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APRIL 17 2014

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RON DENNIS TALKS SENNA
McLaren boss on legend's legacy





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LABERGE/GETTY



THE BIG PICTURE

This weekend he races in the Silverstone 6 Hours, but last Sunday Mike Conway was in warmer climes, and won a stunning Long Beach IndyCar race

 P34 LONG BEACH INDYCAR REPORT

This week in F1

HAAS EYES DALLARA TIE-UP FOR F1 CAR

NASCAR team boss Gene Haas is considering forming a partnership with renowned single-seater constructor Dallara to build a car for his entry into the 2015 Formula 1 World Championship.

"We've had preliminary talks with Dallara, and they're ready to go," said Haas. "It would be insurmountable to say we going to figure out how to build a chassis by ourselves and hire all the people in nine months."

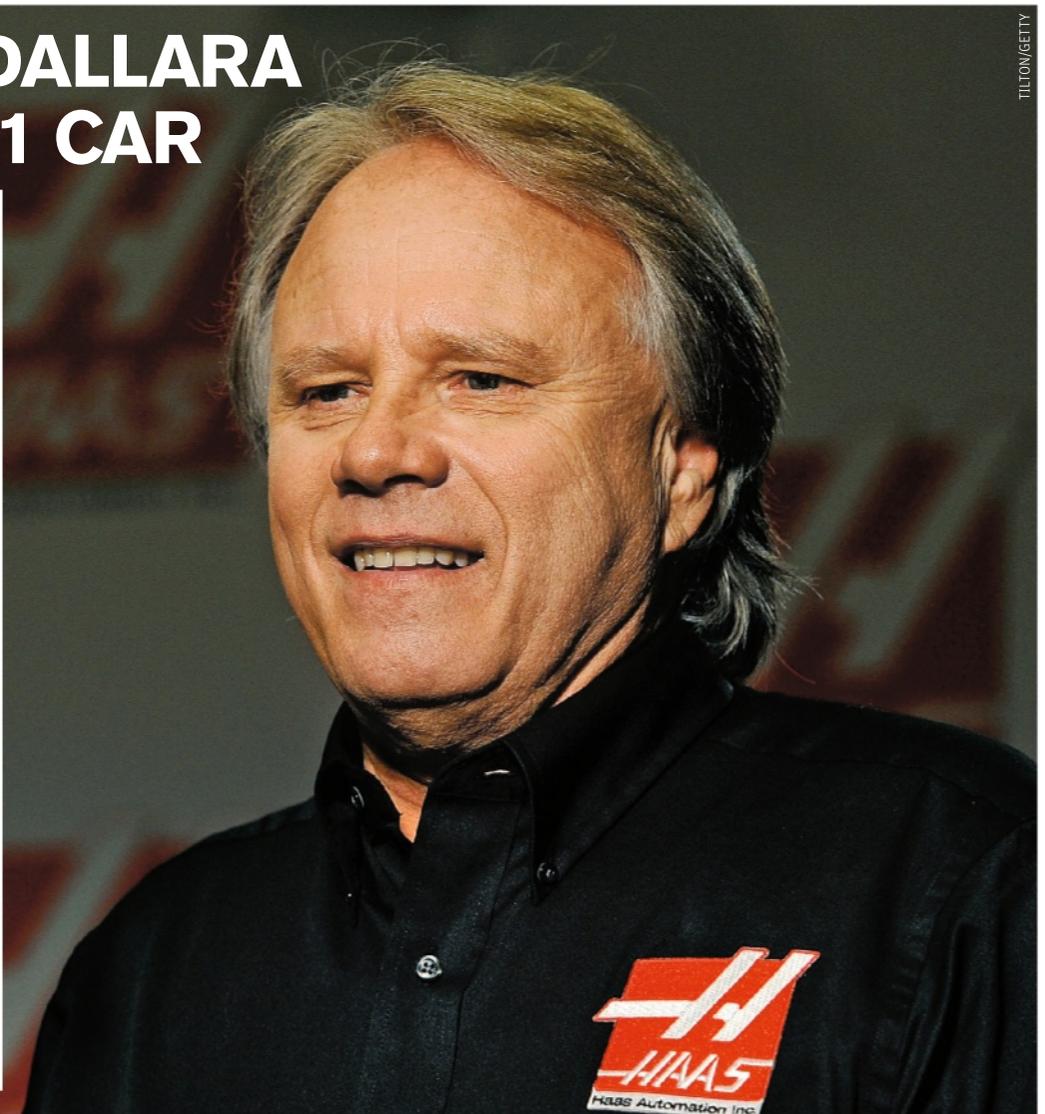
Haas has yet to choose an engine supplier, but team principal Gunther Steiner confirmed the squad had already had discussions with both Ferrari and Mercedes.

"We need to define our technical partner, and go from there," said Steiner. "We will announce in the next four to six weeks what we are doing."

BIG NUMBER

28

At the start of next season, it will be 28 years since we last had a US team racing in Formula 1. The Haas Lola squad, run by the unrelated Carl Haas, had a best result of fourth with Alan Jones at the 1986 Austrian GP.



TILTON/GETTY

8

Bell to leave Mercedes role

Mercedes technical director Bob Bell will leave the team at the end of this season. The squad will scrap the role of technical director when Bell, who has held the position since April 2011, departs in November.



ETHERINGTON/LAT



TODT URGES POINTS RETHINK

Formula 1 chiefs should take on board fans' criticisms of double points and discuss the controversial rule at the end of this year, says FIA president Jean Todt.

The Frenchman, who is not personally opposed to 2014's double-points finale in Abu Dhabi, claims he asked F1's Strategy Group to review the plans in

the wake of the fan backlash, but gave up because of a lack of unanimous support among the teams for a change.

Mercedes non-executive director Niki Lauda said F1 bosses were "mad" to introduce the rule in the first place.

"It was a mistake, but hopefully next year it will be gone again," he said.

McLaren in row with Red Bull

McLaren and Red Bull are in a legal dispute over the reigning champion team's new head of aerodynamics, Dan Fallows.

Red Bull announced last week that Fallows would return to its Milton Keynes base from McLaren to become its new aero chief, but a spokesman for McLaren said: "Dan Fallows has a legally binding contract with McLaren, and the matter is now in the hands of our lawyers."



COATES/LAT

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Lowe: toughen up fuel rules

Mercedes executive director Paddy Lowe says Formula 1's bosses should be pushing to make life tougher for teams with the new fuel rules, rather than considering tweaks to help those that are struggling.

There is a chance the rules for 2015 could be revised should a majority approve.

"To back out of it next year [would be] absurd," said Lowe. "If anything, the point of F1 should be to stretch it further. Maybe next year [the fuel allowance of 100kg] should be 95kg for the race."

P24 RED BULL HEARING



Silverstone to mark 50th GP

This year's British Grand Prix will feature commemorative parades to celebrate Silverstone's 50th grand prix.

The circuit has begun a search for iconic cars to include in the displays, which will take place from Friday to Sunday at the July 4-6 event.

Triple world champion Jackie Stewart is already signed up to drive his 1969 British GP-winning Matra MS80 (above).



URGENT MEETING CALLED OVER COST-CAPPING

Formula 1 teams have been summoned to an urgent cost-cutting meeting on May 1 to try to agree on a way to bring budgets down.

During a meeting of the FIA's World Motor Sport Council in Morocco last Friday, it was agreed that the teams will gather with president Jean Todt and F1 commercial supremo Bernie Ecclestone at the start of next month.

The sport's smaller teams were angered when Todt recently said the FIA was giving up on cost-cutting due to a lack of unanimous support.

I fail to understand why we are going this way when every sport has to be responsible for the way it handles its business. I think that those times have long gone where you say, 'If you don't have the money, don't do it.'



Sauber's Monisha Kaltenborn says bigger teams playing politics on cost cuts

I think we have to continuously put pressure on for it to happen because, as Force India has proved, you don't have to keep spending to put on a good show. We have to get the teams viable for the sustainability of the sport.



Force India's Bob Fernley says exciting racing doesn't need to be expensive



Perez says he nearly quit F1

Sergio Perez has revealed that he came close to abandoning Formula 1 last year after losing his drive at McLaren.

"I was frustrated with [the McLaren decision]," said the Mexican, who scored his new team Force India's first podium since Spa 2009 in Bahrain this month.

"I wanted to find what motivated me to stay in F1, otherwise I was willing to look at other options."

DRIVER DIET FEARS REJECTED

FIA president Jean Todt has dismissed concerns that Formula 1 drivers are being forced into extreme dieting that compromises their safety, despite Toro Rosso's Jean-Eric Vergne being hospitalised between the Australian and Malaysian grands prix.

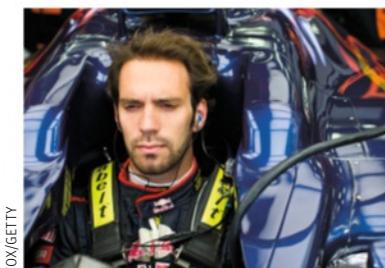
Many teams have struggled to get

their cars down to the new minimum weight limit of 690kg, putting pressure on heavier drivers to lose weight.

"You can do a good diet and not have to go to hospital because you have been losing so many kilos," said Todt.

Teams have agreed to raise the minimum weight limit by 10kg for 2015.

DRIVER WEIGHTS



FOX/GETTY

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Jonathan Noble

F1's newshound

The Hamilton-Rosberg battle in Bahrain was superb. The strategy is a risky one, but we should all applaud Mercedes' approach

It's not a question of if, but when. We know it, Mercedes chiefs know it and Lewis Hamilton and Nico Rosberg know it. At some point this season, with the Brackley-based team so clearly allowing both its men free reign to fight as hard as they want for the win, there's going to be trouble.

A misjudged passing manoeuvre, a bit of over-aggressiveness, or a genuine bit of nefariousness is going to result in some bits of broken bodywork, a decent result thrown away and a fair bit of post-race controversy. And when it does happen, you can guarantee that there will be a long line of people standing up to shoot down the team bosses for allowing things to get out of control. But the critics should all think twice before doing so.

Mercedes has been pretty bold in allowing its drivers such freedom to fight it out. It would have been all too easy for the team to state that early-season reliability fears, plus the looming threat of Red Bull, would mean it had to maximise its opportunities early on. It would have been well within its rights to have told its drivers that they race until the first corner or the first pitstop, and then they have to hold position.

It would equally have been fully understandable if in Bahrain – judging by the intensity of the wheel-to-wheel battles between its two drivers at the front of the field – it called time on their duel well before the end.



to help with the longer-term ambitions. Think about Multi 21. Think about Turkey 2010. Think about Hockenheim 2010. Think about Austria 2002. The battle lines of a number one and number two were clearly laid out on each occasion.

Team orders may well be fully justified at times, and an essential part of motor racing, but equally

“Have we seen an intra-team fight as finely poised as this since the Prost/Senna rivalry at McLaren?”

But it didn't. Mercedes chiefs Toto Wolff and Paddy Lowe made it clear to the world that both their men were and are free to race to the chequered flag. Both drivers are being given exactly the same opportunity; and both are trusted to not step over the line and do something silly.

Lowe said after the race that it would have been “terrible” for F1 if Mercedes had gone down the team orders route so preferred by many of its opposition in the past; and he is right.

For while we are braced for a season of single-car domination, what Mercedes has done by letting its drivers get on with it is help deliver the prospect of a thrillingly intense intra-team head-to-head fight. Have we seen one as finely poised as this since the great Alain Prost/Ayrton Senna rivalry at McLaren?

It has become all too common to see a team in the kind of dominant position that Mercedes is in to lock down any advantage it's got – and swiftly call off racing

they are not what any fan wants to see. We all want to watch a race. All our back-slapping of Mercedes for helping make its domination a mouth-watering prospect will mean nothing if we then start accusing it of mismanagement when the danger of its approach rears its ugly head.

It's putting big trust in its two men to do the right thing; race at the limit and not an inch over it. And there will be a time when that faith backfires. And when it does, we all have to accept that we can't have our cake and eat it.

It would be hypocritical to revel in the wonderful head-to-head battles that racing freedom between Hamilton and Rosberg will give us, and then get upset on the day the team did not intervene just before it all went wrong.

There will be hiccups along the way, but I'd always rather see the best man win it the hard way on the track than through the safety of a team radio call. ❧

This week in motorsport

SORENSEN FLIPS AT MONZA OPENER

Lotus Formula 1 junior Marco Sorensen walked away from a massive aerial crash on the Monza pitstraight during the Formula Renault 3.5 season opener last Saturday.

The Dane's Tech 1 Racing car was pitched upside down at high speed after he tangled with Jazeman Jaafar as they crossed the start/finish line at the end of the opening lap. It hit the pitwall and slid along the straight on its rollhoop until it came to rest after nudging the wall again at the pit exit.

Sorensen, who was blamed for the crash and given a five-place grid penalty by the

stewards, felt that Jaafar should have reacted to him moving across to pick up a slipstream from the car in front, as he felt there was room for both cars to carry on without making contact.

"When I went up in the air I thought I was f****d," the Dane told AUTOSPORT. "The first hit with the wall was hard, but I could see it coming so I had time to prepare for it."

Malaysian Jaafar, who described Sorensen's change of direction towards him as "a nonsense move", added: "Considering the speed we were doing we were quite lucky to be unscathed."



ROZENDAA/LAT

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P38 MONZA FR 3.5 REPORT

Audi upset at WEC tweaks

Audi has admitted frustration at changes to the energy allocation allowed to LMP1 prototypes ahead of this weekend's opening round of the World Endurance Championship at Silverstone.

The latest turbodiesel Audi R18 e-tron quattro has had the amount of energy it can use per lap – measured in megajoules – reduced, along with its fuel-tank capacity. The petrol-powered Toyota TSO40 HYBRID and the Porsche 919 Hybrid have had their energy allocation raised at the same time as getting larger fuel tanks.

Audi LMP boss Christopher Reinke told AUTOSPORT: "There is quite some frustration on our side: we do disagree with this fine-tuning and it is not clear to us how it came out like this." He said the changes would have an affect on both the performance of the R18 and the number of laps it could do in each stint.

The fuel figures are now set in stone until after the Le Mans 24 Hours in June.



Le Mans winners enter Spa 24

Audi LMP1 drivers Andre Lotterer, Marcel Fassler and Benoit Treluyer will attempt to add to their 24-hour successes at Le Mans in the Spa day-night enduro this year.

The trio, who again team up in the World Endurance Championship this season, will race a WRT Audi R8 LMS ultra in the Spa 24 Hours on July 26-27.

Rio Formula E race scrapped

Rio de Janeiro has been dropped from the inaugural Formula E calendar.

The Brazilian round, scheduled for this November, will be replaced by another race in February 2015, while the Los Angeles event moves from February to April.

The series has also confirmed that it will use the same points system as Formula 1, and that it will hold five days of pre-season testing at Donington Park in July and August.

The Spark-Renault SRT_01E was in action at the Issoire circuit in France this week as part of a Michelin tyre test, with Emmanuel Collard at the wheel.



FLAMAN/D/DPPI



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Steven Kane

The Inside Line



The M-Sport driver's proud to be following in the footsteps of the original Bentley Boys in this year's Blancpain Endurance Series

There's nothing like Monza in the spring. It's the perfect place to start the season and, in my mind, it's the true spiritual home of world racing. To compete there as a works Bentley driver last weekend in the opening round of the Blancpain Endurance Series gave me the same thrill as winning the McLaren AUTOSPORT BRDC Award earlier in my career.

As ever at Monza, it was a fairly epic weekend. It was the European race debut of the Bentley Continental GT3, and although it's very early days there's massive potential for us to get really excited about 2014.

The Blancpain is seriously competitive and probably the most intense series in the world for the sheer quality of teams and drivers. Last year, I was with Peter Dumbreck and Lucas Luhr at JRM — both seriously quick boys. I stacked up well against them, and Bentley got in touch with me after seeing some of my performances.

After our test race at the Gulf 12 Hours last December, we have committed to a full Blancpain campaign in 2014. It was our first event with two cars at Monza last weekend, but we showed that the Bentley Continental GT3 has some serious pace. Over the winter, we've had a lot of development upgrades, including suspension set-up changes, driveability and fuel economy on the engine, and some welcome ventilation enhancements in the cockpit.

Last weekend at Monza, I qualified the #7 car I share with my ex-Dyson team-mate Guy Smith and fellow Brit Andy Meyrick on the second row. I was on a quicker lap



Kane and his team-mates finished eighth at Monza

their edge after some big fights, particularly with the Kessel Racing Ferrari. Guy took over, but some delays in the pits cost us, so it was initially up to him, and then me, to get us back into the top 10. As ever, Guy was excellent. I completed the final stint, bringing the car home in eighth place, just behind the sister Continental GT3 of Antoine Leclerc, Jerome D'Ambrosio and Duncan Tappy.

As a driver, you always want to be a winner, but it was a really good team effort for our first race in the series and it sets us up nicely for the next round, which is at Silverstone on May 25.

Just before we left for Monza, we all went to the Bentley headquarters in Crewe. What a place! The pride and dedication within every member of staff in the factory was something I've never come across before.

The great thing for me in 2014 is that I'm also racing a Bentley Continental GT3 in the British GT Championship, again to be run by M-Sport. I'm

“In the next round at Silverstone, we'll be really pumped to deliver a great result on home soil”

in the dying moments of qualifying, and was really gunning for pole position when I went off at the Ascari chicane and damaged the car.

As a team unit, we are intent on going for the absolute maximum, and on my final lap I believed we had a chance of something special. Indeed, the data showed that we would have grabbed second spot on the grid. Unfortunately, on this occasion, it didn't quite happen for us. Next time, I will make sure it does.

