 Le Mans

## DID YOU KNOW?

McNish was sounded out to drive for Bentley at the 2003 Le Mans 24 Hours. The problem was the Canadian Grand Prix clashed with the French enduro and that was the year he was Renault's Friday test driver.

### ALLAN McNISH'S SPORTSCAR WINS

3	Le Mans 24 Hours
4	World Endurance Championship
3	Sebring 12 Hours
4	Petit Le Mans
20	American Le Mans Series (total)
5	Le Mans Series wins (inc Le Mans Endurance Series)
3	Professional SportsCar Racing
1	WEC title
3	ALMS titles

## ▼ 2012 – DAYTONA NEAR MISS

McNish returned to the Daytona 24 Hours with the Starworks Riley squad looking to improve on his second-place finishes of 1998 and '99. He didn't, but got ever closer to that elusive first victory, finishing just 5.2s behind the winners after “a good, old-fashioned scrap”.



WILLIAMS/LAT

## ▼ 2008 – THE BEST COMEBACK

McNish's wins Petit for a third time after crashing on the way to the grid and starting more than two laps behind the field: “It's one I smile about, but also one I cringe about. And it was all duked out in the dark at the end with the top three cars separated by a handful of seconds at the chequered flag.”



LEVITT/LAT

## ▼ 2009 – THE FORGOTTEN ONE

After wins at Le Mans and Petit Le Mans in '08, McNish, Kristensen and Capello won at Sebring with the new R15 TDI in a thriller with rival Peugeot. “Everyone slates the R15, but at Sebring I had the best-balanced sportscar ever,” he says. “I went round the outside of someone at Turn 1. I had that much confidence in it.”



LEVITT/LAT

## ▼ 2013 – WORLD TITLE STEPPING-STONE

World Championship victory is anchored with victory in the double-points Le Mans 24 Hours. The win for McNish and co-champions Kristensen and Loic Duval comes “under the most intense and prolonged pressure” he's ever experienced in a racing car. Only McNish and co head the Toyotas for much of the race.



STALEY/LAT

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ROZENDAAAL/LAT

2013 FRENault 3.5 REVIEW

# Kevin crowned

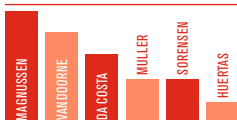
Kevin Magnussen might have believed his 2012 season was a poor one for this year meant he blended consistency with his huge speed.



## CHAMPIONSHIP POSITIONS

1	KEVIN MAGNUSSEN (DK) DAMS	274
2	STOFFEL VANDOORNE (B) Fortec Motorsports	214
3	ANTONIO FELIX DA COSTA (P) Arden Caterham	172
4	WILL STEVENS (GB) P1 by Strakka Racing	148
5	NICO MULLER (CH) International Draco Racing	143
6	NIGEL MELKER (NL) Tech 1 Racing	136
7	MARCO SORENSSEN (DK) Lotus (Gravity-Charouz)	113
8	ARTHUR PIC (F) AV Formula	74
9	SERGEY SIROTKIN (RUS) ISR	61
10	ANDRE NEGRAO (BR) International Draco Racing	51
11	WILL BULLER (GB) Zeta Corse	46
12	MIKHAIL ALESHIN (RUS) Tech 1 Racing	33
13	NORMAN NATO (F) DAMS	33
14	CARLOS HUERTAS (CO) Carlin	30
15	OLIVER WEBB (GB) Fortec Motorsports	27
16	CHRISTOPHER ZANELLA (CH) ISR	25
17	JAZEMAN JAAFAR (MAL) Carlin	24
18	MARLON STOCKINGER (RP) Lotus (Gravity-Charouz)	23
19	CARLOS SAINZ JR (E) Zeta Corse	22
20	NIKOLAY MARTSENKO (RUS) Pons Racing	20

## WINS



MAGNUSSEN	5
VANDOORNE	4
DA COSTA	3
MULLER	2
SORENSEN	2
HUERTAS	1

## POLES



MAGNUSSEN	8
VANDOORNE	3
SORENSEN	2
DA COSTA	1
NATO	1
MULLER	1
NEGRAO	1

## FASTEST LAPS

MAGNUSSEN	3
VANDOORNE	2
DA COSTA	2
STEVENS	2
MELKER	2
SORENSEN/SAINZ	1
HUERTAS/LUCAS FORESTI	1
PIC/STOCKINGER	1

## POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1  
**RACES:** Monza, April 6-7; Aragon, April 27-28; Monaco, May 26; Spa, June 1-2; Moscow, June 22-23; Spielberg, July 20-21; Hungaroring, September 14-15; Paul Ricard, September 28-29; Barcelona, October 19-20.

## SUPERGRID 2013

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

1	3.0	MAGNUSSEN	2	4.5	VANDOORNE
3	5.6	DA COSTA	4	7.5	MULLER
5	8.1	BULLER*	6	8.7	STEVENS
7	8.8	SORENSEN	8	9.4	MELKER
9	10.3	SIROTKIN	10	10.5	PIC
11	10.6	NATO	12	11.4	NEGRAO
13	12.4	SAINZ JR*	14	13.2	ZANELLA
15	13.5	WEBB	16	14.1	ALESHIN
17	14.6	STOCKINGER	18	15.3	FORESTI
19	15.6	JAAFAR	20	15.8	MOVE
21	16.7	MARTSENKO	22	16.8	LAINÉ
23	17.0	HUERTAS	24	18.2	FANTIN
25	19.6	AMBERG	26	22.4	CUNHA

Kevin Magnussen described his 2012 Formula Renault 3.5 season as the worst of his career, but in his eyes, that campaign played a huge role in him winning the 2013 championship. It wasn't that the Dane's rookie season had been disastrous with Carlin – he finished seventh – but a few too many errors on his part made Magnussen re-assess himself as a driver.

He declared towards the end of 2012 that he was trialling a change in philosophy to race weekends, focusing more on points accumulation rather than being the fastest man on track every time he left the pits.

For little more than a change of scenery he joined up with DAMS for a post-season outing last November. After topping that test, both driver and team became desperate to work together, and the rest is now history.

"There's nothing wrong with having bit of a shit season if you learn from it," says the McLaren junior. "I'm happy I had a season like that – if the year had been all right it wouldn't have taught me as much."

## HOW IT WAS WON

Antonio Felix da Costa's explosive finish to the 2012 season (four wins in the final five races) made him the pre-season favourite, but Magnussen's first-year speed meant that he was one of the most likely threats to the Red Bull youngster.

While the way Magnussen sealed the title, winning the final three races (it would have been four had it not been for a controversial exclusion at Paul Ricard), suggests he dominated the season, it was closely fought up to then. But the key to Magnussen's championship was that he did a better job of banking points when he wasn't winning. Ignoring the win he was stripped of, from the remaining 16 races he was in the points 15 times, his average finishing position was third

and he took 13 podium finishes. Nobody else could match that level of consistency, and it proved that Magnussen's determination to harness the blistering speed he already possessed had been carried out to perfection. By the end of the season it was easy to forget that Stoffel Vandoorne in particular had given Magnussen a very serious challenge earlier in the year, but by the end the champion was untouchable.

## STANDOUT PERFORMERS

Magnussen took himself to a new level this year, and that often overshadowed the others who excelled at various times. Vandoorne's performance as a rookie was just as impressive as 2012 champion Robin Frijns, as Fortec put together a stellar campaign with the reigning Formula Renault Eurocup champion for the second year in succession. Much like Frijns in 2012, Vandoorne seemed to run out of a bit of steam towards the end of the season that, combined with Magnussen's form, exaggerated the gap between the two.

Plenty of other drivers had their days in the sun: Nico Muller was superb en route to victory in Monaco, while Marco Sorensen dominated the Spielberg weekend to offer a flash of what he could have been capable of had Lotus had a smoother season. Will Stevens somehow didn't notch up a victory, but he was a worthy thorn in the side of the championship's big names when everything came right.



VAN DER LAAN/LAT



# King

one, but switching teams  
GLENN FREEMAN looks back

Magnussen: five wins and the title for DAMS

## SOMETHING TO REMEMBER

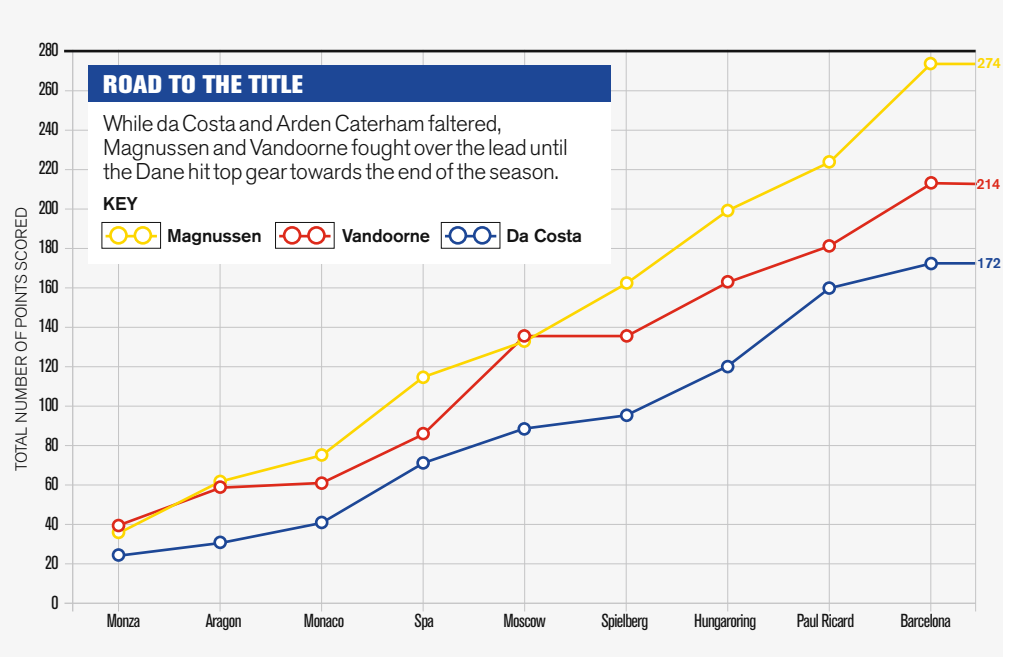
Magnussen, da Costa and Vandoorne only went wheel to wheel on a couple of occasions this year, and the first of those clashes provided a classic opening couple of laps at Monza. All three of the likely title rivals led the race during the first three laps, and all proved their class by keeping things clean. It was da Costa who prevailed, as he would again in their second exclusive fight at the Hungaroring where he snatched the lead during the pitstops. Those proved to be token successes for the Arden Caterham driver though, as his season never came together after a couple of trouble-hit races early on. Unfortunately, head-to-head fights between the championship's big-hitters were few and far between.

## SOMETHING TO FORGET

Magnussen's exclusion for an illegal DRS flap at Paul Ricard was unpleasant for everyone involved. The champion described it as the worst moment of his season, before adding that his dominant victory a day later, which put him back on the brink of the title, was the highlight! Another low point for the series came at Aragon, where significant engine reliability issues resulted in qualifying and race two being shortened on the Sunday. The problems seemed to be caused by Renault stressing the engines too much, but a repeat was avoided by backing off the motors' performance a little bit from then on.

## WHAT NEXT?

McLaren is looking to place Magnussen in Formula 1 and Vandoorne in GP2, while da Costa could return for another title push if Red Bull can't land him a drive elsewhere that doesn't clash with F1 weekends. A full season for fellow Red Bull junior Carlos Sainz would make sense, while Stevens, Muller and Nigel Melker would all be title contenders if they decide to come back. There will be lots of attention on Frenchman Pierre Gasly as well, given that the past two Formula Renault Eurocup champions have finished first (Frijns) and second (Vandoorne) in their rookie FR3.5 seasons. ❧



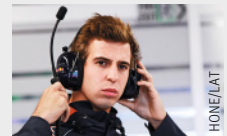
## TOP 10 DRIVERS



**1 KEVIN MAGNUSSEN**  
His speed was never in doubt (he backed it up with eight poles anyway), but this season was all about combining it with consistency. A tally of 13 podium finishes from 17 races is emphatic proof that he achieved that, and it would have been 14 had it not been for the Paul Ricard DRS fiasco. He was only out of the points on one other occasion.



**2 STOFFEL VANDOORNE**  
Came close to emulating Robin Frijns as a rookie champ, but Magnussen was just too strong to leave an opening. Otherwise his season was as impressive as the 2012 champion's.



**3 ANTONIO FELIX DA COSTA**  
Not as bad a year as his Toro Rosso F1 snub will make it look in the future. Expectations went up last year, but 2013 was about things not falling into place more than any bucking under pressure.



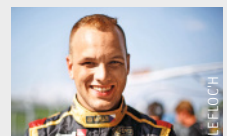
**4 NICO MULLER**  
As always seems to be the case in his career, when the car was worthy of a top result Muller delivered. Gets the nod over Stevens here because his peaks (two victories, including a Monaco masterclass) were higher than the Brit's.



**5 WILL STEVENS**  
Deserved his place as an outside threat in the title race mid-season, but any hopes of ruffling a few more feathers went begging through bad luck and missing out on the top step of the podium. Made a good step from 2012.



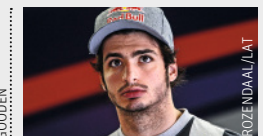
**6 NIGEL MELKER**  
Once he got the Tech 1 car to his liking he went on a very strong run mid-season that had him eyeing third in the standings. Those hopes slipped away through a scrappy end to the year, so he could return.



**7 MARCO SORENSEN**  
Mystery engine woes plagued the start of his season, preventing him from building on a strong rookie campaign. When it all came good in Austria he proved to be dominant, showing what could have been.



**8 WILL BULLER**  
Six points finishes from 10 starts (and his position on our Supergrid) with Zeta Corse showed that Buller could handle racing at this level. If he gets a full season in a more consistent car, he could be a dark horse in 2014.



**9 CARLOS SAINZ JR**  
Seemed to be struck by trouble (be it car issues or incidents) more than Buller, but his part-campaign with Zeta Corse was just as impressive and deserved to yield more points than it did. P6 on debut at Monaco was special.



**10 SERGEY SIROTKIN**  
Considering his age (he turned 18 in August) the fact that he took two podiums and ninth in the standings was impressive. Whether he's ready for a Sauber F1 drive next year is a different matter.