The M-Sport Bentley team played an absolute blinder to get the car repaired. The guys worked all night, and by Sunday morning the car was like new. It was just another reminder of the strength of the Continental GT chassis, and just how good the M-Sport Bentley mechanics are, because the car felt great during the race. Reliability has been sensational, too, which is a big testament to the respective staffs at Crewe and Cockermouth.

The race started well, and Andy was up to second place in the early stages before the tyres really started to lose

sharing with Humaid Al Masaood, who I've raced with in both the ALMS and Grand-Am. From one great circuit, we now head to another — Oulton Park this weekend, and you can follow me on Twitter @TheStevenKane.

In the Blancpain Endurance Series, we have points on the board already, but in the next round at Silverstone we will be really pumped to deliver a great result on home soil. As a BRDC member, racing past the clubhouse in the #7 Bentley Continental GT3 is going to be a very special feeling indeed.

Ever since I became one of the original drivers chosen by Bentley, I've immersed myself in the Bentley way. The brand has such a distinctive and successful place in motorsport history, dating back to the Bentley Boys of the 1920s, and we all fully intend to carry on that winning tradition in 2014 and beyond. 🏁



BRIT

16



TON

“I’m in a position where I need to enjoy it. I do enjoy what I am doing” 17

Jenson joined the 250 club in the Bahrain GP but his F1 future remains up in the air. By **EDD STRAW**

Jenson Button doesn't need to race in Formula 1. The 34-year-old, who recently racked up his 250th Formula 1 start in the Bahrain Grand Prix, is in F1 because he wants to be. He is one of only 32 drivers to have been crowned world champion, has won 15 grands prix and, according to last year's sporting rich list in *The Sunday Times*, has a net worth of around £58 million, a figure that will have increased during the past 12 months.

By any measure, Button has been phenomenally successful. The 2009 world championship triumph will stand forever, there is no sense of unfulfilled ambition gnawing away at him and he has plenty of other interests to take up his time. He races for enjoyment, for the challenge, and continues to deliver high-class performances. Jenson is the second-oldest driver on the grid (Kimi Raikkonen is three months his senior) and his McLaren contract expires at the end of 2014. So it's perfectly reasonable to wonder whether this might be Button's farewell



Button dices with Raikkonen during his 250th GP in Bahrain

tour. Unlike some, he certainly won't linger in F1 because of a lack of imagination or a misguided sense of potential unfulfilled. But that doesn't necessarily mean he either wants to stop or lacks the motivation to succeed. It's just that he is there for the right reasons.

The man himself is too experienced to give anything away. Maybe he has already decided, maybe he doesn't know yet, but whatever the future holds he is one of the few who could walk away without feeling like the sport owes him something. Last year, when it became clear that

the anticipated new deal to keep him at Woking beyond the end of 2014 wasn't happening, meaning that McLaren picked up the one-year option it held, Button insisted that he wanted to keep his options open. So is it simply enjoyment that dictates whether or not he continues to be a grand prix driver given that he has no obligation to do so?

"Yes," he agrees. "Well, I have a contract until the end of the year! But it is a lovely position to be in. This has been my career for so many years, but I want to make sure that I enjoy the job ▶"



“When you win a grand prix it still means as much to you as 10 years ago, so that’s still there”

► that I am doing and the sport I am in because it is a hobby. If you get that bored of it, sometimes it’s very difficult to get out, but in the sport now I’m in a position where I need to enjoy it. I do enjoy what I am doing, the team is doing a great job and I’m loving working with them. We’ve had a great few years together and I don’t see it ending any time soon.”

The question of Button’s future is not a straightforward one. Firstly, there is the question of McLaren’s and Honda’s plans. Last year, McLaren chief operating officer Jonathan Neale suggested Button could stay at the team for as long as he wants. But it would be naive to assume that a new

deal is a foregone conclusion if he wants it. The arrival of Kevin Magnussen, a podium finisher on his grand prix debut, at McLaren is one complicating factor. So is the potential availability of Fernando Alonso if Ferrari continues to struggle. Then there is the rise of Stoffel Vandoorne, a McLaren junior, part of the management company Button co-owns and a winner on his GP2 debut in Bahrain. The driver-market landscape has changed a lot in the past 12 months.

And even if there is a desire to keep Button, it’s not as simple as signing on the dotted line. The Honda project means that Button would surely have to commit for at least two years and probably three. That would take him to a few months short of 38, so it’s a big decision, especially given the fact it might take time for Honda to provide a winning engine. Again, Button is too experienced to be drawn on any of this and remains inscrutable.

“I don’t know,” he says about where he sees himself next year. “I don’t even know where I’m seeing myself tomorrow. I take every day as it comes and enjoy every day as much as I can. That’s all I can do.”

There are no doubts as to Button’s effectiveness. His Bahrain GP drive was classy and deserved better than for a clutch problem to rob him of a top-five finish. On his day he remains capable of

performances of the highest quality. There will be poor weekends, there always have been for Button, but when he is at one with the car he is capable of being as good as anyone else out there. If and when McLaren produces another winning car, Button will certainly still be able to win in it.

With big changes at McLaren in recent months, notably the return of Ron Dennis as Group CEO, Button can see the future is bright. This is another factor that could persuade him to stay on, if the team still wants him.

“Having Ron back in charge is very important,” says Button. “This year, we have a great engine partner in Mercedes-Benz, we have the best power unit out there, but next year again things change with a lot of backing and support and the partnership with another engine manufacturer which is very big for any team. Yeah, this team is definitely heading in the right direction.”

With the future of the sport a hot topic right now, there’s also the question of whether Button still enjoys the challenge as much as he did. Among all the drivers, he is one of the more rational and eloquent on the topic of the new regulations. As his reaction to Sebastian Vettel’s complaints about engine noise during the Malaysian GP weekend, when he suggested that if drivers don’t enjoy modern F1 they should go and do something else,



Most recent win, his 15th, came in Brazil in 2012

BUTTON'S GREATEST HITS

Now in his 15th season of F1, Jenson Button picks the standout memories from his illustrious career. As the man himself admits "there are quite a few to choose from". By **EDD STRAW**

20



Button, second from right, won his first F1 test with McLaren

FIRST PODIUM

Malaysian GP, March 21, 2004

Two years after being robbed of his first top-three finish by a late-race suspension problem with his Renault, which meant he dropped to fourth, Button, now at BAR-Honda, finished third and climbed onto a rostrum for the first of 50 times thus far in his F1 career.



Sepang, 2004: scene of first of 50 podium finishes in F1

FIRST FORMULA 1 TEST

Silverstone, November 12, 1999

"Obviously, the first time I drove an F1 car in the McLaren at Silverstone," recalls Button of one of his cherished memories. It's a moment that AUTOSPORT can take pride in having played its part in. In 1998, Button won the McLaren AUTOSPORT BRDC Award, and he earned the test as part of his prize. A Ligier test followed, he caught the eye of Williams and the rest is history.



Debut F1 race came for Williams in Melbourne on March 12, 2000

GRAND PRIX DEBUT

Australian GP, March 10-12, 2000

After just two years in car racing, in which he won the 1998 British Formula Ford title and then finished third in British F3, Button was a surprise choice for a Williams-BMW seat alongside Ralf Schumacher.

"Driving up the pitlane behind Michael Schumacher for the installation lap [in free practice] was a highlight,"

says Button. "I remember driving through Turns 2 and Turn 3, at that time of year there are lots of leaves on the circuit, and I just remember the vortices from the car flicking all the leaves up. That was a very special moment, especially driving behind Michael, already a double world champion."



Button celebrates first win with Honda boss Takeo Fukui

FIRST WIN

Hungarian GP, August 6, 2006

"My first win in 2006," says Button emphatically. It's stating the obvious, but given that it followed 112 starts without a victory, leading many to write him off, the significance of that moment can't be overlooked. An engine change meant he started only 14th, but a great drive in a rain-affected race, aided by Fernando Alonso's retirement, meant he was at last a winner.

"It was very funny because the CEO of Honda at that time, [Takeo] Fukui-san, didn't come to many grands prix, probably two a year," says Button. "But he was at that race and was able to come up on the podium with me. So it was very special. And my fiancée [Jessica Michibata] is from a place called Fukui, so it all ties in nicely!"

ETHERINGTON/LAT

COATES/LAT

BELLANCA/LAT



CHINESE GP PREVIEW

When KERS becomes ERS-K

We know that hybrids are twice as important in F1 this year as they were before – after all, their output has been doubled. But how? CRAIG SCARBOROUGH makes sense of ERS, MGU and PCU...

Formula 1 first used hybrid systems in 2009, when Kinetic Energy Recovery Systems were introduced.

They went unused in 2010, following agreement by the teams, but have been a permanent fixture since '11. For '14, the Energy Recovery Systems have become more powerful. KERS has become ERS-K.

Both systems harvest energy under braking. This energy is then stored and reused to power the car under acceleration. During its first iteration, KERS was allowed a 60kW output. For 2014 that has doubled to 120kW, which equates to roughly 160bhp.

Kinetic Energy Recovery Systems use an electrical device known as a Motor Generator Unit (MGU). As there are now two types of Energy Recovery Systems on a 2014 F1 car (one for kinetic energy and one for heat energy), the motor generator for ERS-K is called the MGU-K.

The MGU-K, accompanied by a Power Control Unit, switches between 'motor' and 'generator' functions. The PCU electronics also switch the AC current created from its generator function to a DC current, to be stored in the battery, and back again.

Running at around 500 volts, internally the unit is relatively simple. It uses permanent magnets to form the rotor, which spins inside a three-element stator. This set-up creates both the three-phase electrical output and a uniform torque output. Also aiding the power and efficiency of the MGU is its brushless design, reducing friction within the unit.

But the MGU still runs very hot due to the large electrical loadings, so it requires liquid cooling to prevent overheating. A water/glycol mix is passed around the unit by a dedicated pump and is cooled

by a separate radiator.

To fulfil its dual function, the MGU-K is mounted to the petrol engine and its shaft is geared to the front of the engine's crankshaft. The MGU-K spins at engine speed, but can use a clutch to disengage from the rest of the powertrain.

Last year teams mounted KERS in front of the engine. The 2014 rules forbid this, so it now sits alongside the engine under the exhausts.

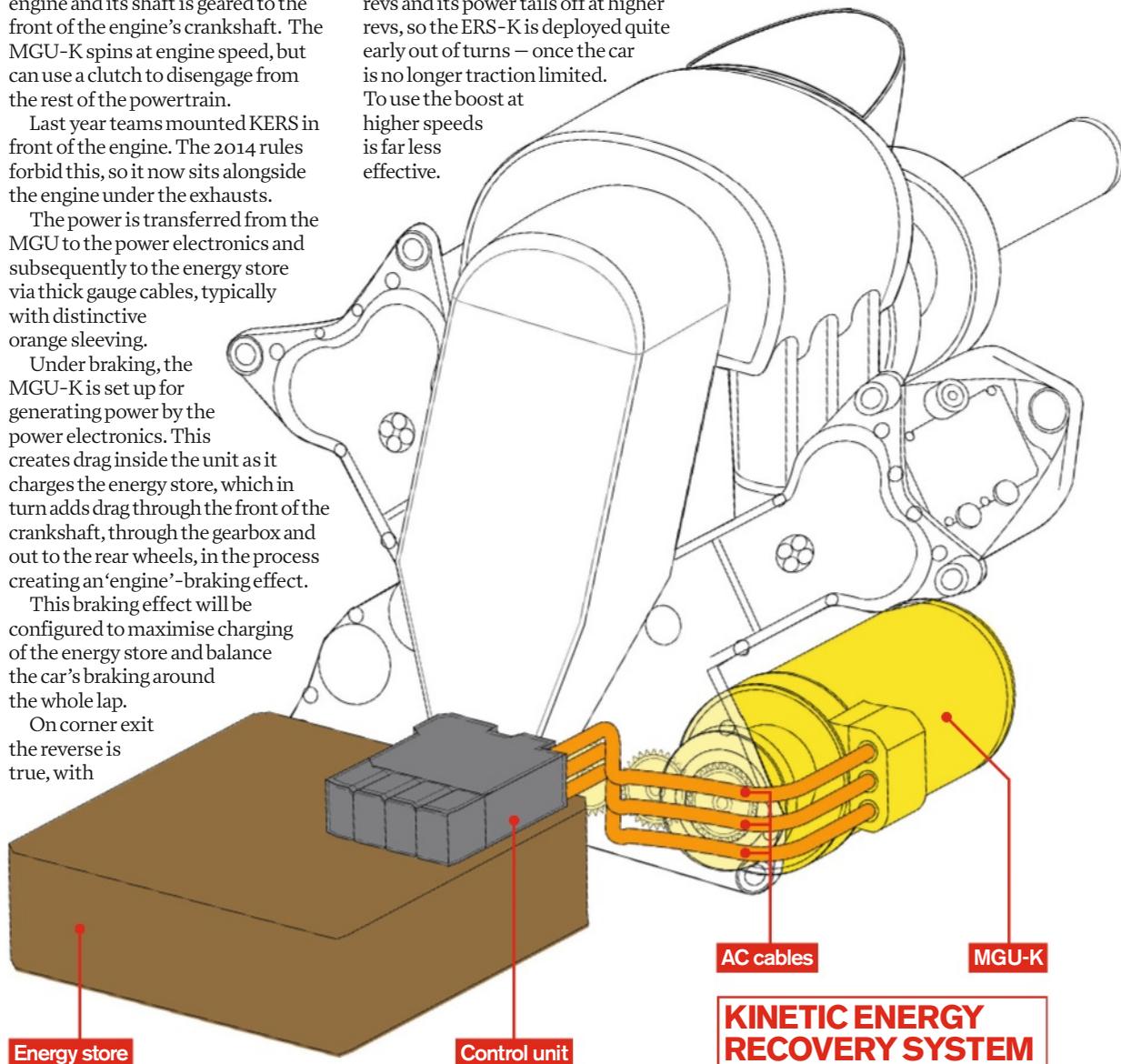
The power is transferred from the MGU to the power electronics and subsequently to the energy store via thick gauge cables, typically with distinctive orange sleeving.

Under braking, the MGU-K is set up for generating power by the power electronics. This creates drag inside the unit as it charges the energy store, which in turn adds drag through the front of the crankshaft, through the gearbox and out to the rear wheels, in the process creating an 'engine'-braking effect.

This braking effect will be configured to maximise charging of the energy store and balance the car's braking around the whole lap.

On corner exit the reverse is true, with

power converted from the Energy store to drive the MGU. The motor produces maximum torque from low revs and its power tails off at higher revs, so the ERS-K is deployed quite early out of turns – once the car is no longer traction limited. To use the boost at higher speeds is far less effective.



WHAT TO WATCH OUT FOR

Can Williams deliver?

Problems at Williams mean that the team is yet to have a perfect race. In Bahrain the issue was rear-tyre degradation, in Malaysia it was team orders and in Australia Valtteri Bottas brushed a wall and Felipe Massa was rear-ended by Kamui Kobayashi. Can the promising FW36 finally deliver a podium in China?



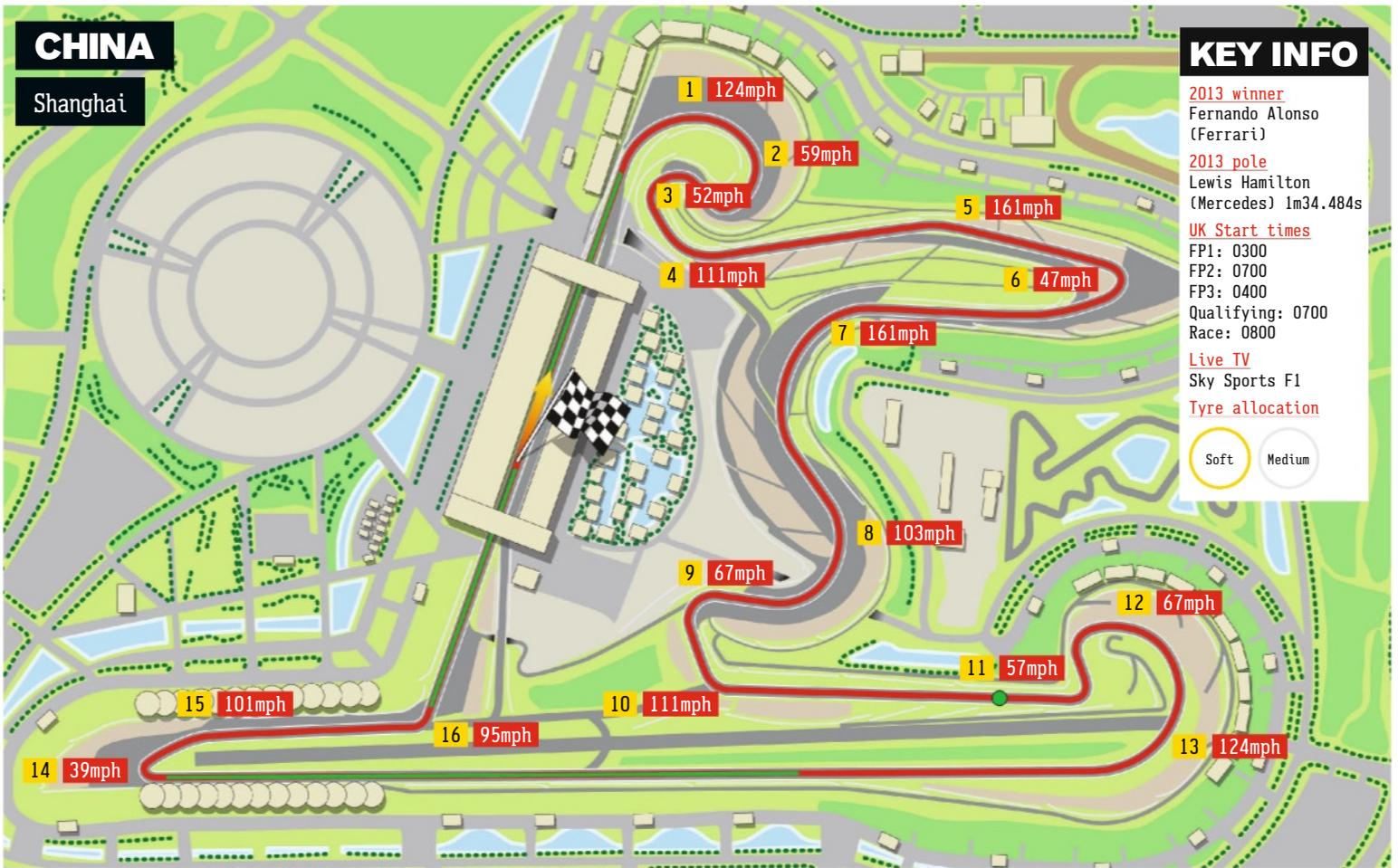
Can Force India stay at the front?

Force India was the second-best squad on raceday in Bahrain and scored its first podium since Spa 2009. The team clearly has a good car, but China will reveal if it's a one-track wonder or potentially one of the best fundamental designs of 2014.



Will Ferrari get its act together?

It's very rare to see Fernando Alonso celebrating a ninth-place finish, but he did so (ironically, surely) vigorously in Bahrain. The Sakhir circuit brutally exposed the F1 T's weaknesses and it's nearly a year since the Scuderia's last F1 victory. It needs to get its act together soon if it is to transform a poor start into a title tilt.



CLASSIC RACE

Lewis Hamilton was able to put an end to a string of wins from Sebastian Vettel at the 2011 Chinese Grand Prix. Both McLarens got past polesitter Vettel before the first corner. Their three-stop strategy proved to be the best option towards the end of the race when the McLarens surged past two-stopping cars on older tyres. Hamilton made a vital pass on team-mate Jenson Button, overtook Felipe Massa's

Ferrari and Nico Rosberg's Mercedes with ease, then hunted down Vettel. The Red Bull put up a good fight but didn't have enough grip to defend for long. Hamilton swept up the inside at Turn 7 to take the win. Mark Webber put on a great show and grabbed the last podium spot, after starting 18th. Hamilton was glad to see Vettel's run of wins at an end, but it ultimately wouldn't be enough to deny the German a second world title.



Red Bull appeal failure safeguards F1 fuel rules

The FIA Court of Appeal's decision not to overturn Daniel Ricciardo's disqualification from the Australian Grand Prix ensures new efficiency-driven rules can be enforced. By **EDD STRAW**



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The FIA Court of Appeal hearing this week into the disqualification of Daniel Ricciardo's Red Bull from second place in the Australian Grand Prix was widely regarded as a crucial test case in the viability of Formula 1's new regulations.

The decision, revealed on Tuesday morning after a six-hour court session at the FIA's Place de la Concorde headquarters in Paris a day earlier, effectively ensures that both the maximum fuel-flow rate of 100kg/h, which Ricciardo's car was found to have exceeded "consistently" in Melbourne, and the 100kg/race fuel limit can be policed.

The full verdict had not been released as AUTOSPORT closed for press, so the full ramifications of this decision are not yet clear.

Red Bull's case was built on three key claims: that the 100kg fuel-flow limit was not exceeded, as proved by data from its own fuel rail; that the FIA-homologated Gill Sensors-produced fuel-flow meter in Ricciardo's car was demonstrably



unreliable and producing inconsistent figures; and that technical directives do not have any regulatory value.

The technical directive in question was TD/016-14, issued on March 1, which stated that the FIA fuel-flow sensor will be the "primary measurement of the fuel flow and will be used to check compliance" with the regulations. Included in

this technical directive was a back-up provision to be used in the event of the sensor either failing outright or becoming inconsistent, allowing teams to use their own fuel-flow model, along with an FIA-issued offset. Crucially, this can only be done with the permission of the FIA, which Red Bull did not have.

Red Bull argued that because the

technical directive referred to conditions when the sensor was "unreliable", it was allowed to use its own data. The team stated that the sensor in Ricciardo's car showed good correlation with its own fuel-rail data during the first three runs of free practice one in Australia, but for run four and thereafter it showed a positive offset, with the sensor

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reading 1.2-1.3 per cent high.

This sensor was removed for Saturday's running, but its replacement failed to deliver any readings, potentially as a consequence of a problem with the Total fuel used by Red Bull, Toro Rosso and Lotus causing an o-ring seal to corrode. There was, however, no suggestion that this phenomenon, which FIA head of powertrain Fabrice Lom now claims has been fixed, played a part in sensors giving inaccurate readings.

Red Bull refitted the original sensor under instructions from the FIA, although chief track engineer Paul Monaghan admitted that the team had overlooked the fact that there was an additional sensor fitted to the spare chassis until it was too late. But the FIA was confident that the sensor delivered consistent readings, meaning that, with an appropriate offset, it was accurate.

But after being warned that it was exceeding the fuel-flow rate early in the race, Red Bull did back Ricciardo's car off. Several different versions of which laps this was done on were

mentioned, although what was consistent was that this cost the car around 0.4 seconds per lap.

Chief technical officer Adrian Newey admitted the fuel-flow rate was turned up again as it was clear that Ricciardo would lose places.

Red Bull claimed that there was a further step demonstrated by the fuel-flow meter at around lap 37 of the race. This meant it read high by a further 0.5 per cent, which bolstered its argument that the sensor was unreliable, although the FIA did not accept that this step existed.

Red Bull, therefore, contested the majority of the GP using its own fuel-flow model without the FIA's permission. It also did not use the 1.015 per cent correction factor the FIA would have imposed had it been allowed to use its own fuel-rail data.

Red Bull argued that the correction factor was unnecessary because initial running with that sensor matched its fuel rail, but the FIA claimed Red Bull was over the fuel-flow limit anyway.

The rejection of the appeal confirms that the technical directive

in question is binding. While all such directives are advisory, once they have been ruled upon in this way the precedent has been set.

There are legitimate question marks over the accuracy and consistency of the fuel-flow meters, which the FIA has said are in a state of ongoing development, but this decision means they can continue to be used to enforce the regulations.

It seems likely that Red Bull's own fuel-rail data was more accurate and therefore it probably did not exceed the fuel-flow limit in reality. But as fuel-rail data is dependent upon an unverifiable software model, it was not possible for it to prove with certainty that this was the case.

This means the fuel-flow sensor remains the primary measure. The court accepted the FIA's argument that, while the rules do not emphatically state that the fuel-flow meter is the only measure for this, as they require competitors to prove compliance with the regulations, the only way to do so in this case is via the Gill Sensors product.



RED BULL STATEMENT

Infiniti Red Bull Racing accepts the ruling of the International Court of Appeal today. We are of course disappointed by the outcome and would not have appealed if we didn't think we had a very strong case. We always believed we adhered to the technical regulations throughout the 2014 Australian Grand Prix. We are sorry for Daniel [Ricciardo] that he will not be awarded the 18 points from the event, which we think he deserved. We will continue to work very hard to amass as many points as possible for the team, Daniel and Sebastian [Vettel] throughout the season.

We will now move on from this and concentrate on this weekend's Chinese Grand Prix.

FIA has avoided potential F1 rules disaster



COATES/LAT

The decision not to issue any further sanction, despite Mercedes representative Paul Harris QC calling for some kind of suspended punishment, is a logical one. What Red Bull did was deemed illegal, but there was no attempt to hide it, so it seems that there is no need for any further incentive for the team not to repeat the offence.

Why Ferrari has put its faith in Mattiacci

New man on the pitwall is a consummate man-manager who will bring much-needed focus to the team, says JONATHAN NOBLE



26

Ferrari's new team principal Marco Mattiacci might be a virtual unknown in Formula 1 circles, but the company's bosses are convinced that he has the necessary skills needed to turn its fortunes around.

Following Stefano Domenicali's dramatic decision to resign after Ferrari's disappointing start to the 2014 campaign, president Luca di Montezemolo wasted little time in singling out his preferred replacement.

Rather than opting for a better known contender such as Ross Brawn, di Montezemolo felt that the qualities Mattiacci had put to good use in expanding Ferrari's North American road car division (see below) are exactly what the team needs now to plot an F1 recovery.

DOMENICALI TAKES BLAME

AUTOSPORT understands that Domenicali first put forward the idea of a senior management change to di Montezemolo before the Bahrain Grand Prix.



Di Montezemolo was not eager for such a knee-jerk reaction to a difficult first two races, though, and asked Domenicali to take more time to consider his position.

However, with the Bahrain GP highlighting the competitive difficulties that Ferrari has, Domenicali felt that it would not be correct for him to carry on. He felt responsible for the situation the team was in, and believed fresh impetus at the top was necessary if

Ferrari was to regain the lost ground.

"This decision has been taken with the aim of doing something to shake things up for the good of this group," he said.

WHAT HE LEAVES BEHIND

Domenicali leaves in place a structure that is beginning to reap the benefits of a great deal of work by him and his team over the past few years.

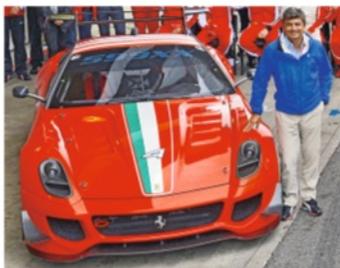
With F1 having moved towards computer simulation rather than

track testing, Ferrari found itself behind its main rivals in this key area, so it began a big push to expand its facilities.

It was also Domenicali's decision to shut down Ferrari's Maranello windtunnel last year for an upgrade, even though he knew there would be short-term pain in having to use an alternative facility.

That call appeared to have paid off for this season, with previous windtunnel correlation issues having been banished and the team's car delivering all that was expected of it aerodynamically. But it was the lack of performance from the power unit – and especially the energy recovery aspects – that proved key to Ferrari's early season struggles.

The 2014 turbo regulations were supposed to play perfectly to the works teams, because the benefits of creating a chassis and engine in unison should have manifested themselves in an enhanced performance. But while that was true of Mercedes, which has



WHO IS MARCO MATTIACCI?

Marco Mattiacci arrives at the Ferrari Formula 1 team having proven himself to be a high-flier in the company's road-car division.

He originally worked for Jaguar in 1989, when Ford bought the company, and was then head-hunted a decade later by Ferrari, which had

been impressed with his management style.

After a spell working on sales in the Middle East and heading the product launch for Maserati in the US, he worked his way up to become president and CEO of Ferrari's Asia Pacific Region in June 2006.

Mattiacci's success in that area led to his appointment as president and CEO of Ferrari North America in 2010. Under his tenure, sales have increased by 20 per cent – a feat that earned him the 2012 Automotive Executive of the Year Award.

Ron Dennis on the Senna phenomenon

The man who paired Ayrton Senna with Alain Prost to create one of the sport's greatest-ever rivalries speaks frankly about his relationship with the Brazilian maestro.

By JONATHAN NOBLE

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There are few people, if any at all, better qualified to talk about Ayrton Senna the racing driver than Ron Dennis, his boss at McLaren. As the 20th anniversary of the three-time world champion's death looms large, the Formula 1 world will divert its gaze briefly from its current battles to ponder on the life, impact and legacy of the man

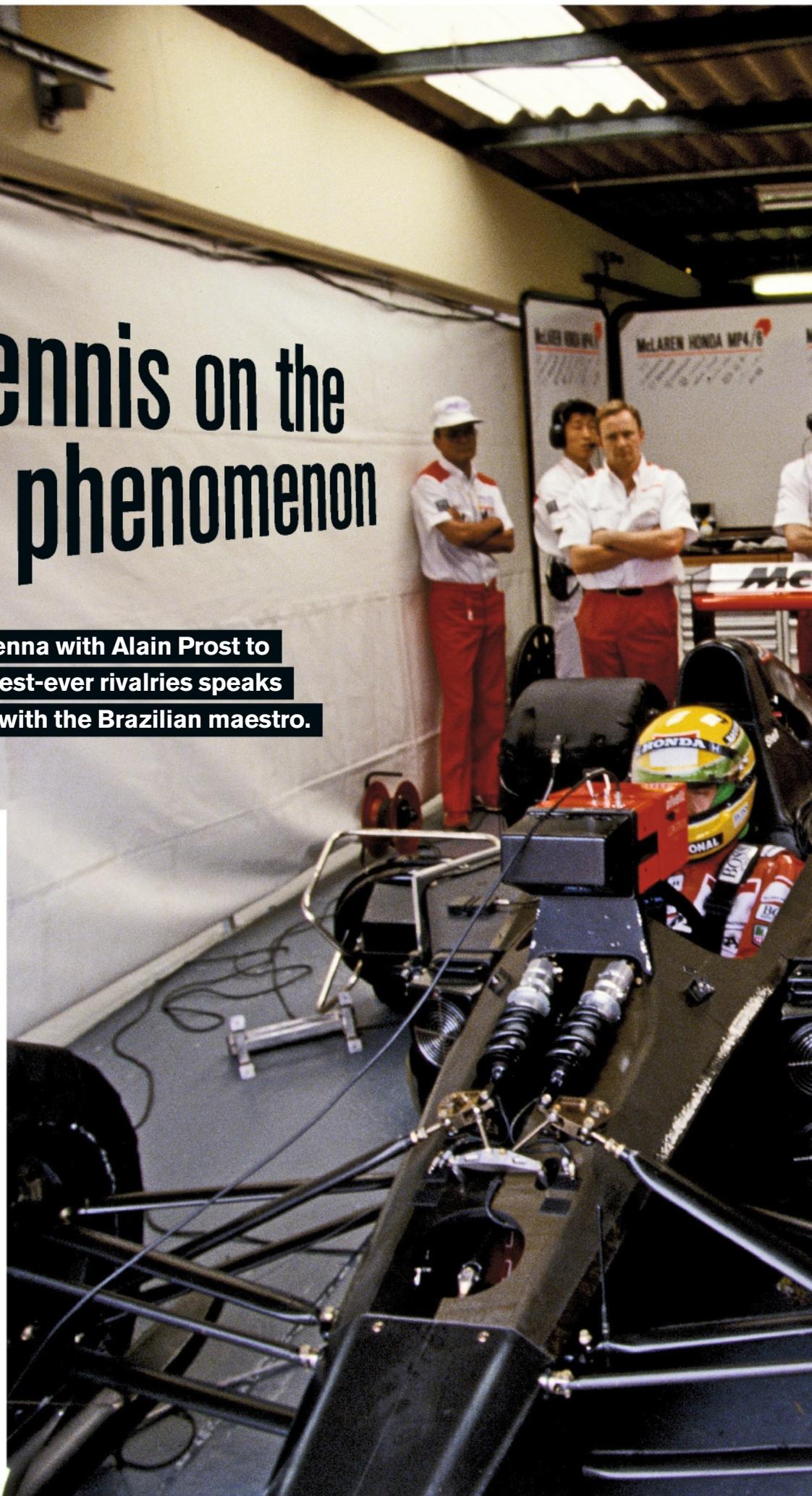
who many consider to have been the greatest grand prix driver of them all.

It's Dennis' voice, however, that perhaps carries the greatest resonance at moments like this. For his and the Brazilian's relationship was not just one that manifested itself in a successful sporting partnership – it went much deeper than that.

This was about a life journey. Under Dennis, Senna grew from F1 adolescent to GP superstar. Working with his driver, Dennis learned much about the passion, sacrifice and commitment that was required to succeed.

But even now, after all these years since that fateful Imola weekend, Dennis still finds it hard to open up on the emotions that tore through him that day when Senna's life came to an end. And there is a certain frustration that others have been more willing to offer up their views.

"There is nothing more certain than that things happen that change your life," he ▶



Team boss, mentor, friend,
Dennis has a unique insight
into what made Senna tick





A public falling-out at Imola in 1989 brought down the wrath of Dennis

“I’m no pussycat, as you know. I reduced them both to tears trying to force them together”

didn’t appeal very much – he was quick but I wasn’t that interested. He was too young to drive in our team, so it didn’t really matter. We let him go to cut his teeth somewhere else.”

Fate would, of course, bring them together later. Dennis recalls he first noticed Senna again at the 1984 Monaco Grand Prix – when the Brazilian was hunting down race leader Alain Prost in the pouring rain before the race was halted early.

Four years later, Senna – by then a race winner for Lotus – was McLaren’s golden boy as he embarked on an unforgettable era for the Woking-based team, which began with his maiden world title in 1988.

From being turned off by a few of Senna’s personality traits, Dennis would grow to not only appreciate them, but also take some on board as inspiration.

“I raised my game because I could see the commitment he brought to his driving,” he says. “Like in any situation, if someone demonstrates that you can try even harder, then you do.

“He showed what he was prepared to do to achieve his objectives. And he raised my game. I think that you try to be as good as the person you are with. I liked his principles.”

Senna’s years at McLaren would deliver highs, and lows, as well as some difficult times. There

would be moments, too, when Dennis had to do what was right for the greater good of the team, even if it meant sacrificing some personal interest.

He recalls after Senna and Prost’s falling out at Imola in 1989, he flew to a Pembrey test to confront them about what had happened, and more especially express his annoyance that their relationship’s collapse had blown into the media.

“I am not proud of this story at all,” says Dennis. “We had a Mercedes combi-bus with two

bench seats facing each other that we sat on. And I was so angry because the drivers didn’t need to be handling the media.