# Marciello the Euro fighter

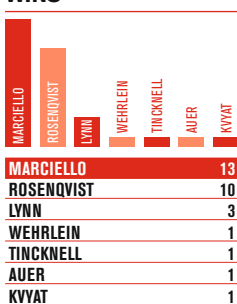


## CHAMPIONSHIP POSITIONS

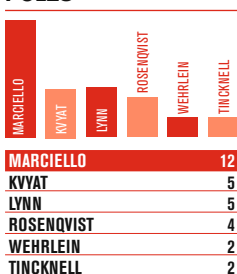
1	RAFFAELE MARCIELLO (I)	Prema Powerteam Dallara-Mercedes F312	489.5
2	FELIX ROSENQVIST (S)	Mucke Motorsport Dallara-Mercedes F312	457
3	ALEX LYNN (GB)	Prema Powerteam Dallara-Mercedes F312	339.5
4	LUCAS AUER (A)	Prema Powerteam Dallara-Mercedes F312	277
5	HARRY TINCKNELL (GB)	Carlin Dallara-Volkswagen F312	227
6	JORDAN KING (GB)	Carlin Dallara-Volkswagen F312	176
7	TOM BLOMQUIST (GB)	EuroInternational Dallara-Mercedes F312	151.5
8	PIPO DERANI (BR)	Fortec Motorsport Dallara-Mercedes F312	143
9	SVEN MULLER (D)	Ma-Con/Van Amersfoort Racing Dallara-Volkswagen F312	122
10	ALEXANDER SIMS (GB)	T-Sport Dallara-Nissan F312	112
11	FELIX SERRALLES (USA)	Fortec Motorsport Dallara-Mercedes F312	104
12	JOSH HILL (GB)	Fortec Motorsport Dallara-Mercedes F312	56
13	EDDIE CHEEVER (I)	Prema Powerteam Dallara-Mercedes F312	50
14	PASCAL WEHRLIN (D)	Mucke Motorsport Dallara-Mercedes F312	49
15	NICHOLAS LATIFI (CDN)	Carlin Dallara-Volkswagen F312	45
16	WILL BULLER (GB)	T-Sport Dallara-Nissan F312	39
17	ANTONIO GIOVINAZZI (I)	Double R Racing Dallara-Mercedes F312	31
18	LUCAS WOLF (D)	URD Rennsport Dallara-Mercedes F312	28
19	MICHAEL LEWIS (USA)	Mucke Motorsport Dallara-Mercedes F312	23
20	DENNIS VAN DE LAAR (NL)	Van Amersfoort Racing Dallara-Volkswagen F312	22

Raffaele Marciello and Prema were very quick in 2012, but mistakes proved costly. This season, however, they got the job done. **MARCUS SIMMONS** looks back on their winning run

## WINS



## POLES



## FASTEST LAPS

ROSENQVIST	10
MARCIELLO	7
LYNN	4
AUER	3
WEHRLIN	2
SERRALLES	1
KING	1
KVYAT	1
SIMS	1

## POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1.  
**RACES:** Monza, Mar 23-24; Silverstone, Apr 13-14; Hockenheim, May 4-5; Brands Hatch, May 18-19; Spielberg, Jun 1-2; Norisring, Jul 13-14; Nurb'ring, Aug 17-18; Zandvoort, Sep 28-29; Valtellunga, Oct 12-13; Hockenheim, Oct 19-20.

## SUPERGRID 2013

The mean average position from the 20 qualifying sessions, not including grid penalties or those who contested fewer than four race weekends

1	3.0	MARCIELLO	2	5.6	AUER
3	5.9	ROSENQVIST	4	6.4	SIMS
5	6.5	LYNN	6	6.7	KING
7	7.3	KVYAT	8	7.5	TINCKNELL
9	10.6	MULLER	10	11.4	BLOMQUIST
11	11.8	HILL	12	12.2	DERANI
13	12.3	SERRALLES	14	12.3	CHEEVER
15	12.5	BULLER	16	14.1	LATIFI
17	15.3	LEWIS	18	15.4	MARDENBOROUGH
19	16.3	GIOVINAZZI	20	16.3	VAN DE LAAR
21	16.5	GILBERT	22	16.6	GRENHAGEN
23	18.7	WOLF	24	18.8	NISSANY
25	23.2	GODDARD	26	23.4	RUDERSDORF
27	24.4	GELAEI	28	25.5	ZELLER
29	26.3	CALDERON			



**T**he first 'proper' year of the FIA's revived Formula 3 European Championship – as opposed to its piggybacking of the Euro Series and British F3 in 2012 – was a spectacular success. Partly thanks to the retreat and refocus of British F3, 30 cars lined up for the opener at Monza and, although this number dropped, it never got below 25. Added to that, we had a tense title fight between two drivers – Raffaele Marciello and Felix Rosenqvist – who each excelled in putting together arguably a better season than anyone managed in F3 in 2012.

While this duo dominated to take 23 wins between them out of the 30 races, there were plenty of other notable talents among a field that was arguably stronger in depth than any F3 championship has enjoyed for several seasons. For a category that many reckoned was losing its way, this was a terrific bounce-back season.

## HOW IT WAS WON

From the moment the new-generation F3 Dallara came out in 2012, Prema Powerteam has been well and truly on top of maximising the car in most circumstances at the vast majority of circuits. Ferrari protege Marciello came into the season having already proven sensationally quick in 2012, and was determined to eradicate

the mistakes that had prevented him making more of a fight of it with Daniel Juncadella.

The Swiss-born Italian made fewer errors in 2013 and this made a crucial difference, because he had a very fierce adversary in the form of Rosenqvist. Once Pascal Wehrlein headed off to the DTM after the opener at Monza, Rosenqvist spearheaded the Mucke Motorsport charge more or less on his own. While Marciello had very fast team-mates in the forms of Alex Lynn and Lucas Auer with whom to compare data at Prema, Rosenqvist was way faster than the other Mucke guys – although on the flipside of the coin this ensured that he could enjoy a strong focus from his team.

A disastrous qualifying at Monza – and then punting-off from Tom Blomqvist in the first race – started Rosenqvist's challenge on the



Marciello (1) and Rosenqvist duked it out all year



XPB IMAGES / LAT



Chaos reigned at the Norisring

wrong foot. But he got a massive break when Prema (among others) received inferior wet-weather tyres for qualifying at the Red Bull Ring, this coming after Marciello's exclusion for a gear-ratio infringement at Brands.

In the end, it was two crucial mistakes by Rosenqvist at the Nurburgring, where he stalled at the start, and at Vallelunga, where he deranged the suspension in qualifying, that settled it for Marciello.

Realistically, the foundations for the title were laid back in the early days of 2012, when Marciello was able to start his Euro F3 career in a superb car. Even late-season botches by 'Lello' at Zandvoort and Vallelunga were unable to completely erode the breathing space that this preparation – and his talent – had bought him.

### STANDOUT PERFORMERS

In their first seasons at a European level, Prema drivers Alex Lynn and Lucas Auer fought for third in the championship. Lynn took three excellent wins; Auer one 'inherited' one (after Marciello's Brands exclusion). Both will be undoubted title contenders if – as seems likely – they stay put in 2014.

The same goes for Jordan King, who made the step up from Formula Renault in style with Carlin. He had a good benchmark in experienced team-mate Harry Tincknell, who won at Silverstone. Red Bull junior Daniil Kvyat also joined Carlin for seven rounds and could show sensational speed, finally winning at Zandvoort once he sussed how to get an F3 car off the line.

Tom Blomqvist had a tough season as EuroInternational's lone performer, but remains a quality driver. Ditto T-Sport's ringer Alexander Sims, who lifted the Brackley squad with some terrific showings after replacing Will Buller.

### SOMETHING TO REMEMBER

It has to be Rosenqvist's racecraft, which was far superior to Marciello's. Check out the championship's YouTube channel for his breathtaking moves to take the lead at Silverstone (from Tincknell) and the Red Bull Ring (from Marciello and Kvyat simultaneously), or his charges from the back at Vallelunga.

### SOMETHING TO FORGET

Chaos at the Norisring, with wrongly applied yellow-flag speeding penalties (later rescinded) and an overturned exclusion for Rosenqvist for an irregular fuel sample after qualifying. Add to that some rather unnecessary safety car calls that disrupted the racing.

### WHAT NEXT?

The new FIA rules on engines are belatedly introduced for next season, and the signs are that the quality at the front will remain high, with some very promising junior talents ready to join in. F3 has recaptured its mojo. 🍷

## TALKING POINT

It may mean that the drivers have to race on one or two circuits that are a bit rubbish for Formula 3 cars, but the series' umbilical link to the DTM is its strongest card.

With the accessibility of F1 almost destroyed by its commercial-rights situation and the economic climate, young talents are increasingly eyeing professional careers, as opposed to 'F1 at all costs'.

Racing with the DTM puts them under the eyes of BMW, Mercedes and Audi, as well as in front of bigwigs from Porsche and Volkswagen, which provide the other regular support championships.

The chance to be recruited as a professional by a top manufacturer is increasingly attractive when the alternative is joining the legions banging their heads against the F1 brick wall that is GP2 or Formula Renault 3.5.

You only have to look at Edoardo Mortara, Roberto Merhi, Marco Wittmann, Dani Juncadella and Pascal Wehrlein for proof of that.



High-profile DTM good 'home' for F3



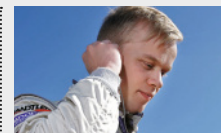
FIA F3 / SUER

Roberto Merhi is among ex-F3 acers now in DTM

## TOP 10 DRIVERS

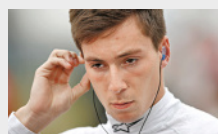
### 1 RAFFAELE MARCIELLO

Fantastic talent and car control, and a master of finding the limit with very little build-up. Superb at winning races from the front, which was just as well as slight flakiness in adversity delayed his winning of the title. Maturity with age should cure this for a driver with great promise and strong links with Ferrari.



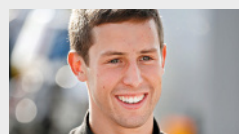
### 2 FELIX ROSENQVIST

Inspired racer with a spectacular style. Was a tough call between him and Marciello for #1. Showed unshakeable desire and skill in recovering from mistakes, but there were one or two too many.



### 3 ALEX LYNN

Showed mental strength, first in diving into a very Italian environment at Prema, then in bouncing back from a couple of low points. Super-smooth contender who keeps getting better.



### 4 ALEXANDER SIMS

Quality pro, who provided much-needed calm to T-Sport and ThreeBond/Nissan project to thrust the car onto the podium. And this in the team's – and engine's – first season in Euro F3. Likely top-four in points with full season.



### 5 DANIIL KVYAT

Just one day of F3 testing at Pembrey – and then claimed four poles! Then, after Hockenheim test, took another pole and a win at Zandvoort. Some weekends weren't quite so great, but he has made it to F1 regardless.



### 6 LUCAS AUER

Great speed and racecraft early in the season, in his first year in FIA-spec F3 car, but seemed to lose his way a little through the late races. He possibly overstrove in bid to beat Lynn to third in points.



### 7 HARRY TINCKNELL

Very solid season and led the Carlin attack for much of it. Superb at Silverstone, where he won. Slightly up-and-down form elsewhere, but remarkably finished all 30 races and usually raced well.



### 8 JORDAN KING

Very much a rival to Tincknell and Kvyat for the lead Carlin driver by the end of year in his maiden season out of FRenault. Unflappable, laid-back character who the team loves, and a title contender for 2014.



### 9 TOM BLOMQVIST

Had bizarre – and short-lived – Norisring win, but tough season with small EuroInternational team on nowhere near a proper budget, notwithstanding Red Bull support. Got good results in tough circumstances.



### 10 SVEN MULLER

Usually eye-catching on-track and fantastic in fast corners, but spent the year in small teams and was often found in the upper-midfield scrum. Would have been interesting if he'd been able to stay with Prema.

57

FIA F3 / SUER

# Is this the man to beat in Macau?

Felix Rosenqvist was a close second to Antonio Felix da Costa last year, but returns as a big star of the F3 ranks. He talks to **MARCUS SIMMONS** about going one better this time around



Rosenqvist hopes Macau will keep his career going

Should a dyed-in-the-wool fan want to create their perfect template for a Scandinavian racing driver, they'd come up with something pretty close to Felix Rosenqvist. The blond features? Check. The spectacular driving style? Check. Supernatural pace on cold tyres? Check. Great overtaking? You know the answer... And, obviously, you won't be surprised to learn that he's a Ronnie Peterson fan.

Rosenqvist carried the fight doggedly to Raffaele Marciello in this year's Formula 3 European Championship. He fell narrowly short, but many are predicting the Swede to turn the tables in this weekend's Macau Grand Prix. Second on the Chinese streets last year, he would likely be the bookies' favourite to beat Marciello and even 2012 victor Antonio Felix da Costa.

And then what? Well, here's the sad bit. As a Mercedes-backed driver who has now spent three years in Euro F3 with Mücke Motorsport – thanks mainly to the belief of team boss Peter Mücke – it's clearly time for him to move on. But funds to move up to GP2 or Formula Renault 3.5 – neither of which have a Merc interest – are not something to which Swedish drivers traditionally have access (Marcus Ericsson excepted). A move to the DTM? Well... look at Merc's roster at the moment, chock-full of young talents recently out of F3.

If Macau represents Rosenqvist's last single-seater race (and as race fans who want talent to succeed we should all hope that, if it is, it's because he earns himself a professional drive in a top-level series elsewhere), it will represent something of a full circle for a driver who, strangely, started his car-racing career in Asia.

Young Rosenqvist initially focused his sporting activities on skiing: "Downhill was my best category. It's quite similar to racing – you have to carry the speed and be aware of your lines. It's a nice sport; I still like it a lot."

But Felix and his dad, the owner of a nail factory, were also "car maniacs", and Rosenqvist Sr was convinced to buy a kart. Over time, the family fell out of love with karting: "I didn't think it was fun because it was too much about equipment. You have to have everything right or you're P60 or whatever. The first time I tried a formula car I fell for it and my interest in racing escalated."

Just 15 years old, Rosenqvist – along with karting buddy Fredrik Blomstedt (BTCC racegoers may remember him from Formula Renault UK in 2008/09) – went to compete in Asian FRenault in '07, "mainly due to budget reasons. We also had good people – it was the ex-team manager of Prema, Davide de Gobbi, who was my team boss. He was really good at teaching the first stages."



**"It's important not to have too much pressure – I'm just going to relax and see what we can do"**

Rosenqvist stayed on in 2008 and won the title, and had agreed a deal to race in Formula Challenge Japan (the country's FRenault equivalent) for '09 when the financial crisis struck. So he went home to race in Swedish FRenault, winning that crown too from a field that included Tom Blomqvist.

In 2010 he made a promising step to German F3 with Performance Racing, and the decision – which would prove crucial to Rosenqvist's next three years – was made to step up to the top echelon of F3 for Macau.

"We were supposed to stay in German F3 in 2011 and try to win the title," he recalls. "And then Peter Mücke contacted us because I'd had a really good race in Macau. He asked me if I wanted to do Euro F3, and it was a seat supported by Mercedes."

"In racing today a contract like that doesn't grow on trees. It's very good when times are bad to be with a car manufacturer that actually has money when everyone else is trying to save. I see more chances with them than anything else."

After 15 wins in championship F3 races – plus two successes in the Masters of F3 – over a three-year period, would that even be to the

detriment of going further in single-seaters?

"A driver like me loves formula cars and you always want to be in them as long as you can," he points out, "but to be honest Formula 1 today is not what it should be. Teams are struggling with budgets and there are a lot of pay drivers."

"DTM is a healthy championship, unlike Formula 1. For a driver, you always want to have that competitiveness otherwise you lose the spark a little bit. DTM is tougher than F1. The top in F1 is, of course, exceptional, but look at the middle to the back..."

And Macau? Some drivers may crumble under expectation, but Rosenqvist seems to have a calm, measured mental fortitude (the archetypal Scandinavian driver again).

"It's important not to have too much pressure," he argues. "It's not a good track for that! I'm just going to go there and relax and see what we can do. There's no reason why the car shouldn't be as good there as it was last year; I'll just take everything for what it is."

"And I love the old-fashioned circuits like Macau. It's another world really."

Ronnie Peterson would probably agree. ☼

## OTHER DRIVERS TO WATCH OUT FOR

Have you heard about the race from which a new F1 driver withdrew, and by doing so made it even more competitive? No? Well, it's called the 2013 Macau Grand Prix.

Daniil Kvyat would likely have made a good fist of his Macau debut, but his Carlin replacement, 2012 winner Antonio Felix da Costa, has added plenty of fizz.

Add in last year's qualifying topper Alex Lynn with Prema Powerteam, and you have last

year's top three – da Costa, Felix Rosenqvist and Lynn – back for another crack at victory. And don't forget European champion Raffaele Marciello, Lynn's Prema team-mate.

This is the quartet to whom most eyes will look initially, but Carlos Sainz Jr – like da Costa returning to Carlin's F3 line-up after racing elsewhere in 2013 – is lurking dangerously. Like Sainz, another GP3 racer who could do well is Kevin Korjus, back with Double R

Racing after showing glimpses of huge pace in Macau last year.

Among other Euro F3 racers, Pipo Derani (Fortec) and Harry Tincknell (Carlin) have shown good form there, while Lucas Auer should be strong with Prema and Jordan King is a hot rookie with Carlin.

For a dark horse, look to Alexander Sims with T-Sport. And for a *really* dark horse, try Tom Blomqvist: back at Fortec, with a point to prove after a troubled 2012.



# The making of Macau

Ahead of the 60th Macau GP, **PETER MILLS** looks back at how it all began, and what made it the event it is today



60

**W**e recently commented on a Macao GP... According to our information, this was in Brazil, but this, it transpires, was incorrect, the Macao concerned being the five-square mile Portuguese colony on the banks of the Canton river in China.” The AUTOSPORT report of the first Gran Premio de Macau on October 31, 1954, might have been worryingly wobbly on some fundamental details, but the race’s rapid elevation in status would soon make it unthinkable that any racing enthusiast could suffer similar confusion.

The creep of homogeneity elsewhere has perhaps only served to accentuate the allure of the Macau Guia circuit. From rough-house road-race to Formula 3 showpiece, the combination of ‘seafront’ straights and demanding hilltop section has remained a constant which has enticed drivers (and riders) for 60 years.

All but one of the 15 cars in the inaugural Grand Prix, won by Eddie Carvalho’s Triumph TR2, were from Hong Kong. Among them was newly stationed REME (Royal Electrical and Mechanical Engineers) Sergeant Douglas Steane,



Doug Steane in his Mercedes 190SL in 1959

PHILIP NEWSOME ARCHIVE

whose racing activities were indulgently encouraged by a far-sighted colonel, a “go-ahead guy” delighted by the ensuing newspaper publicity for his Signal Regiment.

Steane, now 83 and retired in Hereford, recalls the genesis of the event: “I had actually arrived in Hong Kong in early ’54, when the people in Macau were talking about running a rally.

A couple of chaps in Hong Kong at the Motorsport Club, of which I was a member, got to hear about this and went over to have a look. They said, ‘You don’t want to waste your time running a rally, you want to run a race here – you’ve got a natural racing circuit.’”

Cobblestones on the circuit’s back-leg and a stretch of unmade road were replaced and

Macau's waterfront has changed but the GP still attracts big crowds



surfaced for the '55 running. While the early Macau GP organisers might have been gratified by the boost to tourism by visitors from Hong Kong, local car dealers and importers soon came to recognise the value of the meeting.

"My best mate was Bob Ritchie, a Sergeant in the RAF," continued Doug Steane. "He drove for FIAT, a dealer team, and Austin Healey, which was run by Austin dealers Metropolitan Cars. I drove for Walter Sulke, the Mercedes importer, and Walter also had the DKW franchise."

When Sulke's nominated driver for his Mercedes 190SL fell ill before final practice of the 1955 Grand Prix, Sulke handed driving duties to his DKW saloon car hotshot. The decision would reap rewards, as just 15 minutes later Steane recorded a remarkable pole.

"Although I won in '56, the '55 race when I had a ding-dong with Bob Ritchie was more rewarding," affirms Steane. A late pitstop to remedy fuel starvation allowed Ritchie's Healey 100 into first place, but confusion followed at the finish when ex-biker Ritchie stopped before the chequered flag, as was the norm at the Isle of Man T.T. Alerted to his error by the crowd, Ritchie was jolted back into action and took a breathless victory by under two seconds.

The Suez crisis and an awaiting job in England prevented Doug from accepting Walter Sulke's



Tiff Needell and Riccardo Patrese lead the 1979 race

offer to race a 300SL in 1957. Soldiers posted on sentry duty along the seafront, to stop Chinese dissidents entering Macau, may have breathed easier, as Doug had sent some diving into the South China Sea for cover after crashing on his way to victory in '56.

The Grand Prix Trophy left the colony of Hong Kong for the first time in 1958, when Chan-Lye Choon from Singapore won in an Aston Martin DB3S. But it would be another early Chinese competitor, the Sumatra-born Teddy Yip, who would leave the biggest mark on Macau...

Future Formula 1 team owner Yip and brother-in-law Stanley Ho's STDN consortium assumed control of Macau's highly lucrative gambling franchise in the early 1960s. Yip now had the wherewithal to fund other entrants and become a multiple car owner. Despite the loss of his friend 'Dodgie' Laurel in a 140mph accident in 1967, the first fatality of a competitor in the Grand Prix's history, Yip stepped up his support of the race.

Factory participation was also on the up. In '66, the launch of a local Renault dealership prompted La Regie to send over a Le Mans-spec Alpine 1300 for Mauro Bianchi. The Belgian dominated the event to become the first imported winner.

Of the Macau regulars, John MacDonald was earning a reputation as a master of the Guia circuit. In addition to a record four Grand Prix victories, the Hong Kong garage owner became the only man to win in all disciplines by taking laurels on two wheels in '69 and saloon car honours in '72. The '72 meeting saw the debut of Yip's latest protegee Vern Schuppan, who set pole by nine seconds in a demon March 722, before being denied a likely victory in the uber-Formula Libre race by a burnt clutch. Over a 10-year spell competing at the circuit, Schuppan would record two dominant wins. The future Le Mans winner attributes the Macau Grand Prix's growth during the 1970s as chiefly down to Yip, along with word of mouth from drivers and Yip's healthy rivalry with fellow businessman Bob Harper.

"Any driver who raced at Macau came away saying, 'Wow, what a track!'" says Schuppan. "You were also almost treated like a king. Teddy was

the most singularly important person in terms of what went on there. He would just say, 'Yep, let's get so-and-so out here,' and that would just happen. I never knew whether it was off his own account or whether the casino was paying for it."

For the silver jubilee in 1978, Hong Kong Ford importer Harper came up with the idea of a Race of Giants, featuring past and present grand prix and Indy legends in identical 1.6 Ford Escorts. Stirling Moss took pole, Jacky Ickx won and Jackie Stewart reportedly rolled a camera car three times. Typically, Yip was in the thick of the action, assisting in making the event happen and participating in the race.

The adoption of Pacific rules in the 1970s, initially, accompanied a rise in grid strength. Harper's cars represented the chief opposition to Yip's Theodore Racing team. Indeed, the American pitted a stellar line-up of Keke Rosberg, Derek Daly and Riccardo Patrese against Yip's entry of fellow future F1 star Alan Jones in '78. Patrese picked up two wins before the Harper/Yip rivalry turned, briefly, somewhat acrimonious. In the immediate aftermath of defeat in '79, Patrese and Harper protested Theodore Racing's winner Geoff Lees' engine. The car was declared legal and in apologising for the protest Harper announced his intention to withdraw from future events.

The race under Pacific rules would never enjoy such heights, and for '83 another direction was sought. Formula 2 rules were evaluated, but the need to fell trees at the Lisboa corner to meet circuit standards was met with strong opposition, leaving Formula 3 as the most practical alternative. The move was an instant hit as perhaps the only driver to make his F3 debut at 40 can attest.

"We could tell F3 was definitely the way forward," affirms Schuppan, recalling the dawn of the 30-year F3/Macau success story. "Guys like Senna and Schumacher won there blowing everyone into the weeds, when it was much more competitive. It became important for drivers' careers. The perception had certainly become if you won Macau then you were a driver to watch." ❖

**"The perception had certainly become if you won at Macau then you were a driver to watch"**

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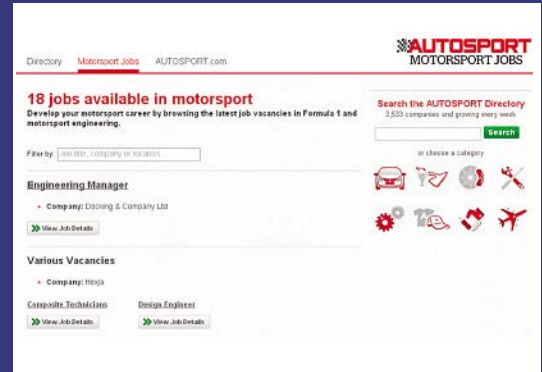
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Previous experience in British Touring Cars is desirable but not essential.

Applicants should send their C.V along with a covering letter via email to [garth@robaustin.com](mailto:garth@robaustin.com). Or by post to Rob Austin Racing, Unit 19B, Pershore Trading Estate, Pershore, Worcestershire, WR10 2DD.

Closing date for applicants is Thursday 28 November



SAUBER Motorsport

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#### Track Support Technician

Working as part of our trackside team you would be involved in all aspects of the preparation, delivery and operation of our systems in the highest levels of international motorsport

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 EM Motorsport Ltd, The Stables, Church Farm House, Holton, Oxon, OX33 1PR, Attn: Jo-anne Warner

Closing Date for applications is 22nd November 2013 – Strictly no agencies.  
[www.emmotorsport.com](http://www.emmotorsport.com)

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Duties include programming, setting and operating 5 Axis CNC machines to achieve the highest quality standards. You will provide leadership and clear direction to shift team members and be responsible for initiating efficiency improvements for the shift. Proven competency in precision grinding is highly desirable.

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REF: CH747 - EARLY/LATE SHIFT

6 MONTHS FIXED TERM CONTRACT

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**CLOSING DATE: THURSDAY 28TH NOVEMBER 2013**

**NO AGENCIES PLEASE**





## WE ARE CURRENTLY LOOKING TO RECRUIT THE FOLLOWING POSITIONS AT RED BULL TECHNOLOGY:

### HR2406201301C – ELECTRONICS TEST AND INSPECTION TECHNICIAN

We currently have an opportunity for an Electronics Test and Inspection Technician, whose primary responsibilities will involve all aspects of testing and inspection for a wide range of Electrical and Electronic assemblies.

Working closely with all of our Electronics Groups, you will ensure the appropriate standards are met before parts are released for track use. You will be HNC qualified or equivalent in an Electronics discipline and have previous experience of working in a testing and development environment, preferably from a Motorsport, Automotive or Aerospace industry. You should also have experience of MIL specification wiring installations, sensor technologies and standard electronic test equipment. Familiarity with shaker rig testing, harness testing equipment and data acquisition software would be beneficial.

Candidates should be able to demonstrate a high level of computer literacy, have the ability to understand technical drawings and present concise and accurate data when producing technical documentation such as non-conformance reports, concession documentation and fault reports. You must also be self motivated, display a flexible approach to work patterns and enjoy the challenge of working effectively and to tight timescales.

### HR02081301C – SENIOR ELECTRONICS SYSTEMS ENGINEER

Working closely with our Electronic and Mechanical Engineers you will be responsible for the installation and specification of our Electrical and Electronic on-car system components, harnesses, sensors and associated off-car equipment. You will also focus on raising standards, developing internal processes and will provide technical support, leadership and mentoring for the system engineers.

The successful candidate must have experience in using NX CAD 7.5 or above, combined with extensive knowledge and use of the advanced electrical routing tool within the NX software package. You will have a high level understanding of Electrical/Electronic and Mechanical systems, wiring, connectors and heatshrinks used within the Motorsport, Aerospace or Automotive industries.

Applicants for this role should ideally be degree qualified in an Electronics discipline, or equivalent, combined with relevant experience

of Motorsport Electrical and Electronic Systems. You should additionally be able to demonstrate a high level of self-motivation and be able to work within a high-pressure environment. Good communication skills and the ability to work within tight timescales are a prerequisite for this role.

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We have an exciting opportunity for a Senior Electrical Technician to join our Electronics Team.

You will be responsible for the production of high quality Electrical and Electronic components, looms and assemblies within the time scales set, to required specifications using Autosport or Aerospace connectors, MIL spec wiring, and heat shrink moulded parts. In this role you will also work closely with the Electronics Production Team Leader assisting with day-to-day task planning while providing leadership, mentoring and technical support to the Electrical Technicians.

It is essential for the successful applicant to have strong leadership and organisational skills, with the ability to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. As a requirement for this position you will need previous experience in a Motorsport (ideally Formula One) build environment, with a BTEC NC in Electrical or Electronic Engineering (or equivalent).

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We are currently seeking an Electrical Technician to maintain and develop our on-car wiring systems and garage based Electrical equipment.