“I went to Pembrey, and I’m no pussycat, as you know. I reduced both of them to tears – and the psychology was that if I can be the bad guy, and if I can make them hostile to me, then they would not be hostile to each other. The hope was that they would join up, saying ‘isn’t Ron being tough?’ That was a good way to force them together – by making me the point of focus.”

The damage was already done, though, and attempts by Dennis to manage the relationship between Senna and Prost ultimately failed in trying to get the two to see eye to eye.

Their time as team-mates at McLaren was defined by animosity as competitors. However, there were signs of a clear thaw in those tensions during the final months of Senna’s life once they were no longer direct rivals.

For Dennis, too, the end of the partnership between Senna and McLaren at the end of 1993 marked a sea change in his relationship with the Brazilian – and he concedes that perhaps they needed time apart.

“He was a loyal guy,” recalls Dennis. “But I think that by the time we arrived at our



Team boss and driver would share the highs – as well as the lows



LAT

Dennis admits Senna's passion drove both him and the team to greater efforts

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“He was so awesome in qualifying, it was hard to distinguish one bit of awesome from another”

▶ last race together [Australia 1993], we both needed a breather from each other. The relationship was very intense.”

Yet with a Williams contract signed, Senna's thoughts remained cloudy about jumping ship. Dennis was determined not to let him go without a fight – and admits if the timing of McLaren's tie-up with Peugeot for 1994 had been slightly different, events might have gone another way.

“At the last GP, of course, we had a variety of people all over the place emotionally,” explains Dennis. “I won't name names, but there were people who were just so far over their skis in emotion. I said, ‘For goodness' sake, I'm trying to get him to stay here. I don't need anyone being like this – be calm!’

“And he was hovering. He was really hovering. But he said, ‘I've signed a contract'. I told him the one thing about [breaking] a contract is to prove loss. And anyway I would underwrite anything if there was a problem. He said, ‘Well, I've committed. I've made a commitment'. But I had him on the hover on the night of the race.

“I could see Ayrton was wrestling with loyalty because he was leaving the team. And, as disastrous as our Peugeot experience was, the moment we said we had factory engines from Peugeot – which was after he left – he phoned

up and said, ‘If you had done that two months earlier, I'd have stayed' – because he just could not see a way to win without a factory engine.”

Senna's time at Williams lasted just three races before he was taken from the world at Imola. The abrupt end to one of F1's most successful careers robbed the sport of its biggest star, but also in a way helped make him a legend.

Dennis acknowledges that, like pop stars and Hollywood icons who are cut short in their prime,

one of the effects of dying early is a degree of immortality of reputation. When asked why so many people considered Senna the greatest, Dennis says: “I think because he was so good for all of the period he was on the planet.

“I can see no positives in the fact that he had an accident and lost his life, but what you didn't see is any decline. You remember he was just unbelievably competitive and then, boom, he's not there. So what do you remember?

“I have never thought, ‘I wonder what Ayrton would look like if he was here today'. But one thing he would do is look a hell of a lot older, and he would have had other things in his life that would have detracted from that reputation.”

Yet Dennis is eager to point out that it was not just because he died that Senna is still a defining figure for F1 right now.

“Above all, he was great. He had good human values. He was very principled. I remember, of course, the race in Suzuka [in 1990], where he and Prost collided at the first corner. I looked at all the traces, the brake and the throttle pedals, and you didn't need to be Einstein to work out what had happened. He came back to the pits, and I said, ‘I'm disappointed in you'.

“He got it. He didn't have to say any more. It was one of his rare moments of weakness.”



The Brazilian's move to Williams was made with a degree of reluctance

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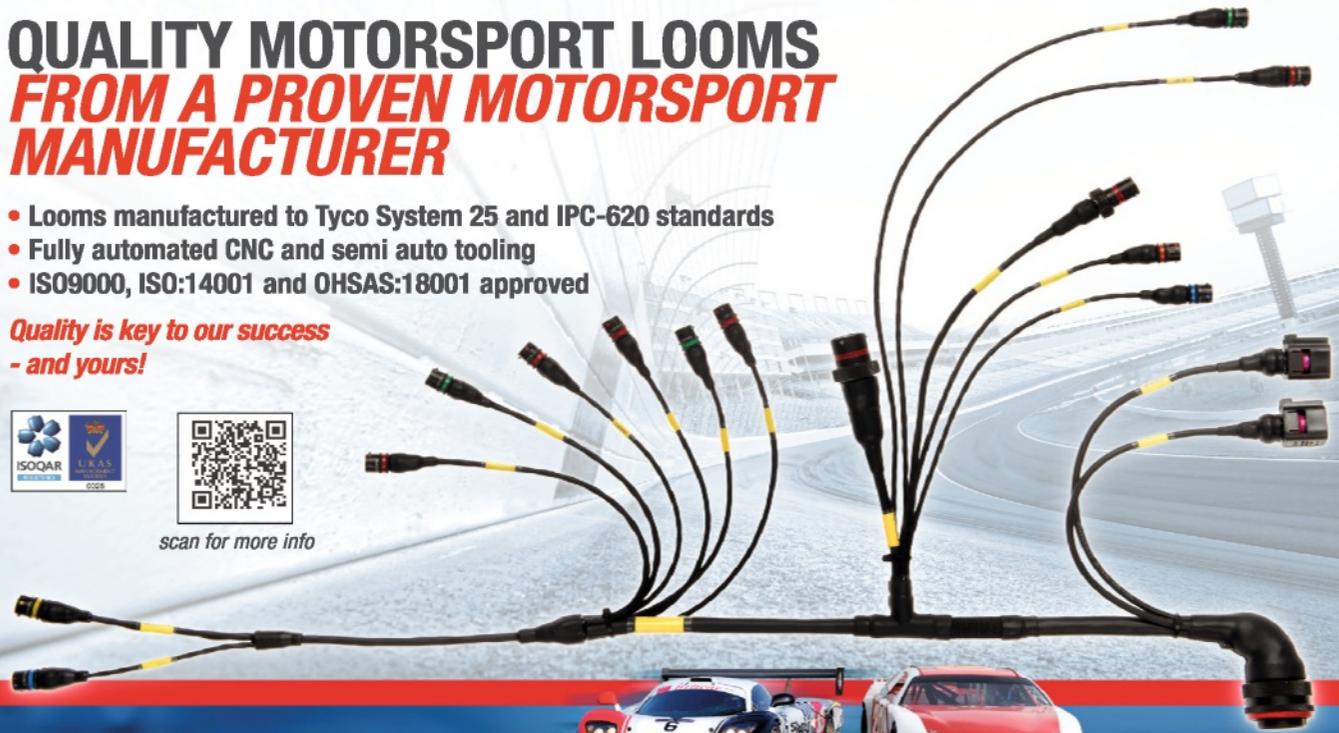
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2014 Sunoco 200 Challenge winner, Lewis Plato, won the Radical Clubman's cup in 2013 in his first year in cars. Who will drive away with the prize next year?



Serralles flew in
pre-season testing



TRENTIZ/XPB

Britain's new European F3 team

Team West-Tec is stepping up to Formula 3's top level this year with Puerto Rican rising star Felix Serralles and British driver Hector Hurst. **MARCUS SIMMONS** finds out why – and how

Stephen Jelley probably doesn't even realise this himself. But, if Team West-Tec enjoys success on its maiden foray into the Formula 3 European Championship, then the amiable ex-F3/British Touring Car race winner and aspiring GT racer can claim to have played a crucial – if rather vicarious – role.

When Jelley raced in British F3 in 2005 with Menu Motorsport, his engineer was Greek-Australian Mick Kouros, who then moved to Fortec Motorsport. Leicester-based Jelley's property-developer father, says Kouros, "did a mega deal on a house" in Corby, not too far away from Fortec's Daventry base.

Corby-based West-Tec decided last year to expand upon its super-successful European F3 Open squad and become the fifth British team in the FIA championship. At the same time, Kouros, with 42 years in motorsport under his belt, was winding down from his team managership role at Fortec.

"I wanted to spend more time with my wife

at home, and no longer wanted to run a team and have the extra working hours and additional pressures," he explains. "I was approached by half a dozen people, one of which was West-Tec. They're only 10 minutes from my home."

Kouros's presence was a big draw for Felix Serralles. A proven race winner in British F3 with Fortec in 2012, his confidence was crushed in a never-ending series of accidents last year in

Europe. With Kouros on board, the Puerto Rican signed up with West-Tec – a feather in the cap for the team to attract a Mercedes-backed driver.

This series of happy coincidences culminated in Serralles topping the times on the first day of last week's Red Bull Ring test. A contender for success in 2014? Possibly. A dark horse? Most definitely.

West-Tec commercial director John Miller,

"I'll give a driver a bollocking if he needs it, but I'll also give him a kiss and a cuddle"

WEST-TEC CHIEF ENGINEER MICK KOUROS



Kouros has four decades of motorsport experience to draw on

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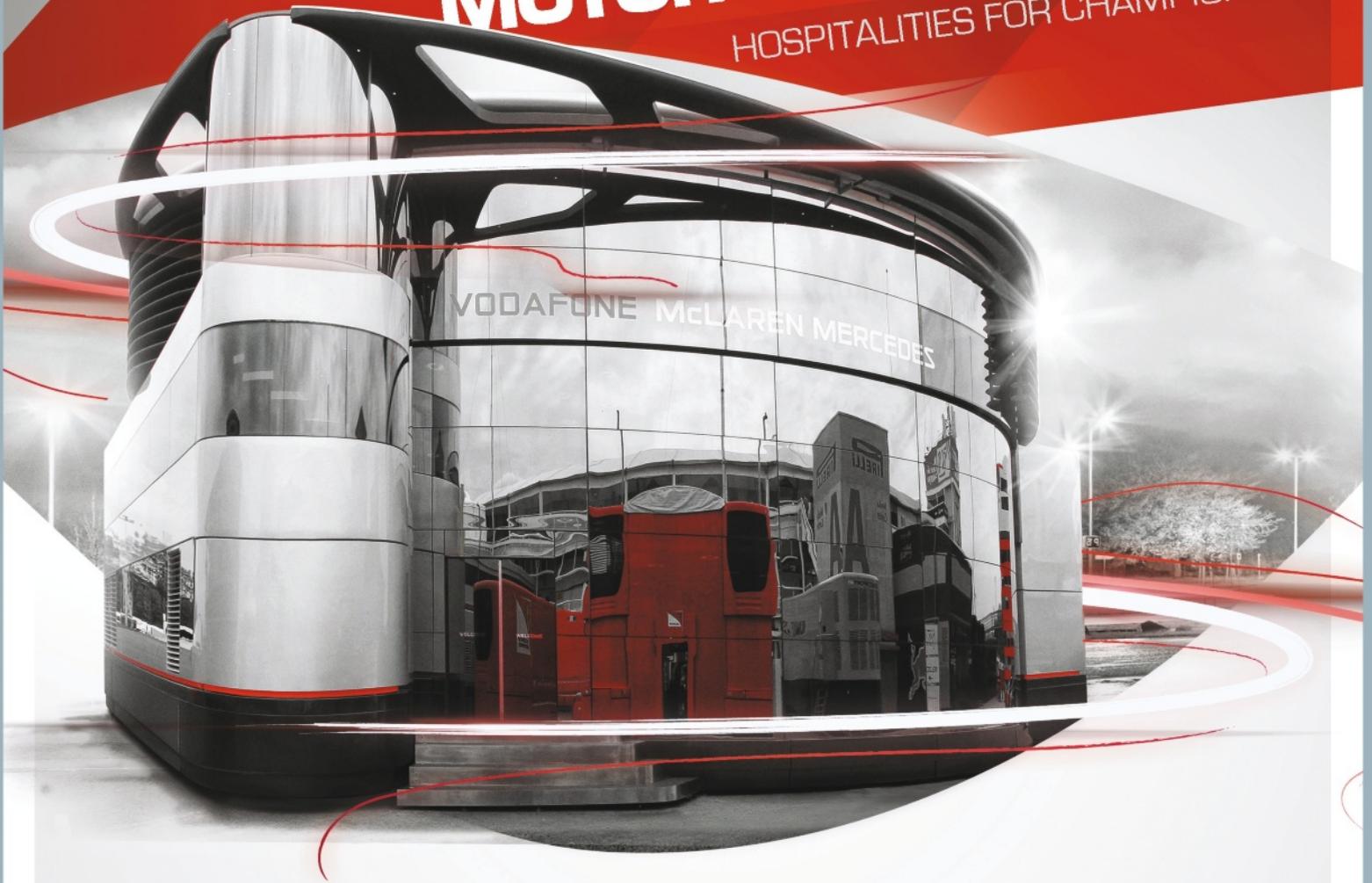
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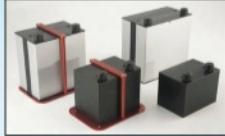


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AUTOSPORT

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Fleming was driving family Lotus when he crashed



JONES

Racer killed at Hockenheim

Fleming dies in tragic accident as Silverstone racers are hospitalised

A FATAL ACCIDENT AT Hockenheim followed by two serious incidents at Silverstone's Vintage Sports-Car Club season opener that left one competitor in a controlled coma and two more in hospital marred two big historic racing events last weekend.

Al Fleming, 69, died in Germany on Friday during qualifying for the Jim Clark Revival event's Triumph Competition & British GTs set.

The Liverpoolian, now based in Scotland, was running a provisional fourth when the family Lotus Elan he was driving slid under braking and rolled when he tried to correct it.

Fleming's son Nick, 38, was waiting to take the car over in the pitlane when the crash occurred and has since reviewed the onboard camera footage of the accident.

"Dad was driving beautifully," said Nick, winner of the last three

AUTOSPORT 3 Hours. "He was clearly enjoying himself. It was at an innocuous flat-out curve [the Parabolika]. Dad was on it when the back end stepped out. He tried to correct it, then braked hard, but the car dug in and barrel rolled. I would have done no different.

"There was nothing anybody could do, but Mum and I found a lot of support at the circuit. We have also had messages subsequently. There was a minute's silence in Dad's memory on the grid, [former MSA chairman] John Grant said kind words before the Can-Am race and Al was remembered at the Jim Clark commemoration, for which we are very grateful."

Meanwhile, VSCC racer Garry Whyte, 26, remained in a controlled coma in Coventry & Warwickshire Hospital as AUTOSPORT closed for press, having rolled the 1921 GN Gnome he was racing while disputing the lead of Silverstone's annual GP

Itala and Lanchester Trophies race on Saturday.

The Glaswegian had caught Justin Maeers when he rolled at Brooklands, and a witness reported the car landed on Whyte as he was thrown out of it. His helmet was damaged and he was worked on trackside before being transferred to the circuit's medical centre, and then to Coventry where he underwent cranial surgery to relieve pressure on his brain.

"Garry is strong and incredibly enthusiastic," said car owner Nick Topliss, who drove to the hospital in the wake of Whyte's accident and remained there until the driver's parents arrived from Scotland. "All we can do is keep everything crossed and hope for his recovery."

Sunday's incident at Silverstone was triggered when two 500cc Formula 3 cars collided at Becketts. John Turner's Cooper Mk9 rolled over Richard Bishop-Miller's Revis with Turner, 76, suffering three broken ribs and a punctured lung when he fell out of his machine. He is expected to be discharged home within a couple of days.

Bishop-Miller sustained a crushed vertebrae in his lower back and was extricated from his car on a body board. He will be in Northampton Hospital until this settles, but may face surgery to stabilise the injury.

SCOTT MITCHELL
ASSISTANT
EDITOR

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THIS WEEK IS A DARK ONE FOR

our news pages. Much is rendered inconsequential when somebody dies, and that is the tragic situation this week following popular racer Al Fleming's death at Hockenheim last Friday. And if that was not bad enough, it was compounded by subsequent accidents at the Vintage Sports-Car Club's Spring Start meeting at Silverstone over the following two days, both of which have had serious consequences for those involved.

Our immediate thoughts are, of course, with Al Fleming's family and friends during this difficult time – and we extend our very best wishes to Garry Whyte, John Turner and Richard Bishop-Miller in the hope that they make full recoveries.

But the bad news doesn't stop there, because two younger drivers endured accidents of their own over the past seven days.

Freddie Lee, son of racing legend Barry, was injured in the second Pickups race at Brands Hatch last weekend, breaking a leg. He had been fifth in the opener, winning his class, before the accident, but intends to return for the next round at Rockingham.

Much like Lee, Jack Barlow is aiming to be on the grid for the next round of his championship, despite a serious crash of his own. The British Formula Ford driver went off at Thruxton's 125mph Goodwood corner, rolling three times. He was kept in hospital for 24 hours, but hopes to be back this weekend at Donington Park.

We should always be grateful when drivers can walk away from serious accidents and target a swift return to competition. The repercussions of the Hockenheim and Silverstone crashes only strengthen that further.



Lee fractured his leg in Brands crash

HAWKINS



VSCC racer Whyte (114) remains in a coma

STYLES



Barlow should return to FFord grid after crash

EBREV/LAT

British FFord

Barlow unhurt in 125mph FFord crash

BRITISH FORMULA FORD RACER Jack Barlow intends to race this weekend at Donington Park after escaping a 125mph testing crash at Thruxton without serious injury.

The Jamun Racing driver, who switched to the series after a race-winning BRDC Formula 4 campaign in 2013, rolled his Mygale at the fast Goodwood right-hander.

His visor was torn off in the impact but despite the hefty crash, in which he rolled three times, and

subsequent trip to hospital, the youngster was optimistic of being on the grid at Donington.

"I'm recovering quite well at the moment," said Barlow, who was awaiting a final clearance from doctors as AUTOSPORT went to print. "They needed to keep me in for 24 hours in case of concussion but they let me go the next night.