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To apply, please visit the recruitment page on our website [www.infiniti-redbullracing.com](http://www.infiniti-redbullracing.com).

Closing Date for Applications – 28<sup>th</sup> November 2013.

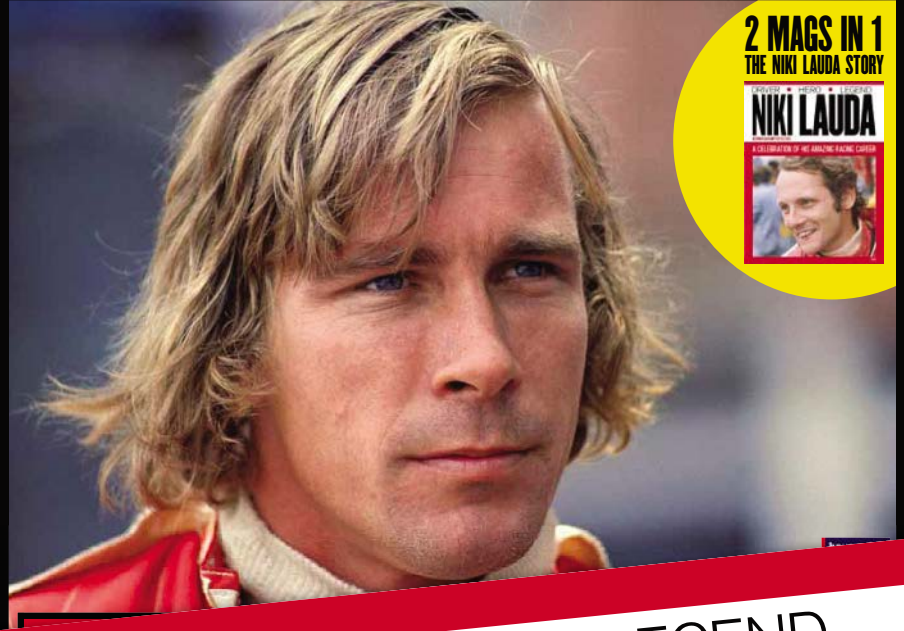
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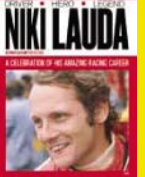
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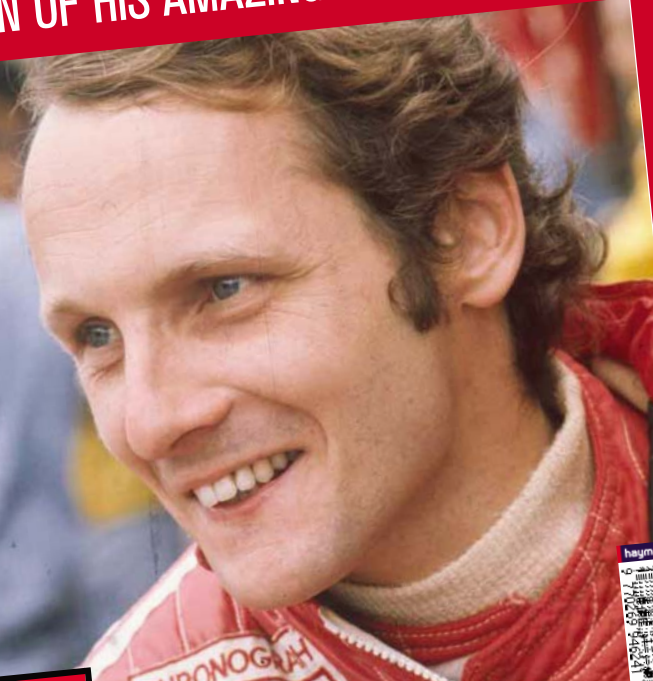
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Lagunas of Plato and Boullion will appear in historics

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com  
@BenAndersonAuto



## ANY FAN OF BRITISH TOURING

Cars remembers the Super Touring days with a special fondness. We at AUTOSPORT are no different, as readers who caught our dedicated Super Touring summer issue will recall!

The HSCC's dedicated series for these glorious relics of an utterly brilliant and totally bonkers age of touring car racing has been slow to build momentum, but it's good to see the category will be back for a second season in 2014.

The pure-breed Super Tourers are tricky to run and expensive to maintain, so it's no surprise it's taking time for the brainchild of current Dynojet BTCC engineer Jonny Westbrook and Nissan Primera nut Dave Jarman to take off.

The prospect of two iconic BTCC Williams Renault Lagunas, plus some BMWs from the Italian and German period championships, joining the fray only adds to the sense that this concept could really work if everyone involved remains fully committed.

A support slot at one of next year's TOCA rounds would be the icing on the cake for Westbrook, Jarman and their cohorts. I wonder if Jason Plato and Matt Neal could be persuaded to be reunited with their old warhorses for a late-'90s battle re-enactment?

Speaking of TOCA, Formula Ford is looking to up the ante in the single-seater stakes by offering a prize fund and tweaking its race format for next year (see page 72). The MSA has also extended the deadline for tenders to operate the British version of FIA F4 in 2015 until the end of this year.

British Formula Ford has expressed interest in being involved in that process, and they may not be the only ones, so we will see how things develop in due course.

## New cars to Super Touring Trophy

Ex-Williams Renault Lagunas and clutch of BMWs to join HSCC grid

### SUPER TOURING TROPHY

organisers are expecting a boost in numbers next year after several cars changed hands, and have applied for championship status.

The series for tin-tops of the 1970-2000 era was launched this year, after a successful one-off outing at the 2012 Silverstone Classic.

Grids were small early in the season, but grew and organisers believe it will be even stronger in 2014.

Historic Sports Car Club director Grahame White said: "We are delighted to continue to be involved with Super Touring again and, as a result of the huge interest and support received this year, have now applied for championship status. I don't envisage there being a problem."

### RENAULTS TO APPEAR

Two former Williams-run Renault Lagunas are among the new cars set to join the grid. The Laguna raced by Jason Plato in the 1999 BTCC will be driven by Mark Jones, who has previously raced a Vauxhall Cavalier in the series, while the sister car of Jean-Christophe Boullion has been purchased by Ford Sierra RS500 racer Simon Garrad.

Jonny Westbrook, co-founder of the Super Touring Trophy, said: "It's amazing to get them. The Laguna is a special piece of kit. When you see them up close you can really see what Williams did with the F1 engineering."

"They've been kept really well and not raced much. Mark's got a fair bit of experience so we expect him to be up there and Simon is a quick racer."

### BMW's BREAK COVER

So far, BMW representation has mainly been E30 M3s, but several competitors are now looking to run the later E36 model that lasted for much of the Super Touring era.

Kumho BMW frontrunner Darren Fielding will race an ex-Stefana Modena Italian Superturismo 318i, RS500 racer Paul Smith plans to drive a 1996 German Super Tourenwagen 320i, and Jim Whelan has just bought an ex-CiBiEmme machine raced by Emanuele Naspetti.

"There aren't many Super Touring E36s about," added Westbrook. "Lots of cars are coming out of the woodwork so we are optimistic."

Stewart Whyte, a series frontrunner in his '96 Honda Accord, is planning to race the ex-Tom Kristensen Accord that won the last ever Super Touring BTCC races at Silverstone in 2000.

### EXPANDED CALENDAR

The series will again appear at the Thruxton Easter Revival meeting, the Brands Hatch Superprix, Silverstone Classic and Oulton Park Gold Cup. It is also hoped a fifth round could be held in support of a BTCC round.



Ex-Modena BMW will race in hands of Fielding

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Ford bosses are hopeful of grid boost with 2014 tweaks

British Formula Ford

# Formula Ford prize to boost grids

BRITISH FORMULA FORD WILL introduce a £30,000 prize fund and a tweaked race format in 2014 in a bid to attract more drivers.

The British Touring Car Championship support category struggled for numbers this season, its first with winged cars, but hopes to boost interest by bringing in the prize fund and having a reversed grid race at every round.

It has not been decided how the fund will be shared, but AUTOSPORT understands the money will not be split into individual £1000 prizes for the winners of each race.

Ford organised BTCC and USF2000 tests for its frontrunners this season, but has yet to confirm these for 2015.

The announcement was made at Rockingham earlier this week, where 22 potential new drivers tried the

car at the annual sampler day.

Among those was Racing Steps Foundation-backed karter Ricky Collard, who suffered a life-threatening crash earlier this year.

He will not return to karts next year and is evaluating a graduation to single-seaters.

"We've decided to call time on his professional karting career and to look at starting in single-seaters," said

father Rob, who races in the BTCC.

"It's open-ended on which category. Obviously BRDC F4 is a nice fit, Formula Renault BARC is strong, and there is Formula Ford. It depends on budget, really."

Ford also confirmed a technical regulation freeze for next season, but is known to be keen to evolve the current series into British F4 when it that is introduced for 2015.

Clio Cup

## SV team boss Buxton injured while instructing at Silverstone

RENAULT CLIO CUP UK TEAM BOSS

Danny Buxton was involved in a heavy crash while instructing ahead of this weekend's Autumn Cup at Rockingham.

The Scuderia Vittoria director was coaching at Silverstone in preparation for the Clio Cup Series races when the car he was a passenger in spun at Copse.

With the Clio stationary on the exit, another car ploughed unsighted into the passenger-side door, breaking two of Buxton's ribs and chipping his collarbone.

"We got a bit sideways at Copse and came to a rest on the exit," explained Buxton. "A car came round flat-out and slammed into the passenger door.

"Luckily the rear quarter took a bit of it. If it was only the passenger door it would have been game over.



Commitment to the cause or what?!"

Despite the injuries, Buxton intends to be trackside this weekend when six of his cars contest the BARC Autumn Cup.

Among the 13-driver entry for the Clio races are main championship regular Devon Modell and Ginetta Junior graduate Ollie Chadwick.

Single-seaters

## MSA twice extends deadline for British Formula 4 tenders

THE MSA HAS EXTENDED THE deadline for applications to organise the British Formula 4 championship until the end of the year.

Prospective organisers must now tender for the right to run and promote the 2015 series by December 31.

The original deadline passed last month, but after concerns from potential applicants over the short timeframe to submit plans, the MSA pushed the deadline back to December 6. The governing body has now extended that to the end of the year.

It said the extra delay was to give tenderers more time to consider the final list of homologated chassis and

engine suppliers, which the FIA was due to publish on November 15.

There are seven engine makers and eight chassis constructors on the provisional list.

Ford has already stated its desire to be the engine supplier, but the British Automobile and Racing Club has ruled out its stillborn Formula Renault 1.6 series being used as a UK template.

Renowned single-seater constructors Tatuus, Mygale and Dallara are among the chassis candidates.

Meanwhile, the Confederation of Australian Motor Sport has confirmed it will run a championship to FIA F4 regulations in 2015.

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British GT

# Aston GT4 Challenge to support British GT rounds next season

**THE AMR ASTON MARTIN GT4**

Challenge GB will become a support series to British GT next season.

The mini-endurance category for V8-powered Vantage GT4s will hold four of the six rounds that make up next year's championship on the British GT bill.

The series will kick off at Oulton Park on April 19 and also visit Rockingham, Silverstone and Donington Park as part of SRO's British GT package.

The other two events will be June's Aston Martin Festival meeting at Brands Hatch and a European GT4 race at

Zandvoort in October.

Aston Martin Racing boss John Gaw said: "British GT is the highest level of GT racing in the UK and one of the top national championships in the world, so having the GT4 Challenge as a support race shows the level of professionalism of our one-make series."

● Lotus will return to the GT4 class of British GT next season. Ossy Yusuf, who raced a Ginetta G50 with Joe Osborne in British GT in 2010, will share an ISSY Racing Evora with experienced GT racer Gavan Kershaw.



AMR GT4 series will join the UK's premier GT package

HAWKINS

Ginetta Junior

# Total Control Racing to expand into Ginetta Junior next year

**LEADING GINETTA GT SUPERCUP** outfit Total Control Racing will branch out into the Junior class next season.

TCR ran Carl Breeze to the Supercup crown in 2012 and second this season, and has also won three Renault Clio Cup UK titles. Team boss Lee Brookes said it was logical for the team, which is also involved in the Ginetta GT5 Challenge, to participate in the first rung of Ginetta's championship ladder.

"We do everything else with Ginetta and there was a window to get drivers coming in and starting their careers," he said. "I just felt we need to be in that market. We've been with Ginetta a long time and I feel we've been missing out."

Brookes believes his team's experience with the similar G40 model used in the GT5 Challenge will help it in Juniors.

"[Our success] depends on the drivers that we get, but we've been running the GT5 Challenge cars and I think we'll be OK," he added.



TCR wants to work with Junior drivers

STYLES

British GT

# BTCC ace Tordoff looks to GTs after testing Triple Eight BMW

**BRITISH TOURING CAR RACE**

winner Sam Tordoff would like to add GT outings to his 2014 programme.

Tordoff, who finished sixth as a rookie in the BTCC this year driving a Triple Eight

MG6, had a run in one of the squad's British GT BMW Z4s at Donington Park last week.

"They said jump in and have a go – it was a thank you," said the 24-year-old. "But British GT is something I'd like to look at."

"It was nice to have go in a GT3. It was a really lovely, balanced car, though it was surprising how intrusive all the aids are, like traction control and ABS. And you could feel the aero."

Tordoff has no GT deal for next season, but the former Porsche Carrera Cup racer has not ruled it out. "In an ideal world I'd like to dovetail it with touring cars," he added. "I'm looking at the possibilities of that."



Tordoff enjoyed Triple Eight Z4

EBREY/LAT

# HUMBLE PYE

## The voice of club racing



The 750MC has banned electronic ignitions in Formula Vee for 2014

JONES

# Going back to basics should set Formula Vee straight

The old adage "if it ain't broke, don't fix it" could apply to Formula Vee – like Formula Ford a British racing fixture since 1967 – as there wasn't a lot wrong with it until relatively recently when things were allowed to get a little too technical. All a bit un-Veelike, given the simplicity of air-cooled flat-four engines, matching transaxle and Beetle front suspension beam and brakes recipe. And to many minds quite wrong.

On any racing grid some folk are more adventurous or technically stronger than others. They spend every waking hour trying to beat their rivals – and in some cases the formulae themselves – by applying science and gadgetry. 'Twas ever thus. The arrival of programmable electronic ignition in Formula Vee (the latest in a line of unnecessary complications) drove a wedge between factions and reset parameters of performance. And expenditure.

Buying the kit was not particularly costly, but setting it up or building special engines to suit its characteristics and maximise its potential was (especially when the process required hours of fiddling and experimentation on rolling-road dynos). Very quickly the field became split, the 'haves' left the 'have nots' behind and the critical mass declined as traditionalists felt they were wasting time, effort and money trying to keep up.

From heats and finals, or qualification and points races,

Formula Vee grid numbers have fallen away. Some of that may be cyclical and some down to the economic climate, but it needed somebody with teeth to stop the rot, refocus competitors, and protect what I always believed was a protected formula in MSA statutes.

As guardian of the 750 Motor Club's low-cost racing ethos, Giles Groombridge has achieved much in his brief tenure of its competition manager's office.

He favours sport for all over domination for some, thus has – democratically, with the majority of the board's blessing – banned electronic ignition in Formula Vee from 2014, the club's 75th year.

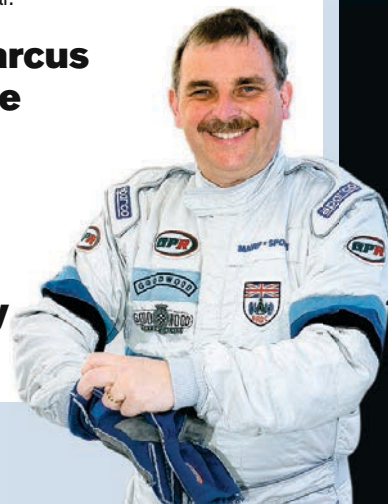
"We're going back to points [a traditional mode of ignition], which has upset a few people, but should restore the status quo," he said.

Ironically, the lack of serviceable original Volkswagen, or usable South American factory components for the highly-tuned (and highly-strung) 1300cc engines and fragile gearboxes should be the next issue.

Adoption of Ireland's standard 1600cc engine – let's not be too fussy, 1200s are still raced around the world too – which is kinder to the 'boxes, could be one answer. Even if Hewland gearsets in existing casings might be seen as a bridge too far.

## Marcus Pye

**"The field became split as traditionalists felt they were wasting time, effort and money trying to keep up"**



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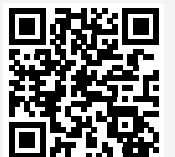


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Bannister claimed his second RAC Rally win

Historic Rallying

# Bannister claims RAC anniversary victory

**STEVE BANNISTER AND KEVIN RAE** took their second Roger Albert Clark Rally victory after three days competing through Yorkshire and the Scottish borders.

The 62-year old Yorkshireman was peerless in his Ford Escort Mk2 over 160 miles of special stages made even tougher by ice on Sunday morning.

"After losing on the last stage last year, this has made up a little bit," said Bannister as he repeated his 2007 victory on the 10th

anniversary of the rally, which re-creates the RAC Rallies of the 1960s and 1970s.

"This is the best event of the year for historic cars, so it is great to win it again."

Friday evening featured six stages in the Yorkshire forests, while Saturday's route headed north into Kielder before an overnight in Carlisle. Sunday featured 70 competitive miles in the border forests.

Matthew Robinson/Sam Collis and Jason Pritchard/John Millington chased

Bannister in their respective Escorts, but crashed on the same crest in Pundershaw.

Paul Griffiths and Richard Wardle's Escort clinched second from the Seamus O'Connell/Paul Wakely version. Belgians Stefaan Stouf and Joris Erard won Category 2 and Bob Bean and Malcolm Smithson Category 1. Martyn Hawkswell and Nick Welch completed a hat-trick of Open Rally wins in their non-historic spec Escort Mk2 after early suspension woes.



HAWKINS

## Lotus' Edwards tribute

Last Saturday's six-hour Lotus endurance at Brands Hatch was dedicated to the memory of Sean Edwards, who was killed last month instructing in Australia. As a tribute, the Hofmans Motorsport Europa (above) was prepared in Edwards' blue, white and orange helmet livery and carried the illuminated number 74. The team's driver, Campbell Cassidy, was tutored by Edwards early in his career.

## Findlay to VdeV finale

Ex-British Formula Ford race winner Garry Findlay will contest the VdeV series finale in Portugal this weekend. Findlay raced for the British G-Cat Racing team twice earlier this season, but has signed a last-minute deal to race with French outfit CD Sport for the race at Estoril. "I'll be looking to set out my stall for 2014, so a podium would be a nice way to make people sit up and take notice," he said.

## Sim day for Simonsen

Darren Turner's simulator company, Base Performance, is holding a charity open day in memory of the late Allan Simonsen. It will take place from 10.30am to 7.30pm on Thursday, December 5, with proceeds going to the Allan Simonsen Memorial Fund. The Dane, who lost his life in a crash in this year's Le Mans 24 Hours in June, was a race winner in a variety of sportscar categories.

## Wenham up for VW

British GT4 driver Zoe Wenham contested the Scirocco R-Cup scholarship at Oschersleben last week. Wenham, who has competed in the UK-based VW Cup, was put forward by the Motor Sports Association. Eleven other drivers took part, and the winner will receive a fully-funded 2014 campaign in the DTM-supporting championship.

## Wilkins wins Classic

Kevin Wilkins was a surprised winner of the final Classic Endurance Racing outing of the season at the Circuit de Catalunya. He qualified his ex-Jorg Obermoser Toj DFV second on the large grid (below) and took the lead when Patrice Lafargue's Lola T298 expired with three laps to go.



READ



BEC will lose MSA status for 2014

Britcar

# More 2014 tweaks for Britcar

**BRITCAR BOSS JAMES TUCKER** has announced further changes aimed at reducing costs and boosting grids.

The British Endurance Championship has struggled with low entries in 2013, but will be revamped for next season (see AUTOSPORT, September 26).

It will lose MSA status, drivers in the lower classes will be able to compete using a National B licence (as opposed to the A required this year), and the GT and Production classes will be merged.

"We're forcing down the cost. Instead of €3000 for a three-hour race, we will

reduce costs by €1000," said Tucker, who has returned to the helm of the series recently. "It's a massive change."

Tucker believes he can save £100,000 to put back into the series, and is aiming to attract racers from other series by making it more accessible. Faster cars will be given greater pitstop penalties to give more people the chance to win.

The provisional calendar includes visits to Silverstone International, Donington, Spa, Brands Hatch GP, and Snetterton. The Silverstone 24 Hours, which is to return, will not be a championship round.

Historics

# Smith breaks F5000 lap record

**KIWI RACING LEGEND KEN SMITH** finally broke old pal Graeme Lawrence's period Formula 5000 lap record in last weekend's MSC New Zealand Tasman Cup Revival Series opener at Manfeild.

Back in his ex-Danny Ongais Lola T332 – rebuilt again by Barry Miller following a crash last year – Smith, 72, beat Andrew Higgins (Lola T400) to pole and blasted away from his protege in all three races.

Smith's Sunday best of 1m01.770s eclipsed the 1.01.990s set in 1976 by Lawrence in the T332.

"I think there is a minute flat in that car; it was magic today," said Smith, racing for a 56th successive season.



Smith (leading) broke 37-year-old lap record

FAST COMPANY

Radical European Masters

# Correa edges Calko to land title

**VICTOR CORREA CLAIMED THE** Radical European Masters title in Barcelona after winning a close battle with outgoing champion Konstantin Calko.

Just 0.4 seconds separated the top four cars after an intense qualifying period. The first race got off to a lively start with an early entanglement delaying James Abbott (stepping up from the supersport class).

Correa led home Calko and Christian Kronegard/Mark Smithson, which meant Correa had to finish in first or second to claim the title in Sunday's sequel.

After the two worked their way past early leader James Littlejohn to head the field, Correa attacked at the final corner.

Calko held on for the win, but the title went to Correa.



Correa won the first race on way to title

READ



**F4 debutant Cook won both of the races on Sunday**

STYLES

**MSVR SNETTERTON 300, NOVEMBER 9-10**

# F4 wins shared in winter epic

76

## THE FIRST ROUND OF THE BRDC F4

Winter Championship ended with just two points separating the top three drivers and all to play for at the Brands Hatch finale.

It looked like Matthew Graham would take a stranglehold after winning both races on a damp and difficult opening day.

Despite starting from pole each time, Graham twice left himself work to do by bogging down at the lights. In race one he made light of it, quickly passing early leader Falco Wauer to triumph with relative ease.

Wauer fell back into a battle with Sennan Fielding and single-seater debutant Will Palmer, before edging away to secure runner-up spot.

Graham doubled up with victory in race two, despite initially losing out again. This time it was Palmer who got a flyer as the field piled into Riches, only to be squeezed off track and out of contention. Graham once more recovered to win.

But his fortunes turned on Sunday, spinning off when he and Fielding were battling for the lead out of Agostini. With accident damage leaving Graham struggling to a distant sixth, a reinvigorated Jake Cook swept past leader Fielding before pulling away for a clear win.

Cook carried that momentum into race four, taking control once racing restarted after an early safety car period to win from the consistently quick Wauer. The one-two finish left

the pair tied together in the championship, two points behind leader Graham, whose last-lap mistake handed the final podium place to a delighted Palmer.

James Kellett proved the dominant force in Ginetta Juniors, clinching the title after winning all four races. He kicked off by overhauling polesitter Jamie Chadwick in race one, with Alex Reed third ahead of the duelling Jack Mitchell and Ben Pearson.

Kellett kept his head while others slipped and slid their chances away in the treacherous conditions of race two, winning by half a minute. Pearson benefitted from last-lap excursions by Ryan Hadfield and Reed to take second, while an elated Jack Rawles recovered from an early spin to claim third.

Kellett's unstoppable form continued in races three and four, where he beat Chadwick and Pearson respectively to wrap up the title.

Jack Lang stamped his authority on the large Mono 300 grid in Saturday's soggy pair of races, winning both times in his rapid Jedi. Dan Clowes' similar car turned the tables to steal victory in race three, but only thanks to a late red flag.

Having grabbed the lead when Lang lost time passing backmarkers, Clowes threw it away with a mistake at Oggies next time round.

Fortunately for him, the race stoppage meant results were counted back a lap and Clowes declared the



**Kellett stormed to a quartet of wins and the Junior title**

STYLES

victor. He repeated his victory in the final race, though in much more dominant fashion without a spin.

There were three different winners from the quartet of Open Sports and GT races. In the opener, Robert Fellowes made the right call to fit wet tyres in changeable weather, guiding

his Caterham R300 to a clear win.

The Nissan 370Zs of Stanislav Aksenov and Lee Cunningham came through the field to take top spots in race two. In Sunday's dry conditions, Tim Covill's Mallock won both times from Florian Strauss and Jason Baker. ● Oliver Timson

**BRDC FORMULA 4 (10 LAPS)** 1 Matthew Graham; 2 Falco Wauer +2.986s; 3 Sennan Fielding; 4 Will Palmer; 5 Jake Cook; 6 Pietro Fittipaldi. **Fastest lap** Graham 2m08.924s (82.90mph). **RACE 2 (9 LAPS)** 1 Graham; 2 Fielding +11.099s; 3 Fittipaldi; 4 Palmer; 5 Wauer; 6 Cook. **FL** Wauer 2m21.892s (75.32mph). **RACE 3 (10 LAPS)** 1 Cook; 2 Wauer +7.478s; 3 Matteo Ferrer; 4 Fielding; 5 Fittipaldi; 6 Graham. **FL** Cook 2m00.510s (88.69mph). **RACE 4 (10 LAPS)** 1 Cook; 2 Wauer +0.919s; 3 Palmer; 4 Graham; 5 Fielding; 6 Fittipaldi. **FL** Wauer 1m50.884s (96.38mph). **POINTS** 1 Graham, 93; 2 Cook, 91; 3 Wauer, 91; 4 Fielding, 79; 5 Palmer, 70; 6 Fittipaldi, 66. **GINETTA JUNIOR (ALL 6 LAPS)** 1 James Kellett; 2 Jamie Chadwick +1.105s; 3 Alex Reed; 4 Jack Mitchell; 5 Ben Pearson; 6 Harry Hardy. **FL** Kellett 2m34.806s (69.04mph). **RACE 2** 1 Kellett; 2 Pearson +27.461s; 3 Jack Rawles; 4 Hardy; 5 Mitchell; 6 Reed. **FL** Kellett 2m39.135s (67.16mph). **RACE 3** 1 Kellett; 2 Chadwick +4.088s; 3 Mitchell; 4 Rawles; 5 Ryan Hadfield; 6 Pearson. **FL** Pearson 2m36.653s (68.22mph). **RACE 4** 1 Kellett; 2 Pearson +3.528s; 3 Mitchell; 4 Hadfield; 5 Rawles; 6 Reed. **FL** Kellett 2m21.632s (75.46mph). **POINTS** 1 Kellett, 139; 2 Pearson, 99; 3 Mitchell, 94; 4 Rawles, 80; 5 Chadwick, 76; 6 Hardy, 68. **MONO 300 (8 LAPS)** 1 Jack Lang (Formula Jedi); 2 Dan Clowes (Jedi Mk6) +20.358s; 3 Jeremy Timms (Van Diemen FX); 4 Jason Timms (Speads RM07); 5 Ray Rowan (Dallara); 6 Tony Bishop (Dallara Toyota).

**Class winners** Jeremy Timms; Rowan; Chris Lord (Van Diemen); Andrew Colebrooke (Formula Vauxhall). **FL** Lang 2m13.073s (80.31mph). **RACE 2 (3 LAPS)** 1 Lang; 2 Clowes +14.957s; 3 Bishop; 4 Lord; 5 Nigel Davers (Jedi); 6 Tom White (Crosle 33F FF2000). **CW** Bishop; Lord; James Rimmer (Mygale US 2000); Simon Davey (Van Diemen RF80). **FL** Lang 2m35.731s (68.63mph). **RACE 3 (8 LAPS)** 1 Clowes; 2 Lang +0.963s; 3 Jason Timms; 4 Jonathan Lewis (Van Diemen); 5 Rimmer; 6 Geoff Fern (JKS TFR09). **CW** Lewis; Bishop; Davey; Dane Catanzaro (Mygale). **FL** Clowes 1m55.689s (92.38mph). **RACE 4 (11 LAPS)** 1 Clowes; 2 Jason Timms +42.748s; 3 Lewis; 4 Fern; 5 Lou Watts (Formula Ireland); 6 Rimmer. **CW** Lewis; White; Davey; Richard Evans (TOM'S Toyota). **FL** Lang 1m52.589s (94.93mph). **OPEN SPORTS & GT (8 LAPS)** 1 Robert Fellowes (Caterham R300 Superlight); 2 Jason Baker (Dax Rush) +26.519s; 3 Stuart Bampton (Caterham CSR); 4 Tim Covill (Mallock U2); 5 Colin Halls (Toyota MR2 Mk2); 6 Gerry Finchem (Caterham R400). **FL** Stanislav Aksenov (Nissan 370Z) 2m23.430s (74.51mph). **RACE 2 (7 LAPS)** 1 Aksenov; 2 Lee Cunningham (Nissan 370Z) +1m28.812s; 3 Covill; 4 Baker; 5 Fellowes; 6 Halls. **FL** Aksenov 2m41.646s (66.12mph). **RACE 3 (10 LAPS)** 1 Covill; 2 Florian Strauss (Nissan 370Z) +0.440; 3 Baker; 4 Miguel Fiasca (Nissan 370Z); 5 Fellowes; 6 Tony Halls (Toyota MR2). **FL** Covill 2m08.017s. **RACE 4 (10 LAPS)** 1 Covill; 2 Baker +13.359s; 3 Strauss; 4 Faisca; 5 Fellowes; 6 Halls. **FL** Covill 2m05.893s (84.89mph).