"It hasn't put me off so you'll definitely see me on the grid if I'm allowed. When we spoke to the

doctors they explained that I was extremely lucky to come away without more serious injuries. Thankfully it wasn't worse."

Falcon Motorsport driver Harrison Scott topped the Thruxton test, 0.004s faster than JTR's Sam Brabham. Series leader Jayde Kruger was sixth fastest.

The other British Touring Car support categories were also present for the official test day. Josh Cook was quickest of the 10-car

Renault Clio Cup UK contingent, while Ginetta GT4 Supercup and Junior points leaders Andrew Watson and Jack Mitchell topped their respective sessions.

Victor Jimenez was a surprise Porsche Carrera Cup GB pacesetter, marginally faster than double champion Michael Meadows.

BTCC squad Welch Motorsport appeared with its Porsche 991 for the first time, running Mark Cole to seventh quickest.

GT

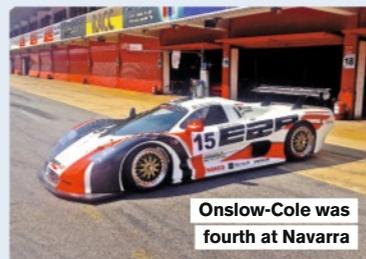
Onslow-Cole adds Spanish GT races in Mosler to 2014 schedule

FORMER BRITISH TOURING CAR title contender Tom Onslow-Cole has added a Spanish GT Championship campaign for this year.

The 26-year-old recently left the tin-top series to pursue a career in GT racing and is tackling the British GT Championship this season in a Nissan GT-R NISMO GT3, which he will now dovetail with the Spanish series.

Onslow-Cole was approached by Javier Morcillo, who runs a Mosler MT900 in the series and in Britcar in the UK. He competed in the opening round at Navarra last weekend, where he drove with Alberto de Martin and narrowly missed out on a podium finish.

Onslow-Cole said he accepted the



Onslow-Cole was fourth at Navarra

drive in order to gain more GT experience.

"This is a brilliant opportunity for me to gain a lot of seat time in a fast and challenging GT car," he commented. "Although the British GT Championship is my main focus this year, I will give these other championships my all."

Carrera Cup

Coates, King to make Carrera Cup debuts in Porsche VIP car

MAX COATES AND OSCAR KING will make their Porsche Carrera Cup GB debuts in one-off appearances in the next events at Donington Park and Thruxton respectively.

The pair will be getting behind the wheel of the championship's 'guest' Porsche 991 GT3, which is being run by Parr Motorsport. Former Ginetta racer Coates is aiming to emulate Ben Barker, who claimed two wins in the car at Brands Hatch last month.



King tested at Thruxton

"I can't wait to get back out again and can't thank Porsche enough for the opportunity," he said. "I know Donington Park well and hopefully I'll be in a position to race at the front."

Former single-seater racer King tested the 991 at Thruxton last week ahead of his debut at the venue in May.

Graeme Mundy has also confirmed that he will be rejoining the series with In2 Racing, having last competed in the Carrera Cup in 2008.

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Britcar currently runs without its flagship event

Britcar

Britcar targets 24-hour race in 2015

THE SILVERSTONE 24 HOURS could return in 2015 with a spring date if talks between Britcar and the local parish council come to fruition. Britcar's flagship event had been scheduled to run this year, but was postponed because of "time constraints" and other operational concerns.

James Tucker, whose revamped Britcar Endurance Championship kicked off last

weekend, said that contrary to previous reports (see AUTOSPORT, January 16) Whittlebury parish council had given its full support in rescheduling the event. AUTOSPORT understands the parties met in February and, along with Silverstone parish council, are working towards an April date for the 24-hour race in 2015.

"I'm delighted with the support they [the councils and Silverstone bosses]

have provided in working towards a return of the 24-hour race for 2015," said Tucker. "The criticism some of the members received was completely unwarranted – there were never any individual issues regarding noise."

"They have given us their full co-operation in agreeing to work with us in the hope that we can bring this great event back to Silverstone."

In brief

Stretton in F2 command
Martin Stretton dominated the Historic Formula 2 Championship opener at Hockenheim last weekend. The March 742 driver (above) won both races at the Jim Clark Revival meeting. He fought off Philip Harper in the first and Hans Peter in the second. The 1600cc class was dominated by last year's champion Robert Simac.

Cobra strikes on Tour
British pair Shaun Lynn and Kevin Kivlochan snatched victory on the Tour Auto after local favourites Jean Pierre Lajournade and Christophe Bouchet were penalised on the final day. The Frenchmen had won eight of the event's 13 stages and led after Friday's leg before being hit with a penalty that promoted the AC Cobra of Lynn and Kivlochan.

Wauer's Enigma return
Norwegian racer Falco Wauer will return to BRDC Formula 4 this season with Enigma Motorsport. The category podium finisher contested the first half of last season before switching to the Euro F3 Open, but took part in the Winter Championship with the team, finishing fourth overall.

GRDC members pass
The Ginetta Racing Drivers' Club has successfully put 10 members through their ARDS test ahead of the initiative's inaugural season. The all-inclusive programme has attracted 15 members for the opening race at Rockingham on May 3.

Rugby stars' Clio runs
Renault Clio Cup UK frontrunner Mike Bushell entertained players from leading rugby union club Saracens at Brands Hatch earlier this week. The Team Pyro driver (below) gave passenger laps to the league table-toppers' Chris Ashton and Richard Wigglesworth in a 2013-spec Clio. Olympic javelin medallist and former European champion Steve Backley also took part.



GT4-spec car has done lots of testing

British GT

GT4-spec Toyota debut delayed

THE BRITISH GT DEBUT OF GPRM's GT4-specification Toyota GT86 has been delayed again ahead of the championship's opening round.

For the second season running a one-car GPRM entry has been lodged for Renault Clio Cup UK race winner Stefan Hodgetts, who has conducted a large amount of testing. The Toyota was not present at the

media day last week, despite being a provisional entry, and will miss the first round at Oulton Park after suffering a reported engine issue.

Its absence will promote the TF Sport Aston Martin Vantage GT4 of Andrew Jarman and Devon Modell to the grid. Both drivers, the former last year's Aston Martin GT4 Challenge champion, will be making their debuts.

Caterham

Caterham ace's R300 graduation

CATERHAM ACE DAVID ROBINSON will contest the marque's flagship R300 Superlight Championship this season. The winner of back-to-back Tracksport and Supersport titles will stick with the DPR Motorsport team he joined in 2013.

Robinson has tested at Rockingham, Snetterton and Donington Park in preparation for the step up to the R300, which has upgraded suspension, a new gearbox and 2000cc Ford engine.



Robinson has driven new R300



Ferrari 312T5 will race

Masters

Villeneuve Ferrari in HGP opener

THE NEW-FOR-2014 MASTERS HGP series will launch with a support race at this year's Canadian Grand Prix.

Its four-round series will now kick off on the F1 World Championship package at the Circuit Gilles Villeneuve, with organisers targeting a 25-car grid for the

June 7-8 event, with races taking place on the Saturday and Sunday. Included in the entry is expected to be Villeneuve's 1980 Ferrari 312T5, as well as a Lotus 77, McLaren MP4/1B and Williams FW08C, all running in period livery.





SILVERSTONE, APRIL 12-13 VSCC

Gillies is top birthday racer

ENGLISH RACING AUTOMOBILES

founders would – like the Vintage Sports-Car Club's in 1934 – have adored the joint 80th anniversaries that focused the club's spectacular GP Itala Trophy (aka 'Spring Start') race meeting at Silverstone.

Fittingly, Raymond Mays's first works ERA, R3A – now owned once more by Dick Skipworth after 11 years – won Sunday's birthday race with Mark Gillies, but siblings R4A, R5B 'Remus', R10B, R11B 'Humphrey', R12C, R4D and the '39 GP1 were also out, alongside the Tony Merrick-built AJM1 that 'replaced' poor Marcel Lehoux's lost R3B.

Washington DC-based Briton Gillies was put under enormous pressure by David Morris, who squeezed the ex-Reggie Tongue R11B past Nick Topliss's ex-Pat Fairfield

R4A at Becketts on lap one, then duelled with Gillies until he parked at the hairpin with a leaking carburettor.

"I don't think I've ever seen David that sideways," enthused the garlanded Gillies. "It was a terrific race, just a pity he had to stop!"

Topliss was overjoyed with second, ahead of a surprised Duncan Ricketts in GP1, whose shadow Julian Bronson (in Mac Hulbert's R4D) had an enormous smoky spin.

Gillies commanded the Patrick Lindsay Memorial race in the Lincoln green R3A, and kept the two quickest cars from the Amschel Rothschild Trophy pre-'61 split in sight. Paddins Dowling (ex-Peter Whitehead 1500cc ERA R10B, the '38 Australian GP winner) and Topliss were all over each other in fourth and fifth overall.

Outright winner Tony Wood's

error at the start enabled Marshall Bailey to bolt his Lotus 16 into the lead. Wood powered his Tec-Mec Maserati back ahead on lap two, but Bailey was bolder in traffic and made him sweat to the chequer.

Wood dominated Sunday's Pre-1961 race, in which Belgian Marc Valvekens gave Bailey a run for his money after an encouraging Aston Martin DBR4 debut weekend. Wood's father-in-law Eddie McGuire bested an impressive five-car Cooper-Bristol train for fourth.

Calum Lockie swapped his Britcar-winning Ferrari 458 GT for centre-throttle-controlled 1938 Maserati 6CM in the Pre-1941 thrash, courtesy of Sean Danaher. Lockie duly struck gold, rasping away from a heady ERA squabble that embroiled Dowling, Ben Fidler, Terry Crabb (R12C) and Charles McCabe (R5B), with Danaher (Maserati 8CM) in pursuit.

Crabb led Eddie Gibbs's rapid monoposto Frazer Nash in Saturday's Pre-War Scratch race until Gibbs passed the ERA at Luffield, taking Pete Candy's Riley Super Rat with him. Crabb mustered all his courage to recapture second on the final lap.

Three years of mechanical woes were forgotten when poleman Jon Fairley (ex-Jack Brabham BT11) bested Miles Griffiths (BRP Cooper T51) to land his first HGPCA Pre-1966 win,

rewarding his family team's efforts.

Fairley spun early in Sunday's stanza but was closing in even before Griffiths hit oil. He took the win, with Griffiths second, and car owner John Bond-Smith dedicated the result to late BRP team boss Ken Gregory.

Ex-Innes Ireland UDT/Laystall team Lotuses completed both podiums. Germany's Rudolf Ernst battled back from a spin in his 18 in the opener, while Andrew Beaumont – whose lap-one rotation at Becketts split Saturday's pack – hauled his 24 to third on Sunday.

The '50s Sports Car bout was the weekend's best, with some heavy-hitters gunning for glory. Tony Wood and Richard Kent (Lister-Jaguars) and Julian Majzub (Sadler-Chevrolet) all led, but the tenacious Peter Horsman (ex-works Lotus 15) refused to be shaken off, with Tony Bianchi's thunderous Farrelac in his mirrors.

Kent broke, leaving Wood and Horsman to take up the cudgels. Horsman had a better mandatory stop and, while Wood eroded the deficit, there was too much to do. Darren McWhirter (Tojeiro-Jaguar) bagged third from Bianchi and Majzub, in Mark Lewis's Lister-Chevrolet, when Duncan Ricketts beached the Sadler at Becketts. Charles Gillett's ex-Barry Cannell Willment was the first tiddler back, sixth overall.





CHESTER

Lillis and Denning renewed their on-track rivalry

PATCH FIESTA MONDELLO, APRIL 12-13 IMRC

No stopping Fiesta frontrunners

THE POPULARITY OF THE PATCH

Fiesta championship continues to attract new drivers, including the likes of John Greaney, who won the Touring Class of the Irish Touring Car Championship in 2012.

Despite the host of fresh faces, the main battles were still between the protagonists from last year: John Denning and Sean Lillis.

The two drivers locked out the front row of the grid for the second

race and were clear of the chasing pack that had to sort itself out as Pat Boland ran wide at Ford corner.

Denning held the early lead, but was caught out by a dive down the inside at Dunlop by Lillis.

Behind them, Barry Hallion was acting as the cork in a nine-car bottle, with John Boland being the corkscrew – twice coming together with the third-placed man, who refused to budge.

Eventually Boland was replaced in fourth by JJ O’Riordan, whose Fiesta Zetec looked the worse for wear, but was still running well at the end.

O’Riordan moved up on Hallion in the closing stages, but was unable to demote him before the finish.

David Yamamoto and Daniel Clarkin put on an entertaining display in the first encounter of the weekend. The pair duelled until the flag, and a slender 0.005 seconds

was all that separated them.

● Paul Healy

RESULTS (12 LAPS) 1 David Yamamoto

12m14.483s (56.34 mph); 2 Daniel Clarkin +0.005s; 3 Darragh McMullan; 4 Barry Barrable; 5 Brendan Fitzgerald; 6 John Greaney. **Fastest lap** Daniel Clarkin 1m11.489s (57.09mph). **RACE 2 (13 LAPS) 1 Sean Lillis 12m14.483s (56.34 mph)**; 2 John Denning +2.203s; 3 Barry Hallion; 4 JJ O’Riordan; 5 Michael Tumulty; 6 Keith Dawson. **FL** Sean Lillis 1m12.047s (57.44 mph).

ITCC MONDELLO, APRIL 12-13 IMRC

Holstein doubles up in ITCC season opener

DAVE O’BRIEN GRABBED POLE FOR the opening round of the Irish Touring Car Championship, but while speed is one thing, a quick getaway is another – and this is where Eric Holstein excels.

Holstein snatched the lead by the first corner and remained there until the chequered flag, ahead of O’Brien’s similar BMW M3 E36 and Eoghan Fogarty’s Honda Integra.

The second race was a more fractious affair, with O’Brien getting the early advantage as this time Holstein made a bad start. The status quo was soon restored, only for Holstein to err and run wide at Ford corner. He managed to win the

drag race to Bridgestone, however, and forced O’Brien into a mistake to ensure the victory.

● Paul Healy

RESULTS (12 LAPS) 1 Eric Holstein (BMW M3 E36) 12m05.936s (68.41mph); 2 Dave O’Brien (BMW M3 E46) + 0.519s; 3 Eoghan Fogarty (Honda Integra); 4 Robert Savage (Honda Integra); 5 Brian Sexton (Toyota Altezza); 6 Owain Drought (Honda Integra). **CW** Holstein; Jason Hughes (Honda Integra). **FL** O’Brien 59.382s (69.69 mph). **RACE 2 (15 LAPS) 1 Holstein 15m15.099s (67.83mph)**; 2 O’Brien +0.603s; 3 Fogarty; 4 Drought; 5 Martin Duffy (BMW M3 E36); 6 Peter McGarry (Peugeot 205 GTI). **CW** Holstein; Hughes. **FL** Holstein 59.727s (69.29 mph).



Grogan avoided chaos for race two victory

CHESTER

FORMULA VEE MONDELLO, APRIL 12-13 IMRC

Morrin and Grogan share Vee wins as big guns falter

BOTH FORMULA VEE RACES

featured safety car periods after some of the main players failed to make it past the first corner.

Morgan McCourt and Sean Newsome retired early in the first race, while Jimmy Furlong and Adam McCauley followed suit in the second, bizarrely after Furlong’s steering wheel came off and he collected McCauley en route to the gravel trap.

Novice Anthony Cross was impressive in the first race and took an early lead before falling to a charging Stephen Morrin.

An aggressive drive from Dave O’Brien in race two drew the attention, with him going around

the outside of Newsome at Ford to claim second and battling with Grogan until the chequered flag.

● Paul Healy

RESULTS (10 LAPS) 1 Stephen Morrin

(Leystone JH 004) 12m 14.483s (56.34 mph); 2 Anthony Cross (Sheane) + 0.240s; 3 Justin Costello (Leystone); 4 Damian Murphy (Leystone JH 002); 5 Brendan O’Brien (Leystone); 6 Jack Byrne (Sheane). **FL** Shane McBride 1m03.231s (65.45mph).

RACE 2 (14 LAPS) 1 Kevin Grogan

(Leystone JH002) 15m32.536s (62.13mph); 2 Dave O’Brien (Formula Vee) +0.165s; 3 Dan Polley (Sheane); 4 Dave Kelly (Sheane FV 02); 5 Colm Blackburn (Leystone); 6 Morrin. **FL** Dave Kelly 1m01.233s (67.58 mph).

Holstein fought off O’Brien in both races



CHESTER

HOW DO YOU TOP THAT?

British GT reached new heights in 2013, but is it set to get better with the big hitters back and Nissan and Bentley joining in? **SCOTT MITCHELL** is your guide



EBREY/LAT

84

The challenge tasked with British GT organisers is a tough but enviable one. Namely, how do you top the best year in a championship's history? The 2013 season went one better than its predecessor, with eight crews, driving four different types of car, winning races and the finale being a four-way showdown for the title.

Emerging with the crown was Andrew Howard, with his Beechdean Aston Martin Vantage team-mate Jonny Adam denied shared ownership by virtue of a points penalty picked up halfway through the season.

So can the series get better? It's certainly trying, and bringing in Bentley and restoring Nissan to the grid is a very strong start. The former's stunning Continental GT3 was originally set to be represented by David Appleby's Generation Bentley (customer) squad. With Steve Tandy – a strong Am – involved alongside relative GT rookie James Appleby, that was an interesting proposition, though now the factory M-Sport squad will also be involved.

The World Rally Championship frontrunning company has led the development of the Continental from the start and, while it'll be run on a customer basis – with Humaid Al Masaood joined by Bentley works driver Steven Kane – it will almost certainly fight at the front after an impressive start to its competitive life.