Sam Hancock led his inexperienced team-mate to Six Hour glory

HAWKINS

MSVR BRANDS HATCH INDY, NOVEMBER 9-10

# Victors avoid rivals' dramas

## SAM HANCOCK AND MICHAEL CLAESSSENS

mastered the weather and avoided the misfortune that befell their rivals to triumph in an entertaining Lotus Six Hour.

Hancock soon built up a useful lead but the revelation of the race was the surefooted progress of co-driver Claessens who stroked their 2-Eleven home to victory despite dreadful weather.

The young Dutchman had raced for the first time only two weeks before, and Hancock told him: "just go out and enjoy it".

Hancock led from pole, chased by Steve Train's similar car, but after just one lap Train fell back behind Jamie Orton's Exige and David Fenn's Elise moved back up to fourth after a poor start from the front row.

After the first driver change a safety car period wiped out Claessens' advantage and two laps later the Dutchman was passed by Nathan Freke, in for Orton, and Adam Wilcox. But when Freke came in again Orton was unable to take his turn due to a wrenched back, so the Exige had to be retired.

Soon after half-distance Wilcox and Claessens relayed to Rob Fenn and Hancock respectively, but Rob completed just one lap before last year's winning car was stopped by water-pump failure, so that put Hancock back in front again.

Claessens then guided the lead 2-Eleven to victory by one lap from the stealthily driven Exige of Adam Knight and Adam Balon. The Fox Motorsport Exige driven by Paul McNeily, BJ Chong and Jamie Stanley was a strong third after starting from the pitlane, ahead of Train, whose 2-Eleven — shared with Tom Chatterway and Marcus Jewell — had been delayed by a lengthy stop to fit a new ignition coil.

A very wet Trackday Trophy race was won by the Peugeot 205 GTI of Oliver Reuben and Darren Dunne. The former built a huge advantage early on before he handed over to Dunne, who might have been caught by runner-up Martin Mortimer had the race not been stopped early because of a stranded car.

After an hour's racing there was a thrilling finish to the Team Trophy



Peter Belsey won the Formula Vee Festival race

HAWKINS

event when the winning Team S&M Honda Integra just held off a late charge from the RAM Racing Caterham, which had been gaining at two seconds a lap towards the end.

Four cars fought for the lead in the Vee Festival until Peter Belsey pulled away at Paddock and then went on to win, chased by Ben Miloudi. Tim

Probert eventually secured third place after scrapping throughout with Jimmy Furlong.

The two Victor Meldrew races were won by Kris Dean and Neal Gardiner, but a complex handicap system meant that the trophy was won by Mike Collins.

● Kerry Dunlop



A red flag helped Dunne and Reuben to Trackday victory

HAWKINS

**LOTUS SIX HOURS (343 LAPS)** 1 Michael Claessens/Sam Hancock (2-Eleven); 2 Adam Knight/Adam Balon (Exige V6) -1 lap; 3 Paul McNeilyl/BJ Chong/Jamie Stanley (Exige S1); 4 Steve Train/Tom Chatterway/Marcus Jewell (2-Eleven); 5 Campbell Cassidy/Chris Randall/Richard Bennett (Europa); 6 Jason Baker/Adam Gore (Elise S2). **Class winner** Baker/Gore. **Fastest lap** Hancock 56.914s (76.40mph).

**MSVT TRACKDAY TROPHY (34 LAPS)** 1 Darren Dunne/Oliver Reuben (Peugeot 205 GTI); 2 Martin & Wendy Mortimer (Mini Cooper S) +4.362s; 3 Adam Rogers (BMW E36); 4 Mark Penny (Vauxhall 220); 5 Simon Hogg/George Wright (Porsche 944 S2); 6 Ben Roberts (Mazda MX5). **CW** Mortimer/Mortimer; Roberts; Steve Reynolds/John Ridgeon (Ford Fiesta Zetec S); Richard Bromley/Andrew Montgomery (Mini Cooper S). **FL** M Mortimer 1m06.310s (65.57mph).

**MSVT TEAM TROPHY (62 LAPS)** 1 Martin Schofield/Steve Smece (Honda Integra); 2 Antony Sidney-Woollett/Tim Abbott (Caterham Supersport) +0.803s; 3 Ricky Coomber (Honda DC5 Integra); 4 Richard Preece/James Reed (Ginetta G20); 5 Chris Dunster/Philip Stratton-Lake (Lotus Elise); 6 Nigel Richards (BMW E36 M3). **CW** Dunster/Stratton-Lake; George Wright (Porsche 944);

Philip Carney/Nik Grove (BMW 318ti); James Barton/Robert Mogford Honda Integra). **FL** Sidney-Woollett/Abbott 53.718s (80.95mph).

**VEE FESTIVAL - HEAT 1 (12 LAPS)** 1 Adam Macaulay (Bears GAC); 2 Ben Miloudi (Ray Bowles 97) +6.215s; 3 Jimmy Furlong (Sheane); 4 Peter Belsey (Spyder); 5 Paul Taylor (GAC); 6 Kevin Grogan (Spyder). **FL** Furlong 53.272s (81.63mph). **HEAT 2 (12 LAPS)**

1 Miloudi; 2 Furlong +0.284s; 3 Tim Probert (Storm); 4 Belsey; 5 Taylor; 6 Steve Bailey (GAC). **FL** Macaulay 53.443s (81.36mph). **FINAL (16 LAPS)** 1 Belsey; 2 Miloudi +1.932s; 3 Probert; 4 Furlong; 5 Grogan; 6 John Stapleton (Leystone). **FL** Miloudi 53.062s (81.95mph).

**VICTOR MELDREW HANDICAP (BOTH 15 LAPS)**

1 Kristian Dean (BMW M3); 2 Warren Gazzard (BMW E30) +10.503s; 3 Reece Jones (Honda Civic Type R); 4 Nigel Craig (Ford Escort Mk2 RS2000); 5 Mike Collins (BMW E36 M3); 6 Eliot Dunmore (BMW 323). **FL** Kevin Maxted (BMW E36 M3) 54.410s (79.92mph).

**RACE 2** 1 Neal Gardiner (Rover Metro); 2 Maxted +9.272s; 3 Barnaby Davies (Toyota Starlet); 4 Nathan Dew (Honda Integra); 5 Karl Cattliff (BMW E36 M3); 6 Richard Ibrahim (Alfa Romeo Sprint). **FL** Maxted 54.155s (80.29mph).

# Hughes and F4 make their mark

The first BRDC F4 championship provided strong grids, some great racing, and a title winner new to car racing.

**BEN ANDERSON** looks back at the inaugural season



**J**ake Hughes became the first BRDC F4 champion, after an incredibly open inaugural season for Jonathan Palmer's new single-seater series in which 11 different drivers won races.

For a category designed as a cheaper way for aspiring professional drivers to make the leap from karting to cars, it was perhaps fitting that a karting graduate took the title. Hughes and the Lanan Racing team that ran his car were frontrunners at every round, and deserved to come out on top after scoring more wins, podiums, and pole positions than

their rivals across the season.

"Hughes has really impressed me," says former Australian F3 champion Joey Foster, who along with professional sportscar racer Danny Watts and European F3 ace Alex Lynn coached Lanan's drivers. "For a kid coming straight out of karting his attitude has been fantastic. He listens, and he's so calm – even when things are going wrong.

"In the penultimate round at Snetterton we had a wing fall off and steering problems, but he still scored more points than anyone else [before Seb Morris was reinstated]."

Organisers billed the Donington Park finale as a six-way showdown for the crown, but in reality the championship was Hughes's to lose and he duly sealed the deal with a commanding drive to his fourth victory of the season from pole position number four. That left a real battle to be runner-up in his wake, fought out between Morris (Hillspeed), Charlie Robertson (HHC), Jake Dalton (who switched from MGR to Lanan during the season's latter stages), and SWR team-mates Matthew Graham and Jack Barlow.

Morris ultimately came out on top

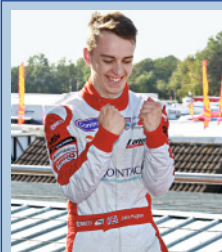
in the courtroom, after successfully overturning exclusion from his only win of the season for an alleged irregularity with the Gurney flap on his car's rear wing at Snetterton.

Much was expected of the 2011 Ginetta Junior champion and 2012 Formula Renault BARC Winter Series winner coming into the season.

He ran consistently at the front and scored as many podium finishes as Hughes, but felt the driving style required for F4 suited the 'don't-slide-at-all-costs' mantra of karting over the more aggressive skill-set he developed driving in Formula Renault. He thus reckoned more experienced drivers like him were actually disadvantaged compared with rookie rivals while they worked out how to adapt.

To have gone through the year without a win would not have looked good on Morris's CV, so he was delighted when his Snett exclusion was overturned on appeal.

Morris's successor as Ginetta Junior champion, Charlie Robertson, was another driver to fall victim to exclusion from victory at Snetterton (his came in round three at the Norfolk venue for a similar reason and was not overturned). His HHC team was the first to sign up when the championship launched and thus



## CHAMPIONSHIP STANDINGS

1	JAKE HUGHES	Lanan	445
2	SEB MORRIS	Hillspeed	410
3	CHARLIE ROBERTSON	HHC	396
4	MATTHEW GRAHAM	SWR	374
5	JAKE DALTON	MGR/Lanan	371
6	JACK BARLOW	SWR	357
7	RAOUL HYMAN	HHC	289
8	MATT BELL	Privateer/Douglas	287
9	STRUAN MOORE	Hillspeed	275
10	ROSS GUNN	Motionsport	242

## WINS

JAKE HUGHES	4	ROSS GUNN	2
CHARLIE ROBERTSON	3	JAMES FLETCHER	2
JAKE DALTON	3	SEB MORRIS	1
MATT BELL	3	STRUAN MOORE	1
MATTHEW GRAHAM	2	PIETRO FITTIPALDI	1
JACK BARLOW	2		

## POLES

JAKE HUGHES	4
JAKE DALTON	2
MATTHEW GRAHAM	1
JACK BARLOW	1

## FASTEST LAPS

CHARLIE ROBERTSON	7
JAKE HUGHES	6
JAMES FLETCHER	3
SEB MORRIS	1
JAKE DALTON	1
MATTHEW GRAHAM	1
MATT BELL	1
ROSS GUNN	1
JAMES GREENWAY	1
PIETRO FITTIPALDI	1
MATT MASON	1

## POINTS SYSTEM EXPLAINED

30-25-20-18-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1 to the top 20 finishers in each race.

Each driver drops their worst two scores at season's end.



Hughes sealed first BRDC F4 crown at the Donington finale



Morris (right) beat Robertson to second after winning appeal



Dalton won races for two teams but suffered bad luck



Bell won three races and was the top privateer

ALL PICS: JAKOBBREY

**“Hughes has really impressed me. His attitude has been fantastic”**  
**JOEY FOSTER**

was the first to get its hands on one of the Ralph Firman-built MSV F4-013 cars. HHC engineering whizz Jody Hemmings felt this gave Robertson an edge in the early part of the season (he finished inside the top six in each of the first eight races), but also meant he ran into some of the inevitable teething troubles before rivals – who naturally made up ground as the year progressed.

That Snett exclusion broke Robertson’s scoring run, and a couple of consecutive tough rounds at Oulton (where he clashed with James Fletcher in race one after a problem in qualifying) and Brands derailed his title charge. His performance at the Donington finale, where he won two races and provisionally secured second in the points, was superb, and he (along with Hughes and Morris) thoroughly deserved a nomination for the McLaren

AUTOSPORT BRDC Award shoot-out.

SWR duo Graham and Barlow both won two races each and went into the season finale with an outside shot of the title. Barlow actually led the points on total scores beforehand (he was one of the most consistent scorers across the year), but qualified badly and couldn’t recover – ultimately slumping to sixth overall after a tough weekend.

Graham grew stronger from mid-season (winning both his races in the second half of the year) but – in the words of driver coach Dan McKenzie – “made a few too many bad decisions” along the way.

“They started the year as karters and now they’re racing drivers,” adds Aston Martin junior driver McKenzie, who won races in British F3 in 2010. “Matty’s pace on old tyres particularly is really impressive – and he’s been racing on a tight budget.”

Ex-Formula Renault BARC racer Jake Dalton went into the season as one of the hot tips for the title. Described by 2009 Formula Renault UK champion and McLaren AUTOSPORT BRDC Award winner Dean Smith as “the best wet weather driver I’ve ever seen”, Dalton won two of the first four races and led the championship for a time. But his charge faltered amid poor reliability

and he split acrimoniously with MGR (which wasn’t alone in suffering issues with its cars) to jump to title-winning squad Lanan late in the season. Dalton’s third win of the year then came in the penultimate round at Snetterton (which he felt vindicated his decision) but it was too little too late to rescue his title hopes and he wound up only fifth in the final standings.

HHC’s Raoul Hyman was the highest placed non-race-winner in seventh, ahead of top privateer Matt Bell (who won three times), Struan Moore (who took reversed-grid glory at the first Snett meeting), and Ross Gunn (who starred at Oulton and Silverstone for Motionsport but couldn’t complete the season).

James Fletcher returned from an American hiatus in US F2000 and won two races for Kelvin Burt’s Team KBS (whose car improved after Scott Malvern did some testing), but missed too many events thanks to a late start and a shoulder injury caused by a mid-season accident (not his fault) at Silverstone.

The final race victor was MGR’s Pietro Fittipaldi. He emulated granddad Emerson by winning on the Brands Hatch GP circuit in August, but missed several events to compete concurrently in Formula Renault. ❧

## TOP SIX WHO STOOD OUT

### 1 Jake Hughes

A superb season and landmark achievement for the 19-year-old Aston Villa fan, who only started karting shortly before his 16th birthday. Generally considered a deserving champion within the F4 paddock.



### 2 Charlie Robertson

Arguably the fastest driver in the series this year. The outgoing Ginetta Junior champion would have pushed Hughes all the way in the title race but for some bad luck and that costly exclusion at Snetterton.



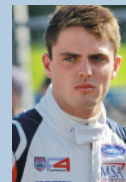
### 3 Seb Morris

One of the pre-season favourites on account of his extra experience and momentum from 2012 FR BARC Winter Series success. Was a frontrunner at almost every round, but didn’t win enough races to deserve the title.



### 4 Jake Dalton

Another pre-season favourite on account of previous Formula Renault experience. Won two of the first four contests and led the title race for a while, but fell out with MGR team over reliability issues.



### 5 Matthew Graham

The former world karting champion made a good job of his first season in car racing, won two races and pipped Dalton to fourth in the points. Found increasing consistency as the year progressed.



### 6 Jack Barlow

Came into the final round of the season leading the championship before dropped scores, on account of his ultra consistency. Scored points in every race apart from the final round of the year.



This was usually as close as anyone got to dominant Cammish (1)



2013 BRITISH FORMULA FORD REVIEW

# Cammish in cruise control

Ex-Formula Renault racer returned to full-time action after serious injury and dominated his younger rivals to give JTR its second consecutive British Formula Ford title. **SCOTT MITCHELL** reveals how he did it

ALL PICS: EBREY/LAT

80

**M**uch anticipation surrounded the revamped British Formula Ford Championship ahead of the 2013 season. Despite underwhelming grids in 2012, there was cautious optimism on its return to the British Touring Car Championship support package, especially as Ford's continued investment led to the cars adopting wings for the first time since the FF2000 era.

But if the new car and added exposure were supposed to be the key elements to a modern classic, somebody forgot to give Daniel Cammish the script.

There were warning signs as early as the opening round that the title was only heading to one driver. Cammish stormed to a trio of lights-to-flag wins at Brands Hatch – which even multiple single-seater champion Scott Malvern could not prevent – to set the tone for a campaign of unrelenting dominance.

Malvern's Brands appearance transpired to be a one-off, and Cammish proceeded to win each of the races at Donington Park, Thruxton and Oulton Park from pole.

"It got expected of me, but sometimes there were races I won that I don't think I should have," reflects Cammish, who concedes that his experience showed at times in 2013. "Was the competition low? It's hard for me to say. I'd like to think other drivers wouldn't have won those races."

A select few drivers came close to challenging him – Harrison Scott, in his first year of car racing, chief among them – but those challenges were few and far between and often fleeting at best. Scott was the first driver other than Cammish to lead a lap – by virtue of a jumped start to the second race at Oulton. He then qualified on pole at Croft to end another of Cammish's 100 per cent records for the year. But Falcon racer Scott fell to an eighth and a brace of seconds in the races as Cammish resumed normal service.

Cammish then broke Malvern's modern-day record for the number of wins in a season at Snetterton, and it was not until Jamun's Nico Maranzana stormed into the lead from pole position in the second race at Knockhill that Cammish's winning run looked under threat. For 14 laps the Argentinian led, but after a brief bit of back-and-forth Cammish recovered to keep his record intact.

It was no surprise when JTR's star wrapped up the title with two rounds remaining. His rap sheet after the third race at Rockingham read: 24 races, 24 wins, 22 pole positions and 19 fastest laps. At that point, he had led all but 19 of the season's 410

racing laps in a remarkable display of domination that made Sebastian Vettel's romp to the Formula 1 title look thrilling by comparison.

It was only once the champion departed with two meetings left on the calendar that the enthralling (though ultimately devalued) battles for second and third that had provided the season's real intrigue were thrust into the limelight.

Camren Kaminsky, who by his own admission endured a difficult first season, barely featured in the opening race at Silverstone (easily the most exciting round of the season) but took full advantage when erstwhile race leader Sam Brabham was punted into a spin by Juan Rosso at Copse and Jayde Kruger, Scott and Max Marshall (Cammish's replacement at JTR) were delayed.

The next race was equally fraught, but without the controversy, with Kruger – who, to his credit, had been quick to get on podium-finishing pace – nailing Rosso then Brabham in race two to win.

Scott and Brabham went wheel-to-wheel in race three, with Scott capping a strong rise from fifth in the early stages to clinch a win that had come later than his impressive first season in cars suggested it might.

The Brands Hatch finale lacked the same sort of drama as Silverstone, despite a wet qualifying session yielding three new polesitters. The season ended as it started, with a dominant treble: Rosso mastering the tricky October weather to claim his first three wins in the category. ☘

## THREE WHO STOOD OUT

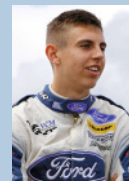
### 1 Dan Cammish

The ex-Formula Renault frontrunner returned to Formula Ford and made his experience count by monopolising the title race. His 24 wins in a row etched his name into the record books as the series' all-time record race winner.



### 2 Harrison Scott

The 17-year-old can take heart from ending his rookie year as runner-up, despite the greater experience of his older rivals. Impressed the champion, who reckons he would have won races in Formula Renault or BRDC F4.



### 3 Nico Maranzana

A shame the young Argentinian hung up his helmet with three rounds to go – returning to his home country for personal reasons. He was second in the points at that stage, arguably Jamun's most reliable driver.



### CHAMPIONSHIP STANDINGS

DRIVER TEAM	PTS	WINS
1 DANIEL CAMMISH JTR	739	24
2 HARRISON SCOTT Falcon	635	1
3 JUAN ROSSO Jamun	589	3
4 SAM BRABHAM JTR	477	0
5 JAMES ABBOTT Radical	476	0
6 JAYDE KRUGER Jamun	471	1

Other winners: Camren Kaminsky (JTR) 1



2013 FORMULA RENAULT BARC REVIEW

# Middlehurst's title march

The ex-Formula Ford 1600 champion made the most of a strong start to his second season in Formula Renault to add another single-seater crown to his burgeoning CV. By **MARC ORME**

**W**ith six victories from the first eight races, Chris Middlehurst realistically had one hand on the Formula Renault BARC crown from the midpoint of the campaign, but a winless second half of the season did mean the title run-in was closer than might have been expected.

Yes, Middlehurst was the dominant force over the year and he thoroughly deserved to succeed Scott Malvern as champion, earning MGR Motorsport its maiden title success. He put the title beyond his rivals' reach with two rounds to spare having accrued 13 podiums from the first 14 races.

An impressive charge by Malaysia's Weiron Tan from the halfway point of the campaign hoisted the Caterham F1 Team-affiliated youngster into realistic contention. Claiming his first win during round four at Croft, the Fortec Motorsports racer sealed a perfect weekend with victory in all three encounters at the North Yorkshire track. Carrying superb momentum into the penultimate event of the season at Rockingham, Tan won the first two races from pole, but bitter misfortune prevented a remarkable second consecutive clean sweep of victories when an engine problem in the third race forced him out of the lead.

Middlehurst finished second, behind maiden winner Hongwei 'Martin' Cao, the result enough to seal the title for the Briton. Two non-finishes from earlier in the campaign for Tan, at Donington Park and Snetterton, proved costly, and with Middlehurst forced out of both races during the BTCC-supporting finale at Silverstone who knows what might have been?

Ultimately, that's all conjecture,



Middlehurst (16) stamped his authority early in the title race

though. Middlehurst was the best driver over the course of the season and as well as securing the coveted title, his performances also earned him a place as one of the six finalists for the prized McLaren AUTOSPORT BRDC Award – confirming Formula Renault BARC's continuing relevance on the UK single-seater ladder.

Aside from Middlehurst's six wins and Tan's five, four other drivers managed to climb the top step of the rostrum. Mexico's Jorge Cevallos secured his maiden FR BARC victory in race two of the opening round at Donington, but a mixed season for the Escuderia Telmex-backed youngster meant he faded in the title race. Third in the standings for MGR

was, nonetheless, a strong result.

An impressive second half of the season for Chinese racer Cao helped the Fortec driver see-off Jake Cook for fourth in the standings. After taking his first podium of 2013 in round three at Thruxton, Cao was on the podium again at Croft – where he claimed his maiden pole positions – and then bagged his first win at the Rockingham round.

His fifth podium of the season in the last race of the campaign at Silverstone, coupled with a non-finish for Cook after the Hillspeed driver was collected early in the race, meant Cao was able to leapfrog the Briton by just four points.

The championship top six was

## CHAMPIONSHIP STANDINGS

DRIVER	TEAM	PTS	WINS
1	CHRIS MIDDLEHURST MGR	408	6
2	WEIRON TAN Fortec	331	5
3	JORGE CEVALLOS MGR	307	1
4	HONGWEI CAO Fortec	296	1
5	JAKE COOK Hillspeed	292	0
6	SAM MACLEOD Fortec	169	1

Other winners: Ivan Taranov (Scorpio Motorsport) 2

rounded out by Fortec rookie Sam MacLeod who, without any shadow of a doubt, had the most luckless season of any of the 24 drivers who competed over the course of the year.

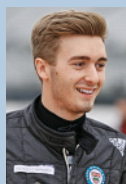
Proving his worth instantly by qualifying on pole for his debut, MacLeod was second in his first race and took a superb win in round two at Snetterton. But, for the most part, his was a campaign of near misses and horrendous misfortune. He did amass five podiums in total, but the bigger tally of eight retirements tells the real story of a frustrating year.

Scorpio Motorsport's Ivan Taranov grabbed the headlines for all the wrong reasons mid-season, losing his licence after collecting the maximum number of penalty points for driving indiscretions. Back on the grid for the final two rounds, the Russian showed what might have been possible after claiming a very impressive double victory – his first wins in Formula Renault. ❄

## THREE WHO STOOD OUT

### 1 Chris Middlehurst

Undoubtedly a deserving champion. Although kept off the top step of the podium in the final eight races, his frontrunning consistency remained intact. McLaren AUTOSPORT BRDC Award finals place was more than justified.



### 2 Weiron Tan

The category's dominant force from mid-season, the Caterham F1-linked Malaysian moved up a gear after his first win at Croft. Outstanding second half of the year. Without a couple of early-season retirements, the title picture could have been very different.



### 3 Hongwei Cao

Like Jorge Cevallos, Cao embarked on his second season in the series and the year just got better and better for him. On balance, he just shaded his rival – helped by a win and two other podiums from the last five races, and a brace of poles at Croft.



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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



Seb shows his human side or has gone too 'showbiz' – let the media bearpit decide

## It's just the racing that counts

I'm actually starting to get angry at much of the mainstream media's coverage of Sebastian Vettel.

Not only do the 'he's made Formula 1 boring' stories persist, but he is becoming increasingly criticised for not opening up more about his personal life, for schmoozing like a celeb and for not having a social media presence.

Every couple of weeks we get what is really important about Vettel and every other driver: the six hours or so they spend on track. Nothing else matters.

I despair at what some media and fans expect of F1 these days, it's almost like to them the idea of F1 is more interesting than the execution.

**David Herron, by email**

**Secret Driver last week brought** back memories of a visit to Bedford Autodrome where I was driving an Audi S3 and the instructor was telling me in no uncertain terms I was driving too slowly.

I felt I was at the limit of my capabilities and stopped the car to tell him, also in no uncertain terms, to let me just enjoy driving the car within my limits.

I wonder how many 'reluctant instructors' become frustrated with the job and end up pushing their 'pupils' beyond their capabilities.

**Nicholas Bateman**  
Guildford, Surrey

**One of your readers called for** a return to refuelling and durable tyres to spice-up the racing (November 7).

With Vettel pulling out a lead of 1.9 seconds on the first lap alone, had his tyres been able to sustain that pace he would have lapped the entire field at

Abu Dhabi. Explain to me how that helps the show? The current rules might not be perfect, but that should not detract from the brilliant job Seb and the Red Bull team are doing. They are making everyone look like donuts.

**Steve Morris**  
Walthamstow, London

**I recently had the privilege of** enjoying a tour of the Caterham F1 factory, won in a competition. All the staff I met were amazingly friendly and gave a wonderful insight into the team.

At the end of the tour I was given a bag of goodies. When the PR officer saw I had a Kovalainen cap he asked if I wanted him to take it to Monza for Heikki to sign! The cap duly came back signed, and my eight-year-old son wears it with even more pride on race weekends.

I also wanted to buy a team T-shirt for my son's birthday. The lady in the

merchandise department arranged for Charles and Giedo to sign a cap for him as a present from the team as well!

They also provided a signed shirt for the charity my wife works for, Katherine House Hospice, to be auctioned off.

At a time when it seems the sport doesn't care about its fans or anything outside of F1, Caterham showed a wonderful, human, caring side, and are a fantastic example all teams should follow.

**John T Rushbrooke**  
Cannock, Staffordshire

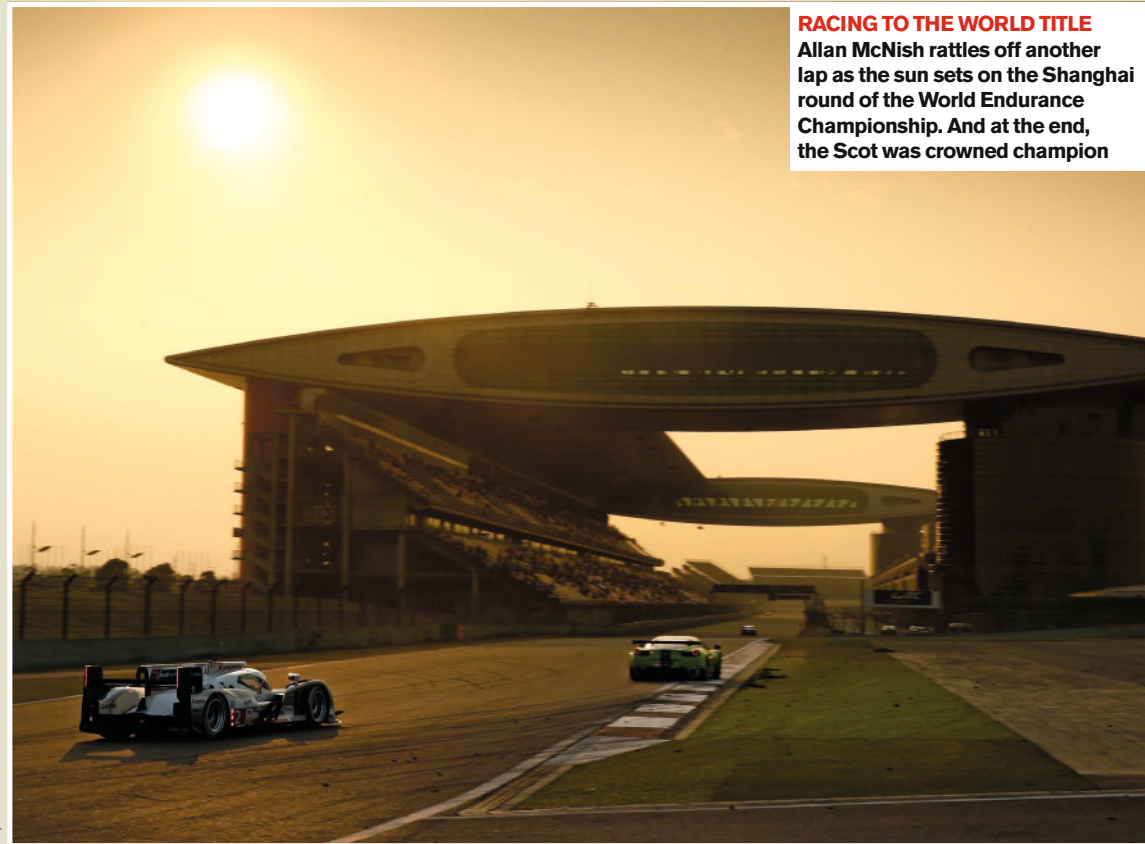
**I agree with last week's review** of the 2013 IndyCar season that it's produced by far the best racing of any single-seater championship.