Aside from the addition of Bentley, the Nissan GT-R NISMO GT3 will



Trackspeed pair should be title contenders

EBREY/LAT

make a full-time return to the series. The Japanese manufacturer only made one appearance last year, but Tom Onslow-Cole has finally cut ties with the British Touring Car Championship and has teamed up with Paul White to pilot a JRM-assisted GT-R, to be run on race weekends by JMH Automotive. Onslow-Cole is an established BTCC frontrunner, a seven-time race winner, and the GT-R has proven a capable machine in both this championship and the Blancpain Endurance Series. If TO-C can run with the more established GT aces, the pair could challenge for race wins.

In the other Nissan is Olympic cycling legend Sir Chris Hoy. How the former Radical SR1 Cup racer will handle the step up is going to be a

fascinating subplot to the British GT season, and he could find himself thrown even further into the deep end with experienced Nissan ace Alex Buncombe alongside him and likely to have the car near the sharp end.

"The arrival of Bentley and return of Nissan shows that keeping the series Pro-Am was correct," says series boss Benjamin Franassovici. "Stability has been the key to our success in growing it since 2010 and it's what we want for the future. The format we have is perfect."

That ticks off two marques, but there are seven more in GT3 – further proof that the series will not flatline after a stellar 2013. The crews that made the past two seasons so competitive are, naturally, back for more. Beechdean, Trackspeed



Two Bentleys join the grid

"The arrival of Bentley shows keeping our format was correct"

BENJAMIN FRANASSOVICI

(Porsche 911), Triple Eight (BMW Z4) and United Autosports (Audi R8 LMS ultra) return, as does a Barwell Motorsport-run Bimmer and the AF and FF Corse Ferrari 458 teams. The Ginetta G55 GT3 of Tom Sharp and Colin White, plus the VonRyan and Pyro-run McLaren MP4-12Cs, complete the nine different makes. A clutch of Aston Martin Racing-affiliated teams – including Motorbase, switching from Porsche – add yet more intrigue.

While the Beechdean Aston was the pick of the bunch over the course of last season, it's not a given its feat will be repeated this year, but Adam and Howard arguably *just* start as favourites. Trackspeed Porsches won the first three races but crashes and mistakes hobbled the team's bid for



Champion Howard returns with Aston's Jonny Adam

BRITISH GT CALENDAR

DATE	CIRCUIT	FORMAT
Apr 19-21	Oulton Park	2 x 60 min races
May 4-5	Rockingham	1 x 120 min race
May 31-June 1	Silverstone	1 x 180 min race
June 21-22	Snetterton	2 x 60 min races
July 11-12	Spa	2 x 60 min races
August 30-31	Brands Hatch	1 x 120 min race
September 13-14	Donington Park	1 x 120 min race

drivers' glory, and it has slimmed down to two cars for this season. Phil Keen and Jon Minshaw reunite, while Warren Hughes and Jody Firth are the new additions. If the latter duo is not compromised too severely by the 75kg weight penalty (each is silver-rated), both will be in the title mix.

Matt Bell (UA Audi) is back alongside Mark Patterson and the pair, which won the finale last season, should resume its place at the sharp end. Barwell's Ecurie Ecosse-badged BMW set-up has changed for this season, with Marco Attard sticking around but Oliver Bryant replaced by single-seater refugee and BMW factory driver Alexander Sims. The

former McLaren AUTOSPORT BRDC Award winner carries a 10kg weight penalty (courtesy of his platinum ranking), but should continue his strong GT transition in the Z4.

Triple Eight failed to win a race in 2013 with its pair of Z4s but Joe Osborne is one of the quickest pedallers on the grid on his day and, with Lee Mowle returning with another year's experience, the #8 cannot be underestimated. The form Ferrari duo at the end of 2013, FF Corse's Rob Barff and Gary Eastwood, also return, while in addition to the AF car the final 458 comes courtesy of Hector Lester's eponymous Rosso Verde Ferrari team, back emotionally for 2014 with Benny Simonsen in place of his late brother Allan.

The other element to this year's series that last season missed out on is a burgeoning GT4 field. A Lotus Evora, the long-awaited Toyota GT86, two Vantages (now full-time), a Porsche 911 (with British Formula Ford champion Dan Cammish one of the drivers) and a BMW M3 join a selection of Ginetta G50s and G55s.



Onslow-Cole will race JMH Nissan; Hoy an RJN version

ENTRY LIST

NO	TEAM	CAR	DRIVER 1	DRIVER 2	CLASS
001	Beechdean AMR	Aston Martin Vantage	Andrew Howard	Jonny Adam	GT3
2	Generation Bentley Racing	Bentley Continental	Steve Tandy	James Appleby	GT3
3	Rosso Verde	Ferrari 458 Italia	Hector Lester	Benny Simonsen	GT3
4	Motorbase	Aston Martin Vantage	Ahmad Al Harthy	Michael Caine	GT3
5	Motorbase	Aston Martin Vantage	John Hartshorne	Rory Butcher	GT3
6	PGF-Kinfaun AMR	Aston Martin Vantage	Phil Dryburgh	John Gaw	GT3
8	Triple Eight	BMW Z4	Lee Mowle	Joe Osborne	GT3
9	Von Ryan Racing	McLaren MP4-12C	TBA	TBA	GT3
12	Trackspeed	Porsche 997 GT3 R	Jody Firth	Warren Hughes	GT3
13	AF Corse	Ferrari 458 Italia	John Dhillon	Aaron Scott	GT3
17	M-Sport	Bentley Continental	Humaid Al Masaood	Steven Kane	GT3
18	FF Corse	Ferrari 458 Italia	Gary Eastwood	Rob Barff	GT3
21	Strata 21	Nissan GT-R NISMO	Tom Onslow-Cole	Paul White	GT3
22	Team Pyro	McLaren MP4-12C	David Jones	Godfrey Jones	GT3
23	United Autosports	Audi R8 LMS ultra	Mark Patterson	Matt Bell	GT3
28	TF Sport	Aston Martin Vantage	Paul Bailly	Andy Schulz	GT3
29	AF Corse	Ferrari 458 Italia	Pasin Lathouras	Richard Lyons	GT3
33	Trackspeed	Porsche 997 GT3 R	Jon Minshaw	Phil Keen	GT3
38	MP Motorsport AMR	Aston Martin Vantage	Mark Poole	Richard Abra	GT3
40	IDL-CWS	Ginetta G55	Colin White	Tom Sharp	GT3
41	Optimum	Ginetta G55	Tania Mann	Matt Draper	GT4
42	Century Motorsport	Ginetta G55	Rick Parfitt	Tom Oliphant	GT4
43	Century Motorsport	Ginetta G55	Morten Dons	Aleksander Schjervep	GT4
44	Team Parker Racing	Porsche 997	Barrie Baxter	Dan Cammish	GT4
45	ABG Motorsport	BMW M3	Peter Belslaw	Declan Jones	GT4
46	Twisted Team Parker	Ginetta G55	Adrian Barwick	Bradley Ellis	GT4
47	Silverstone Auctions AMR	Aston Martin Vantage	Andy Ruhan	Harry Whale	GT4
48	Fox Motorsport	Ginetta G55	Paul McNeill	Jamie Stanley	GT4
49	HorsePower Racing	Aston Martin Vantage	Andrew Jarman	Devon Modell	GT4
55	Academy Motorsport	Ginetta G55	Oli Basey-Fisher	Matt Nicoll-Jones	GT4
77	ISSY Racing	Lotus Evora	Oz Yusuf	Gavan Kershaw	GT4
79	Ecurie Ecosse	BMW Z4	Marco Attard	Alexander Sims	GT3
80	Nissan GT Academy Team RJN	Nissan GT-R NISMO	Sir Chris Hoy	Alex Buncombe	GT3
86	GPRM Toyota	Toyota GT86	TBA	Stefan Hodgetts	GT4
407	Beechdean AMR	Aston Martin Vantage	Jake Giddings	Ross Whyte	GT4
888	Triple Eight	BMW Z4	Derek Johnston	Luke Hines	GT3

In pictures

Images around the globe, from California to Norfolk via North Africa



DUAL CARRIAGEWAY
The Prototypes go down one side; the GTLMs the other. After mayhem at Daytona and Sebring, things calmed down as the USC's top two classes battled it out at Long Beach

DOLE/LAT

OSBORNE SENDS A MESSAGE TO MUM
No, we're not talking of the dysfunctional heavy metal/X Factor clan, but British GT ace Joe Osborne on the series' media day at Donington Park



JAKOBEBREY



LOTUS OLD BOYS GREET HILL'S 1968 INDY 500 RACER
Classic Team Lotus shows off restoration at Hethel. Now it's off to Arizona, for Vince Granatelli to fit the gas-turbine!

MULLER GETS MULLERED
World Touring Car champion Yvan Muller had a bad start to life as a Citroen driver when Tom Coronel crashed into his path in Morocco, putting him out of the second race



PHOTO: JAPB

In the shops

Desirable new releases

MATRA MS80 1:18 MODEL

£129.99 – autosport.com/shop
Spark has released a 1:18-scale resin model of Jackie Stewart's 1969 F1 World Championship-winning Matra MS80 for the first time. The model is a superbly accurate replica of the car that the Scot drove to victory in the French Grand Prix that year. Stewart will hand-sign just 200 pieces, priced at £204.99 each, to create a superb item of memorabilia.



NORDSCHLEIFE 1927 T-SHIRT

£20 – nordschleife.us
The legendary Nurburgring Nordschleife celebrated its 85th anniversary in 2012 with a new range of merchandise, which has grown over the past few years. The 'Nordschleife est. 1927' anniversary T-shirt is black and silver, made of 100 per cent cotton – in sizes S-3XL – and commemorates the year the world's most demanding racetrack was completed.



CASIO EDIFICE RED BULL

£180 – watchshop.com
Casio has released new, limited-edition EDIFICE watches to recognise its partnership with the Red Bull F1 team. The model pictured – EFR537RB – is one of five new watches and features Red Bull's official colours (blue, yellow, red and purple), a team logo and a neon illuminator for backlit appearance. All the watches come in branded presentation boxes.



WHAT'S ON

ON TRACK IN THE UK



EBREV/LAT

BTCC champion Jordan leads the points as the series heads to Donington

CIRCUIT OF IRELAND

European Rally Championship

April 18-19
circuitofireland.net

The Circuit of Ireland Rally, run on asphalt roads in Northern Ireland, was first held in 1931 and is one of the oldest in the world. It returns to the European Rally Championship, with Emerald Isle hero Craig Breen on top of the ERC points after three rounds.

THRUXTON

HSCC

April 19-20
www.thruxtonracing.co.uk

The Easter Revival meeting is one of the HSCC's finest and this edition will be the season launchpad for the increasingly popular Super Touring Trophy grid. Historic Formula 3 and Formula 5000 races will also be a highlight on Britain's fastest circuit.

SNETTERTON

BRSCC

April 19-20
www.snetterton.co.uk
Caterhams, Fiestas and Production GTIs will be part of the BRSCC billing on the Snetterton 300 circuit this weekend.

DONINGTON PARK

BARC

April 19-20
www.donington-park.co.uk

The second round of the 2014 British Touring Car Championship takes place at Donington Park. Reigning champion Andrew Jordan leads the points but six other title winners are gunning for victory. Support from the regular cast of Renault Clios, Porsche Carreras, Formula Ford, Ginetta GT Supercup and Ginetta Juniors.

SILVERSTONE

Silverstone 6 Hours

April 18-20
www.silverstone.co.uk

Our full preview for this starts on page 50. It's not just the World Endurance Championship that will star at Silverstone; don't forget the European Le Mans Series has a four-hour race taking place on Saturday afternoon, while the European Formula 3 Championship races twice on Saturday and once on Sunday.

OULTON PARK

MSVR

April 19-21
www.oultonpark.co.uk

British GT's stunning grid will do battle for the first time in 2014 when the season kicks off in Cheshire on Bank Holiday weekend. Support comes from a mixed bag of sports and saloons, with the VW Racing Cup, Sports Saloons, Bernie's V8s, Trackday Trophy and, on Saturday only, Aston GT4 and Ginetta GT5.

CASTLE COMBE

CCRC

April 21
www.castlecombecircuit.co.uk

Combe's litany of club categories, including its Formula Ford 1600 grid, will be on show on Bank Holiday Monday. The meeting will be bolstered by the addition of the MGOC Championship, as well as races for the popular Mini Miglia and Mini Se7en categories.

ON TRACK AROUND THE WORLD

CHINESE GRAND PRIX

Formula 1 World Championship
Rd 4/19
Shanghai, China
April 20
formula1.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 2/12
Paul Ricard, France
April 20
fiawtcc.com



It's Chinese GP time

STALEY/LAT

BLANCPAIN SPRINT SERIES

Rd 1/7
Nogaro, France
April 20-21
blanpain-gt-series.com/sprint

AUTO GP SERIES

Rd 2/8
Paul Ricard, France
April 19-20
autogp.net

EUROPEAN TOURING CAR CUP

Rd 1/5
Paul Ricard, France
April 20
fiaetcc.com

WTCC crosses the Mediterranean from Marrakech to Paul Ricard



FLAMAND/DPPI

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

ON TELEVISION

THURSDAY APRIL 17

0245-0445 Sky Sports F1 LIVE
Chinese GP: Drivers' Press Conference
2100-2315 Sky Sports F1
F1 Classic Races: China 2008

FRIDAY APRIL 18

0245-0445 Sky Sports F1 LIVE
Chinese GP: Free Practice 1
0645-0900 Sky Sports F1 LIVE
Chinese GP: Free Practice 2
2100-2330 Sky Sports F1
F1 Classic Races: China 2011

SATURDAY APRIL 19

0345-0515 Sky Sports F1 LIVE
Chinese GP: Free Practice 3
0600-0845 Sky Sports F1 LIVE
Chinese GP: Qualifying
1010-1115 Motors TV LIVE
Formula 3 Europe Race 1: Silverstone
1300-1400 British Eurosport LIVE
Auto GP: Paul Ricard Race 1
1310-1410 Motors TV LIVE
Formula 3 Europe Race 2: Silverstone
1315-1430 BBC1
Chinese GP: Qualifying Highlights
1400-1500 British Eurosport LIVE
WTCC: Paul Ricard Qualifying
1410-1855 Motors TV LIVE
European Le Mans: Silverstone

SUNDAY APRIL 20

0700-1030 Sky Sports F1 LIVE
Chinese Grand Prix
0905-1010 Motors TV LIVE
Formula 3 Europe Race 3: Silverstone
1030-1830 ITV4 LIVE
BTCC: Donington Park



Silverstone WEC, live on Motors TV and Eurosport

1130-1930 Motors TV LIVE
WEC: Silverstone
1200-1300 British Eurosport LIVE
WTCC: Paul Ricard Race 1
1300-1400 British Eurosport 2 LIVE
WEC: Silverstone
1400-1500 British Eurosport LIVE
Auto GP: Paul Ricard Race 2
1430-1630 BBC1
Chinese Grand Prix Highlights
1600-1700 British Eurosport LIVE
WTCC: Paul Ricard Race 2
1700-1800 British Eurosport LIVE
WEC: Silverstone

MONDAY APRIL 21

1230-1430 ESPN LIVE
Blancpain Sprint Series: Nogaro
2100-2315 Sky Sports F1
F1 Classic Races: Italy 2010

TUESDAY APRIL 22

2100-2200 Sky Sports F1
F1 Classic Races: Germany 1982

WEDNESDAY APRIL 23

2100-2330 Sky Sports F1
F1 Classic Races: Hungary 2011

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **TEENAGE NASCAR STARLET WINS SECOND RACE IN ROW**



SEARCH FOR: Chase Elliott wins Nationwide Series race at Darlington (2:07)
Chase Elliott is the 18-year-old son of former Cup champ Bill. Watch him go from fifth to first at Darlington, one of the toughest ovals in America, to win his second consecutive Nationwide Series race against the likes of Kyle Busch, Kevin Harvick and Matt Kenseth.

AUTOSPORT+

Exclusive content coming up in our premium website this week

The next chapter in the battle between Mercedes team-mates Lewis Hamilton and Nico Rosberg takes place in China this weekend, and our team will be there to bring you the latest. Can anyone challenge the Silver Arrows? Plus, we look ahead to the World Endurance opener at Silverstone.

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Revved up over what's on the box

The true beauty of sporting drama is how it can't be scripted, yet it can produce moments that are stranger than fiction. Of course, it can be scripted – rally legend Sebastien Loeb's cruise to victory in the latter stages of race two in the World Touring Cars at Marrakech over his Citroen team-mate smacked of that – but it's what went before that provided some great telly.

With the mercurial Tom Coronel (after chatting away on the warm-up lap) on pole position, having bounced back from a lairy old practice crash, and local hero (and I mean fanatical levels of support) Mehdi Bennani alongside him, there was always going to be fireworks.

It took only a matter of seconds for them to collide in one of those we-could-see-that-coming, why-couldn't-they moments – just like the scary Marco Sorensen/Jazeman Jaafar



Bennani was the centre of attention in Marrakech

FLAMAND/DPIPI

acrobatics in Formula Renault 3.5 at Monza on Saturday afternoon.

Coronel's car was reduced to junk as it slammed into the wall, got hit by Yvan Muller, and then hit another wall. As red flags flew and Tom walked back, he threw his arms open as Bennani (who escaped unscathed) drove past him.

But with the cars gridding up again, we got one of those moments you just can't account for. As Eurosport's pitlane reporter Ben Constanduros was interviewing Bennani in the car, Coronel arrived. "I was crying for you! You are my friend," whined the clearly distressed Bennani. Coronel aired his views, too, but you didn't know who to feel the most sorry for: Coronel, out of the race and his

car in bits, or Bennani, and his survivor's guilt ahead of restarting from pole.

They agreed to disagree, but Bennani wouldn't let Coronel go without hugging him. Bizarre when you consider he'd fired him (not on purpose, of course) into a concrete wall a few minutes earlier.

Then, more remarkable scenes. From Bennani's onboard camera we get Gabriele Tarquini, a spectator after his practice crash, leaning into Bennani's cockpit and shouting at him (in French) to pull himself together. He did, and finished in the top five.

With Loeb winning on his debut weekend, and a round on home soil this coming Sunday, I think Eurosport has a motorsport soap opera on its hands.

Revved Up

Pat Doran

“I looked in the mirror to see Delecour, Pailler and Gollop hitting each other”

■ European Rallycross ■ Bergerac, France ■ June 7, 1992 ■ Ford RS200E ■ First and only ERC win



Doran took the Q8 RS200E to his only ERC win in France

TIM WHITTINGTON

WE'D BEEN TRYING SO HARD to get sponsorship from Q8 Oils in the 1992 European championship. We knew that they wanted to be involved with rallycross – they had just pulled out of their Ford deal in the WRC, so they'd given all their millions to them – but we got a decent budget from them and Ford were helping a little bit, too.

We'd had a good start to the season, and had finished third in Finland. The French event at Bergerac was halfway through the year, and Martin Schanche had been banned for famously jumping on the track in Finland. He had stuck Francois Delecour and Tommy Rustad – two really quick drivers – in his cars to try to help his championship challenge. We had Q8 Oils with us, they turned up with their huge rig and all the gear. They had been listening to my jargon all year – I'd been saying that I was a lot better than I really was, so I had to prove a point at Bergerac!

As usual in France, about 30,000

people were there to support the star French guys coming in to race against us.

The atmosphere was amazing. The top boys like Schanche and Will Gollop used to put me under a lot of mental pressure in those days, because I was the new boy on the block but we qualified on pole position, and I didn't have too a bad a start. I remember leading and

I kept looking in the mirror to see Delecour, Jean-Luc Pailler and Gollop all piling into each other behind me, driving over the top of each other. It was a very technical circuit, you couldn't lose your head and you had to keep everything under control.

Driving with 800 brake horsepower and turbo lag you could have a cup of tea between gear

changes, so it was all about left-foot braking, keeping the power on and just trying to control these brutes. The cars of today are shopping cars in comparison to what we used back then, you struggled to get it round a corner then floor the throttle – it was like a rocket going off between corners. Things like turning didn't exist, the car pretty much went in the direction it was pointing, so you had to move it around a lot.

During the race I began to relax, and started to bring it together. Slowly I pulled away and led from start to finish. Pailler was second and Delecour third. It was one of the greatest things in the world: I was standing on the podium between two French stars in front of 30,000 Frenchman; I was singing *God Save the Queen* but I was the only one! You could hear a pin drop.

Q8 fully came on board after that, they were just blown away by the sport. It was my first and, in the end, only European championship win. *Pat Doran was talking to Hal Ridge*

PROFILE



TIM WHITTINGTON

PAT DORAN MOVED FROM rallying to rallycross in 1990. He was runner-up in the European championship in '92, won four British titles and triumphed in the British Rallycross GP in 2004. Still competing, he also oversees the running of the family team LD Motorsports, running cars in the new World Rallycross series. Last year he also took part in the Pikes Peak Hillclimb in a Ford RS200.

NEXT WEEK CHINESE GP REPORT
Plus: Silverstone WEC and Donington BTCC

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- + Plus a special Jim Clark tribute at BTCC



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HOW SWEAT COMES BEFORE SPEED



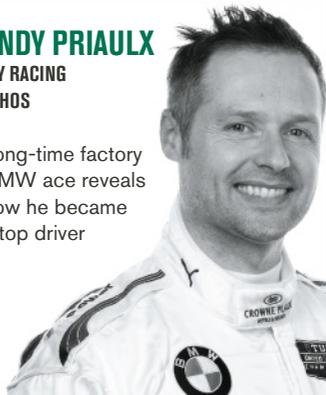
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THE AUTOSPORT PERFORMANCE PANEL

DRIVER'S EYE

ANDY PRIAULX
MY RACING
ETHOS

Long-time factory BMW ace reveals how he became a top driver



PRO TIPS

JASON PLATO
THE SECRETS
TO SPONSORSHIP

Double British Touring Car champ on how to fund your career



FITNESS

CLAYTON GREEN
TRAINING TO
BE THE BEST

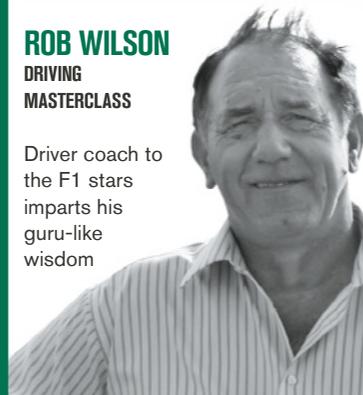
McLaren's fitness guru explains how being a better driver begins in the gym



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OUR EXPERTS' GUIDE TO MAKING YOU GO FASTER



Piquet's Brazil '82 podium wobble wouldn't happen now

IT'S NO SECRET THAT FORMULA 1 DRIVERS HAVE TO BE supremely fit to compete at the highest level of our sport. But, the way some fans talk on social media ("it's no different from playing on a PlayStation" is a popular refrain), you'd think F1 was little more than 'a Sunday drive' for its participants.

In fairness to those misguided voices, the drivers aren't doing themselves any favours here because they do make it look easy – and this season it has in fact become easier for them thanks to the reduced levels of downforce on the cars. But much of the reasoning for a misguided impression of how easy F1 is physically can trace its roots back to the incredible levels of physical conditioning the drivers undertake in order to ensure they can operate at their peak for as long as possible.

The fitter they are, the better they can withstand the enormous *g*-forces exerted on their bodies, thus the faster they can drive for longer without getting tired. The less tired you are, the less energy you expend in the first place (both physically and mentally) and hence you suddenly find yourself stepping out of an F1 car after a two-hour grueller in Malaysia looking like you've just been for a day out at the spa.

While the levels of fitness required at the lower levels are not as extreme, the principles are the same. In the second edition of our special Performance supplement, we go behind the scenes at the McLaren Performance Academy to discover how the journey to becoming a better driver can begin in the gym.



BAnderson

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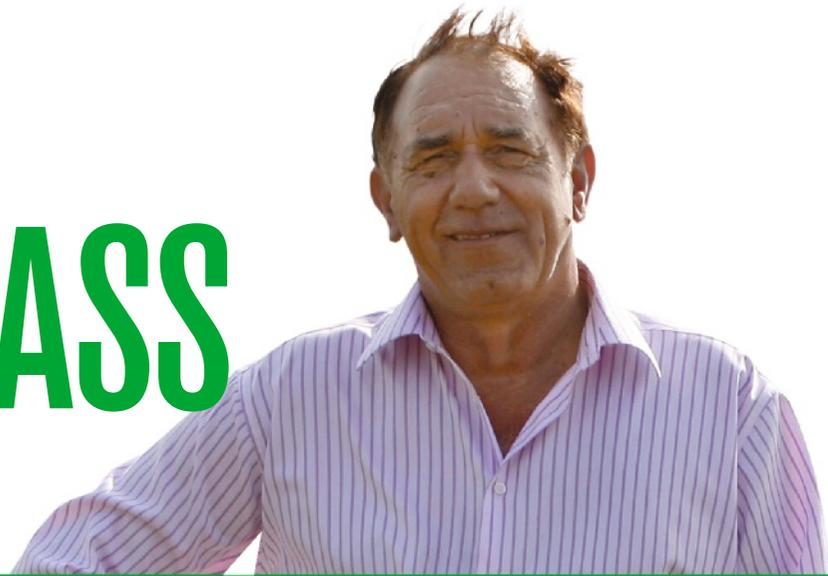
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Directory **The best place to start...**

...is to choose a series to compete in and where to do it. Here are the contact details for the key championship organisers and circuits in the UK and Ireland.



COACHING MASTERCLASS

ROB WILSON



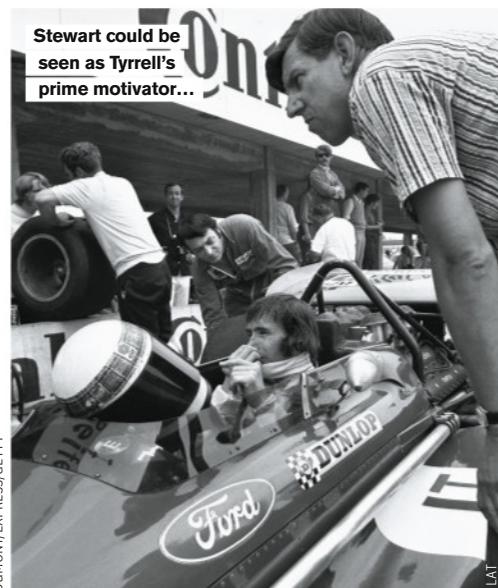
However well you did last season, there is always room for improvement. As 2014 campaigns get underway around the world, our resident driving expert suggests ways you can better yourself behind the wheel, and out of the car

At the start of every season it's important to ask yourself, what did I do wrong last year? If you want to improve, this is the best place to start. This will undoubtedly lead to a series of supplementary queries, namely: did I have enough budget? Was my car good enough? Was I with the right team?

Remember that very few championships, whether it's Formula 1 or a club championship, are won by anything other than the best car. With the plethora of one-make series these days it's very difficult to choose the wrong car. In a multi-chassis category it will be fairly obvious which is the best, so it's probably best to focus on that rather than imagine you're a genius who is going to outwit the rest in an unfancied car with one superior feature.

Once you have your car you're going to need a team of people to help run it. If budget isn't there, which is probably true for most people, remember a team is only a collection of individuals, and outside the immediate framework of 'racing teams' there are a number of very able people who have either been involved at a professional level and are no longer doing it, or are professional people not involved in racing who can help manage things.

Find the most experienced person in motorsport that you know and raid their contacts book. Motor racing is a very difficult business to get into, but a very easy one to fall out of. You'd be



ambition. Was the Tyrrell Formula 1 team as effective after the Jackie Stewart years? No. What was the difference? Perhaps Jackie Stewart was the prime motivator there. Did McLaren have the same 'zing' to it after James Hunt left? Arguably not until Alain Prost returned in the mid-'80s. People always like to know they've got a chance!

I was talking to an ex-F1 team manager the other day who said: "What made us good managers?" He pointed to a photograph of

help you with a contact or some useful advice. Get to know the industry, because the industry likes drivers who take an interest, and goodwill is as bankable as cash.

If you go to a racing team, remember they carry a premium cost because they have to turn a profit, or else they won't exist the following season. You'll need to study how they did before and go with one of the more successful teams. However, it's crucial this decision is not purely results-led. Often there is a misleading perception of what constitutes a 'good' team. What works for one driver may not work for the next, so it's important to think about the human chemistry. So many drivers have arrested their career momentum by jumping to a more fancied team, rather than building on the relationships already fostered.

The very best teams always seem to get the results, but don't forget the top teams are often multi-car and you'll be more unhappy finishing fourth in a race behind all your team-mates in a four-car team than you would finishing sixth overall but 'first' in another. The 'top' team is not necessarily the right answer, but nevertheless you want to go with the best team you can find. Consistency and continuity of personnel is vital.

"I'd say 10 per cent of drivers are racing drivers; the other 90 are people who drive racing cars"

amazed how many capable people would like to be involved as weekend warriors or paid part-timers, so remember it's possible to put together a very capable team for not a lot of money. Just use your undoubted charm; people like to spend time with people they like! This was exactly my approach when I raced in Formula 3 – I borrowed chassis, found workshops for the Ralt RT3, got help from some able people.

People will work for a driver that shows

Ronnie Peterson and Reine Wisell and said: "They made us good managers, because they were so fast!" It is down to you as the driver to provide the inspiration.

It's also crucial to develop relationships with people in the industry, such as those who make shock absorbers, or transmission specialists. You may be able to negotiate lower prices or even just glean information. These people have usually been involved for many years and may

Inspirational figures like
Peterson spurred on teams



GETTY



...while Hunt gave
McLaren its 'zing'

Infrastructure taken care of, you need to ask yourself what else stopped you winning every award going? Here it's important to be realistic about your abilities. It's one of the toughest businesses out there and how good you are is not subjective, it's governed by a lie detector called the stopwatch. I would say 10 per cent of drivers are racing drivers; the other 90 per cent are people who drive racing cars. There is a difference.

It's possible to narrow that gap, but that comes down to ensuring you know how to relate to your engineer, how a car works dynamically – if I adjust this I get that – so you can guide the engineers, and learning your craft as a racer. There are many racing drivers who have failed, and many people who drive racing cars who've finished first in a number of races and championships!

A natural racing driver would be someone who has great car control, brilliant reflexes, and can twirl a car around their little finger. But if you fall into that category be careful it doesn't blind you to the technicalities, because you won't be able to out-drive everyone all of the time. The car does an awful lot of the work, and if you don't have a structured approach to your driving, people with less talent but more application will beat you.

That's why there's quite a high failure rate

among the purely natural drivers and quite a high success rate among lesser drivers who decided with burning ambition they would do everything possible to improve. We've all seen people who you wouldn't think could drive a nail into a piece of wood go on to have very successful careers. Application is the key. When you have the combination of natural driver and application, you get a Vettel or an Alonso. Their future success is almost guaranteed. The danger for natural drivers is they become lazy. Graham Hill was never rated as a natural driver, but he won two world championships, Le Mans and the Indy 500. He had phenomenal success against high quality team-mates as a result of working hard. And he started as a mechanic.

In terms of the actual driving, improvement is all about reducing mistakes. Occasionally you can grab a position with a daredevil manoeuvre, but knowing when to give it away is as important as knowing when to take it. There's a lot to be said for backing off even just one per cent in your driving, because it just makes everything that much easier. You always pay twice for every error. With a big mistake you'll lose a race and have to either fix the car or fix yourself (or both) so you're mentally and physically ready for the next one; if

you make a small error you will naturally second guess the next time you reach that corner. Every mistake carries compound interest. Of course it is also a mistake to drive too slowly, so everything has to be delivered on a threshold. This is the tightrope everyone has to walk. The car still has to dance.

The natural drivers tend to rely too much on car control and reflexes. At the top level, drivers who have neglected the technicalities of car set-up and the slower corners that proliferate now will find it hard to maintain an advantage. It used to be that you could make more time in the faster corners, but cars and circuits have developed to the point where that is no longer true. No more are we racing on bicycle tyres with cars that have 500 more horsepower than the chassis can handle. The natural driver has to learn to manipulate direction change with more subtlety and not hold on to slides for too long.

When it comes to the driver who's a little bit shy of the limit, you can build skill into them that will get them across the line just as efficiently. This is about understanding your relationship to the car and the car's relationship to the track surface; thinking more about driving as a dynamic process of weight transfer, rather than a sequence of linear inputs on a panel of controls.

It's all about a series of little warnings – that you give the car and the car gives back to you – about what's happening, whether it be braking, steering, accelerating, or changing gear. Once you become sensitised to these warnings, and it takes time, you can reach a true threshold without your survival instinct trying to take over. Then you can be as fast as anyone else out there. While you are introducing some tiny anticipatory movements into your driving to see off potential problems, the natural driver will be in your mirrors holding on to a massive opposite-lock slide.

It's often said that it's much easier to slow a fast driver down than speed a slow driver up, but I often think, why did that fast driver never win the world championship while that slower driver edged their way up into first place? Sometimes the fast drivers never slow down and sometimes the slow drivers never speed up! But it is possible to train both to be better and as good as each other. In the end, there's more than one way to skin the cat. 🐾

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DRIVER'S EYE VIEW

ANDY PRIAULX

The BMW sportscar ace and multiple tin-top champion reveals how he honed his talent, and what makes him tick

I started hillclimbing with my dad; it was fun that soon got serious because if you're competitive you want to do whatever you're doing well. I always had a competitive instinct and put that energy into preparing the car – setting it up to perfection.

I did a few years winning classes, then dad and I managed to sign a sponsor and we bought a Formula 1-engined Pilbeam. I managed a 100 per cent score and won the championship and Jackie Stewart gave me a test in a Formula Vauxhall Lotus. I didn't have a clue, but I just learned lap-by-lap to go faster. It was pure intuition, I had no idea of technique, racing line, brake management. I just knew how to drive a hillclimb car up a very narrow road very quickly. That was all of my schooling. Until I went to the Winfield School in France...

Damon Hill did it, Olivier Panis too. I impressed the guys so much they paid for some of my first year in Formula Renault! Mike Knight was my driver coach. He gave me a chance and an idea of what was expected of me, but I taught myself to drive. My first year of really learning came with John Pratt, who runs iZone. We used to work together at Silverstone Driving School. Together we built this working method of being a professional racing driver, which over 14 years has now become iZone driver training.

This covers how you work with the team, how you debrief yourself, car performance, feedback, how you improve your own performance, how you overcome your limiting beliefs, how you build performance in your environment. We refined and refined and refined it. He loved my motivation, my determination and my rawness. We just clicked.

I tried to go into Formula 3 too early. Having just come out of hillclimbing, I didn't have the experience, so I dropped into Renault Spiders. But I had to do something sensational to launch my career. So I set about trying to win every single race.



or never. This is total, pure performance.