It's such a shame the series has been marketed and managed so poorly that so few people actually get to see it.

**Ed Worthington**  
By email

# In pictures

Images around the globe, from Shanghai to Mugello, via Nevada & Suzuka



**RACING TO THE WORLD TITLE**  
Allan McNish rattles off another lap as the sun sets on the Shanghai round of the World Endurance Championship. And at the end, the Scot was crowned champion

FIA/WEC



**MASSA'S GUARD OF HONOUR**  
The much-loved Felipe Massa received a great send-off from his Ferrari family at Mugello at its World Finals meeting

FERRARI MEDIA



**THE TROPHY IS ALMOST AS BIG AS HE IS!**  
Naoki Yamamoto stole the Super Formula title from absent Audi WEC racers Andre Lotterer and Loic Duval at Suzuka on Sunday

ISHIHARA/LAT



**BUSCH'S PERFECT DOZEN**  
Kyle Busch raced to his 12th NASCAR Nationwide Series victory of the season at Phoenix on Saturday but doesn't get bored of waving that flag

KINRADE/LAT

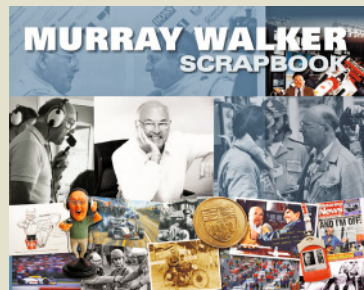
## In the shops

Desirable new releases

**MURRAY WALKER E-BOOK**

£4.99 – iTunes

To coincide with the great man's 90th birthday, Porter Press has produced a digital version of its Murray Walker Scrapbook – a fascinating visual look back over Murray's career in motorsport. This version is packed with video content, too, which makes it incredible value for money. You can either read it through iBooks on your mac or iOS device, or on your computer or tablet via iTunes.



**RED BULL KIDS SCOOTER**

£79.99 – autosport.com/shop

Pro Wheels' Red Bull-branded kids' scooters are crafted in steel-reinforced aluminium – ideal for the rigours of the half pipes and skate parks at which they are designed to work best. The over-sized 200mm wheels allow riders to reach higher speeds and provide good grip. They come with a stand and fold up for easy carrying, but have no downforce. You have been warned...



**QUARTZO 1:18 LOTUS 49s**

£66.99 – autosport.com/shop

Quartzo's 1:18-scale classic F1 replicas aren't the most detailed, but at this price they're very good value. You can choose from Jim Clark's 1967 Dutch GP-winning Lotus 49, or the Golf Leaf-liveried car that Graham Hill drove to victory in Spain in '68. Both replicas have working steering and are limited to 2900 pieces worldwide.



# WHAT'S ON

## ON TRACK IN THE UK

### ROCKINGHAM

#### BARC

November 16

[rockingham.co.uk](http://rockingham.co.uk)

The Formula Renault BARC 'Autumn Cup' is taking place over a single day this season, to reduce costs. There will be three

races, all taking place on the Rockingham 'roval' this weekend. Pietro Fittipaldi, grandson of double F1 world champion Emerson, will start as one of the favourites having finished eighth in the main series with Jamun Racing.

The successful new Clio Cup Series will also have two Autumn Cup races of its own, the first a 20-minute thrash and the second a 45-minute mini-enduro. Two Sports & Saloon Challenge races complete the line-up.



'Emmo' will cheer on his grandson Pietro

JAKO EBREY

## ON TRACK AROUND THE WORLD

### UNITED STATES GRAND PRIX

Formula 1 World Championship  
Rd 18/19

Austin, USA  
November 17  
[formula1.com](http://formula1.com)

### MACAU GRAND PRIX

Formula 3  
Macau, China  
November 16-17  
[macau.grandprix.gov.mo](http://macau.grandprix.gov.mo)

### NEW ZEALAND V8s

Rd 1/6  
Pukekohe, New Zealand  
November 16-17  
[nzv8touringcars.co.nz](http://nzv8touringcars.co.nz)

### NASCAR SPRINT CUP

Rd 36/36  
Homestead, USA  
November 17  
[nascar.com](http://nascar.com)



Johnson needs P23 for title #6

CZOBAY/LAT

### WORLD TOURING CAR CHAMPIONSHIP

Rd 12/12  
Macau, China  
November 17  
[fiawtcc.com](http://fiawtcc.com)



F3 racers will fight it out in Macau GP

EBREY/LAT



WRC 2013 comes to an end in Wales

MCKEIN

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

**ON TELEVISION**

**THURSDAY NOVEMBER 14**

0805-0905 **Eurosport**  
 WTCC: Shanghai Highlights  
 0900-0930, 1500-1530 **ESPN**  
 NASCAR Now  
 1700-1745 **Sky Sports F1 LIVE**  
 F1: Drivers' Press Conference

**FRIDAY NOVEMBER 15**

0730-0830 **Eurosport LIVE**  
 WTCC: Macau Qualifying  
 1245-1445 **Sky Sports F1**  
 Classic F1: US GP 1984  
 1445-1650 **Sky Sports F1 LIVE**  
 F1 US GP: Free Practice 1  
 1845-2100 **Sky Sports F1 LIVE**  
 F1 US GP: Free Practice 2  
 2100-2145 **Sky Sports F1 LIVE**  
 F1: Team Principals' Press Conference  
 2300-0000 **Eurosport 2**  
 WTCC: Macau Qualifying

**SATURDAY NOVEMBER 16**

0805-0905 **ITV4**  
 Motorsport UK  
 1105-1140 **ITV4**  
 WRC: Rally GB Highlights  
 1245-1445 **Sky Sports F1**  
 Classic F1: US GP 1987  
 1445-1615 **Sky Sports F1 LIVE**  
 F1 US GP: Free Practice 3  
 1620-2030 **Motors TV**  
 Grand-Am 2013 Review  
 1800-2045 **Sky Sports F1 LIVE**  
 F1 US GP: Qualifying  
 2045-2245 **Sky Sports F1**  
 Classic F1: US GP 1991

2100-0050 **Motors TV LIVE**  
 NASCAR Nationwide: Homestead  
 2230-2345 **BBC2**  
 F1 US GP: Qualifying Highlights

**SUNDAY NOVEMBER 17**

0030-0100 **Eurosport LIVE**  
 WTCC: Macau Warm-up  
 0300-0400 **Eurosport LIVE**  
 WTCC: Macau Race 1  
 0400-0500 **Eurosport LIVE**  
 WTCC: Macau Race 2  
 1130-1200 **ITV4**  
 WRC: Rally GB Highlights  
 1445-1530 **Motors TV**  
 Macau GP: VW Scirocco Masters  
 1530-1610 **Motors TV**  
 F3 Macau GP: Qualifying Race  
 1610-1700 **Motors TV**  
 F3 Macau Grand Prix  
 1730-2215 **Sky Sports F1 LIVE**  
 F1 US Grand Prix

2000-0000 **Premier Sports LIVE**  
 NASCAR Sprint Cup: Homestead  
 2225-0025 **BBC1**  
 F1 US Grand Prix Highlights  
 2315-0015 **Eurosport**  
 WTCC: Macau Highlights  
 2330-0030 **Sky Sports F1**  
 F1 US GP Highlights

**MONDAY NOVEMBER 18**

0215-0305 **ITV**  
 Motorsport UK  
 1130-1230, 2100-2200 **ESPN**  
 NASCAR Sprint Cup: Homestead  
 1800-1900 **ITV4**  
 WRC: Rally GB Highlights

**ONLINE**

**HOT ON THE WEB THIS WEEK**

**YouTube** BRITISH DUO CLARK AND MASON WIN 1972 RAC RALLY



**SEARCH FOR:** Daily Mirror RAC Rally 1972 (5:32)

Before you turn over the page to read Tony Mason's recollection of his famous victory over 40 years ago alongside the darling of British rallying, Roger Clark, in this country's round of the world rally championship, check out this colour footage of the event.

**AUTOSPORT+**

Exclusive content coming up in our premium website this week

As well as all the latest from the F1 paddock in Austin, we drive the Rally GB route before covering this year's World Rally Championship finale. Plus, we look back at the history of the Macau GP ahead of this year's edition.

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85

**Revved up over what's on the box**



MotoGP moves to BT Sport for the 2014 season

AN ERA ENDED ON SUNDAY afternoon when Marc Marquez crossed the line in third to claim the 2013 MotoGP championship. It marked the last time British bike racing fans would be able to watch top-level action free of charge on either the BBC or Eurosport. To find out how Marquez, Jorge Lorenzo, Valentino Rossi, Cal Crutchlow et al get on next year you'll need to fork out for BT Sport.

To mark this, frankly, sad occasion, the Eurosport team of Toby Moody and Julian Ryder selected their favourite race from the 14 years they've spent in the commentary box together – sometimes at the track, sometimes in Feltham (not that you'd ever know). The winner was the 2006 Portuguese

Grand Prix – and what a choice! Rossi was on pole, points leader Nicky Hayden was on the front row, with Colin Edwards sandwiched between them. Hayden made a slow start as Rossi led away... "Brave move Nicky Hayden, ho, ho," reported Ryder as Hayden forced his way back into the top three. "Whoa!!!" screamed Moody as a fallen Stoner took out Sete Gibernau. "Oh. Oh. Oh. What a boy!" exclaimed Moody as Edwards stole second from the fast-starting Dani Pedrosa. "No! I don't believe it, the two Repsol Hondas have crashed into each other!" called a disbelieving Moody as Pedrosa cack-handedly took out team-mate Hayden. "They don't know whether to laugh

or cry!" Moody reckoned when the inspired Toni Elias's pass on Rossi for the lead is followed by a cut to his pit crew. With two laps to go Kenny Roberts Jr took Rossi for the lead, but next time around: "It's three abreast for the lead... and Elias leads!" Moody squealed. "This is mental stuff! Coming to the line it's going to be... I don't know! It's Elias by two thousandths. This is why we love MotoGP!" was how Moody called the finish. Indeed it is/was. I hope BT sees sense and signs up Moody and Ryder (and Neil 'Spalders' Spalding). Sadly, whoever's calling the 2014 races will be playing to a much smaller audience. **Revved Up**

# Tony Mason

“We felt a weight of responsibility – media coverage had exploded”

■ Daily Mirror RAC Rally ■ December 2-5, 1972 ■ Ford Escort RS1600 ■ Famous win for British duo



Mason guided Clark to Ford's first RAC win in the Escort RS1600

McKLEIN.DE

**THE RALLY OF MY LIFE? WELL,** there's only one I could possibly choose: the RAC in 1972, that I won alongside the great Roger Clark.

My deal with Ford had only come about after team boss Stuart Turner wrote to me telling me how much he had enjoyed my televised – and infamous – trip into the lake at Woburn Abbey the year before with Peter Clarke in the Escort. Ford got a lot of publicity from that and being up to the doorhandles in a safari park lake would change my life.

Stuart roped me into helping with Motor Club functions, which helped my relationship with Ford no end.

During the build up to the rally, I was packed off to the Jim Russell Racing School to perfect my driving – yes, I would be doing a great deal of road mileage during the rally while Roger had a rest. He was happy for me to do that, unlike our team-mates Timo Mäkinen, Hannu Mikkola and Andrew Cowan, who didn't let their co-drivers drive.

It was a bit of a baptism trying to keep up with the pros, I can tell you.

Once the rally got going, we felt we could do well, but to win – that would be a tall order.

We drove over to North Wales and the Great Orme stage. We didn't have pacenotes, remember, so I went up and down the road making notes about where you could cut kerbs to

save time on my maps. Roger then went 16 seconds quicker than anyone on that stage, which helped!

There were some big stages in mid-Wales and I was very frightened during the night section. We had a 30s lead by then, but I didn't enjoy those stages, especially Epynt that I just didn't know very well.

Once we got to the Forest of Dean

we were the only works Ford left as Hannu's engine had expired. Stuart Turner and Ford engine guru Peter Ashcroft put *everything* behind us. Even Andrew Cowan was following us with a boot full of bits.

We felt a real weight of responsibility as the media coverage had exploded. Ford was on the verge of its first RAC win! It was a totally new experience for me – you could hear the huge crowds cheering.

We finally made it back to the finish in York with a few minutes to spare after a few scares – including getting lost in Scotland after all the corner markers had mysteriously blown over in Cairn Edward and having to change wheel bearings coming over the moors. We were flat out up one-way streets and jumping lights to make up time. Then we got a police escort to beat the traffic.

The whole event was incredible and will stay with me forever. ✘  
Tony Mason was talking to Henry Hope-Frost

## PROFILE



**TONY MASON BEGAN HIS** rallying career in the 1960s, winning events from both sides of the car. After retiring from co-driving, he became a presenter and pundit on BBC TV's *Top Gear* programme. Since then he has remained heavily involved in motorsport, as a PR and event commentator. His memoirs, *Mason's Motoring Mayhem*, have recently been published by Veloce.

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Plus: action from Macau and Rally GB



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