When you get too comfortable you lose that. It has to be a bit uncomfortable. I've always felt that way, and that's how I get the best out of myself. It costs a lot of energy, but I need to be on edge, I can't afford to be too relaxed. It's not easy, because as you get more experienced you relax and become comfortable in the car, you've seen it all before, your adrenaline goes – that's why it's harder for older drivers. You have to learn how to still ignite

“It's analysis without judgment, confidence without arrogance, belief but still feeling on the edge, thinking but not over-thinking”

I hadn't actually won a race when I made that goal, but I learned about meditation and visualisation and that gave me the belief, the expectancy and the overwhelming power to achieve it. I won 13 races in 1999, all from pole position.

I'd had so much failure until that point, whether it was with sponsors, losing out on drives, or not being quick enough. The risk is that you start to believe your situation. At a very desperate time in my career, I found an exit by being purely focused on what I wanted to achieve. I found a way to build performance from that – focusing on what I was good at and what I could influence.

I seem to have big moments in my career every year, but one of the biggest came at Magny-Cours, where I convinced Serge Saulnier to give me a drive in F3, despite throwing the car at the gravel twice! I convinced him to give me another shot, I bounced back and I got the drive. There was so much pressure. I had to perform. There was no exit. It was now

that spark as your body changes.

Driving is a balancing act of emotion and of pureness of intent. Technique will change depending on what car and what session you're in, but you also need to consider what you want from the car and what you need from those around you to make you faster.

It's analysis without judgment, confidence without arrogance, belief but still feeling on the edge, thinking but not over-thinking. When you're in the car and driving it's about not thinking, but when you're out of the car it's about analysing and bettering yourself for the next session.

Timing is very important: knowing when to think and analyse, but also when to just pull the ripcord. I've always said I'm at my best when I'm following and homing in on a guy and everything is on the line. That point beyond comfortable is raw. Everything is bright, everything is awareness. No judgment, you are beyond that. It is instinct. ❧

TRAIN TO WIN CLAYTON GREEN



It's all too easy to overlook fitness in a racing driver's remit. As the 2014 season gets underway, McLaren's human performance manager explains what goes on behind the scenes and how its new academy uses F1 expertise to help young racers become professional athletes



The McLaren Performance Academy is about taking performance to a higher level through teaching excellence and winning strategies. It's about building professional driving athletes.

We're looking for drivers of all ages, but they must have shown dedication and ambition, because these are things we can't teach or instil. They have to be self-motivated and take responsibility for themselves, constantly searching for and taking every opportunity to improve.

We want to provide a framework to add professionalism to talent. We can provide education and training to get the best from a driver. A partnership with McLaren also offers opportunities and opens doors for drivers.

Our approach is to build relationships with the drivers and provide an opportunity for them to develop. We're not here to judge them, and we're

not looking for weaknesses or flaws. This is an opportunity to improve as a driver.

McLaren is a great engineering company, and I like to think that we are the human engineering part. Working with our partners GlaxoSmithKline and Technogym, we have formulated methods to improve performance and ensure our drivers and pitcrew are in

peak condition for each race.

Some people are not sure why you need a driver-development programme in the first place. But as the sport has developed technically through the decades, so have the demands on the drivers. They have to adapt and evolve physically as the cars get faster. This is true all the way through the sport, not just in Formula 1.

STRUCTURE OF THE PERFORMANCE CAMP

The Performance Academy runs throughout the year and is targeted mainly at karters and single-seater drivers, though others are not excluded. The aim is to have specialist programmes for different categories.

There are five components to the scheme: A three-day camp at MTC (expanded from two days last year), individual fitness and evaluation days, and three review days over the course of the year

(three months apart) in groups.

The drivers can be in constant dialogue with the team, as they are encouraged to upload their 'performance diaries' to an online database (for monitoring and intervention). This covers all aspects of performance 'wellbeing', not just the drivers' physical condition. On their last review day, the current intake will 'graduate' from the Academy.

The demands Formula 1 places on a driver are unique. The neck strength required for the G-forces is immense; you put them in a restrictive climate, with temperatures of 50C in the cockpit for two hours, with only one litre of fluid onboard. And you have to be as focused at the end as you are at the start.

F1 drivers thus need to have the cardiovascular fitness of marathon runners, the strength, stamina, and reactions of a top-class fighter, and the mental agility and cognitive abilities of a chess grand master.

To help the drivers and team cope with these incredible demands, the McLaren Technology Centre features a state-of-the-art Fitness & Wellbeing Centre, which includes a suite of high-tech Technogym equipment. Working with McLaren, Technogym has developed a neck exercise machine that looks like an F1 car and recreates the G-forces that drivers will experience in the cockpit.

We've also partnered with GlaxoSmithKline to apply advanced sports science to improve the performance of our entire race team. The team has been working with technicians at the GSK Human Performance Lab, which has designed bespoke, cutting-edge training, recovery and nutrition programmes that help our race team function at an optimum level.

Racing drivers are the most difficult athletes to work with because they need to be strong in every area. We're not here to tell you how to drive the car; we're here to educate you in all the other areas that will help your performance.

Wellbeing is the most important aspect in enabling you to drive at your maximum. Racing drivers often think their maximum is at a certain level and are not aware of their potential, so they think they're working at their maximum when in actual fact they aren't. The Academy is a chance to gain the tools that will help them reach this extra level.

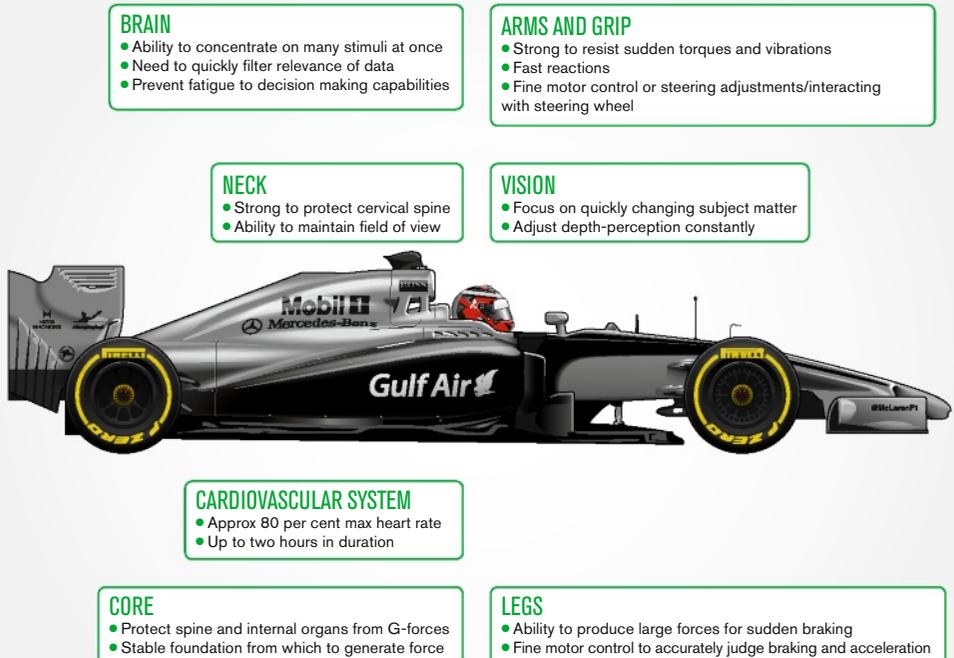
We operate a 'plan, do, review' process. We try to keep it simple in theory, because it's actually a lot more complicated in practice. We will assess the driver's requirements for their racing programme as well as their current fitness and mental state, then put a programme in place for them to follow.

It's important these objectives are agreed with the driver, but most importantly they have to be at the centre of it and take responsibility for everything. Without that commitment, we are wasting our time. It's easy to be excited when you are here at the MTC, but drivers need to retain their enthusiasm and motivation when training away from the centre. Each minute of every day you need to be doing everything you can to reach your goals.

We generally come across two types in terms of their motivation: some are driven to win – they want that competitive edge and winning is ▶



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KEVIN MAGNUSSEN'S TOP-THREE TIPS FOR MOTORSPORT FITNESS

Here are three key exercises that McLaren driver Kevin Magnussen uses to make sure he's in tip-top shape for racing

V-SIT AND STEER

The V-sit position and steering exercise is great for strengthening the arms, core and shoulder muscles. Steering a Formula 1 car through high-speed corners requires precision, as well as the highest athleticism to cope with G-force.



DUMBBELL PRESS-UP

Strength and endurance are key fitness components to focus upon. When I'm training, I do dumbbell press-ups because they require a lot more control and strength of the shoulder and core muscles than a regular press-up. This is a great accompaniment to neck conditioning, which differentiates an F1 driver from other athletes.



CARDIOVASCULAR TRAINING

I usually spend 90-120 minutes on one of the Technogym bikes in the gym at MTC, and I mix this with other types of aerobic training that vary my heart rate. The aim is to replicate the physiological effects of the race on my body. A strong cardiovascular system is essential for tolerating the extreme temperatures of races like Malaysia and Singapore.



► what they enjoy; others simply enjoy the buzz of driving fast. We have to work out a programme that will 'switch them on'.

There are three fields we work on: physical, performance thinking, and racecraft. You can tie most things into those. We use the analogy of a race weekend and drivers are encouraged to consider the strands of their own performance within the context of pre-race preparation, in-race performance, post-race review and recovery. This works particularly well for delivering the information, because drivers can relate to this structure. We try to get them to understand how they all interlink and influence each other, so they're not just individual disciplines. The real strength is combining them all to get the best from a driver.

It's difficult for these guys, because in any other sport you might have access to at least your tools to practice with day in and day out, but in motorsport you don't. It gets very expensive, and when you get to F1 level you are restricted by the governing body as to how often you're allowed to get into your car.

Ultimately you end up spending less and less time on the track doing what you want to do with your tools. So what you do outside the car at that point becomes even more fundamentally important, to make sure you are at your peak every time you get into it. There aren't many sports where you spend less time doing that activity the more professional you become. In football, it's completely the other way around!

Professionalism in motorsport is something that is still developing. It can be at a much higher level than it is currently. Traditionally, there has been a view that it's more about the equipment than the drivers. But drivers are starting to adopt more professional principles that will help them improve their abilities and their careers.

Compared to other sports, motorsport has lagged behind a little bit. It's come on in the past 10 years, but there's still more potential there to maximise what drivers are capable of in these

“We work on physical, performance thinking and racecraft. You can tie most things into those”

machines. All athletes need to be relaxed to be at their most competitive. They have to be in a state where they can work at their optimum level without draining energy. Reserve capacity will gain you performance.

Formula 1 has historically been very different to some of the other levels feeding up to it, in that there's been this enormous freedom of technical innovation, so you can understand why perhaps the F1 teams have focused on that, because that's where the biggest gains were.

But as the rules have changed it has brought the performance of the teams and the cars much closer together. This brings the performance of the driver into play a lot more. If you're talking about tenths of a second between one car and the next, if your driver's having a good day or a bad day, or is dehydrated, carrying an injury, or a cold, they can make that difference.

It says a lot for the drivers who are in it now, and it also shows how human performance has come to the forefront. ❧

McLAREN PERFORMANCE ACADEMY PROFILES



CLAYTON GREEN

Human Performance Manager. Clayton is an ex-personal trainer and rugby player who developed his own business specialising in biodynamics and posture. Has been at McLaren since 2008. Was Lewis Hamilton's trainer in 2010.

SIMON REYNOLDS

Driver Performance Manager. Simon

became a fitness trainer after finishing his A-levels and established the foundations of the Performance Academy with Adam Costanzo (Lewis Hamilton's former trainer) in 2006. He has worked with around 25 young drivers over eight years. He trained Heikki Kovalainen in 2008 and now works with Kevin Magnussen, Stoffel Vandoorne, Gary Paffett and Oliver Turvey.



DAVID HARVEY

Performance Specialist. David came

straight to McLaren from his sports science degree at Portsmouth University in 2006. Does data analysis and testing of the drivers in the 'lab'.



CONTACT

Any drivers interested in finding out more about the Performance Academy should email performanceacademy@mcclaren.com

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For more information and stockist details visit www.drapertools.com

Draper Tools is a leading distributor of hand and power tools. Established in 1919 by Bert Draper, the company is still family owned and run today. Draper Tools prides itself on the range, quality and value of its expanding product portfolio which includes over 9000 products spanning sectors including automotive, gardening, agriculture, DIY, construction and many more. Draper Tools products are available through a wide range of stockists both online and in stores. For more information, stockist details and trade enquiries see: www.drapertools.com.



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Although a late-comer to the Rain Light market, CARTEK entered it with the introduction of its own design in 2010 to meet newly released FiA regulations. Since then, this product has too become the preferred choice with many championships and car builders, making the CARTEK light mandatory fitment with Ford, Porsche and the Australian V8 Supercars. Both the Rain Light and Battery Isolator products are popular in all levels of motorsport from club level racing, rallying and sprinting to international GT and rallycross.

Web: WWW.CARTEKMOTORSPORT.COM
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THE SECRETS OF SPONSORSHIP

JASON PLATO



EBREY/LAT

Getting financial support for your motorsport is about more than just putting stickers on a car. The British Touring Car star knows more than most, and is your guide to a complicated business

Sponsorship has been utterly crucial to my career. Ducking, diving, selling and marketing basically got me the opportunity to do the business in Renault Spiders. At various stages through my professional career, when things have gone tits up – like when SEAT pulled out and there were no other seats around – I’ve had to get my arse in gear and put deals together.

It’s the differentiator between the great and the good, in the sense that you see things go pear-shaped for paid drivers and they don’t get involved in trying to make things happen. I’ve never been like that; I’ve always been trying to make myself central to all the marketing, a) because I enjoy it and b) because I think it’s key.

I like trying to work out how to get a company involved, after the research we’ve done. What

can we come up with that will be the hook? I really enjoy it.

I don’t think drivers underestimate sponsorship because they know money is needed, but in my experience 99.999 per cent of drivers under-deliver in this area and don’t work hard enough.

It’s partly what the KX Academy is about. I’m quite fortunate in a way. I’ve always really enjoyed that side of it. I’m like my dad – my dad’s a salesman, and I’m the same. And there are things I’ve learned along the way, strategies on how you sell.

DOING YOUR HOMEWORK

Whenever we target anyone, the research that goes into making sure they’re the right target is quite sophisticated. If you go at it like a blunderbuss, you’ll just waste time. We’ve found that if you don’t do your research, people still want to speak to you because it’s exciting.

It’s only when you get to the nitty-gritty you realise you’ve just wasted your time and their time because you’re not in the right market and there’s no synergy. You can’t just go out and canvass and write letters. You’ve got to go at it in a corporate and commercial way.

The penny dropped for me in 1996. My single-seater career went pear-shaped up because I didn’t have the money. I started working in racing schools and got pissed off, demotivated and a bit bitter and twisted as I saw wealthy lads getting on. Then Renault came along and I’d just found a new sponsor – Swan National Leasing – at the Silverstone racing school. I thought, ‘This is my last chance – if this doesn’t work, forget it, I’ve had enough’. I gave it everything and really learned to promote myself around the paddocks.

I made a lot of mistakes, but the most important thing was I had to bolt it all together – getting Swan National Leasing into Renault Fleet for example – and I thought, ‘There’s something in all this, getting all the people working together’. It’s not the sticker on the car, it’s the networking and dealing.

PROFILE, AND GETTING INVOLVED

Another lesson was profile. After the Renault BTCC test [before the 1997 season] I was told I wasn’t going to get the seat because they wanted a driver with profile, an ex-Formula 1 driver. I thought, ‘I can’t let this happen’. I started doing TV and when I got the seat I realised I could have lost it so easily, so I wanted to sort it out. If you’ve got two drivers in the running who are both quick, which one are you going to choose, the one with profile or the one without?

All the way through my formative years it wasn’t about being in the car: what opens the doors is the commerce and business. I lived in Williams GP’s marketing department.

When an opportunity came along with SEAT’s new BTCC programme, I saw that I could make myself the epicentre of everything. I was in the marketing department all the time, trying to position myself to be central to everything that went on. I had to put the hours in: voiceovers; presenting corporate events; coming up with ideas; trying to do contra deals.

I did one with TalkSPORT, which was a genius deal, because I got myself on prime-time radio

“I try to make myself central to the marketing, a) because I enjoy it and b) I think it’s key”

Plato put himself at heart of SEAT’s marketing push



GRUFFITHS/LAT



Tesco deal was in place before deciding who'd run BTCC MG



Commercial tie-ins are Plato's bread and butter



MG star knows how to work the crowd

every Thursday night for four minutes, I got SEAT a load of free exposure, and I got TalkSPORT a bit of earning. Everybody in that circle was happy. SEAT were brilliant with me because they allowed me to get in the middle of it all and be creative, and I learned more. It just becomes what you do.

GIVE THEM WHAT THEY WANT

For the MG-Tesco BTCC deal, the Tesco part was done first – I'd had an involvement with them since 2005. We'd been talking about what to do for 2012 and there was a deal on the table with RML, who I'd been with, and for me that commercial deal wasn't productive enough. So off we went. Things got really tricky and I went to Triple Eight and we sat down with the board and MG and hammered out a deal. We – my business partner Heidi Johnson-Cash is integral to a lot of this – found levers to pull and mechanisms to make it work financially for MG, make it work for everyone in the programme.

We don't have glossy brochures, we arrange

meetings and we talk, and post-meeting we build a package based upon what they've told us and what we've learned. It could be a small package or an enormous one, but you don't know until you've done your research. The meetings are also research. The meeting isn't so much the selling – it is a bit, kind of guiding – but it's more about what they want to achieve. At measurable points along the way we want to deliver those.

From the very onset, there will be targets, a 30-day plan, a 90-day plan, and a 150-day plan to achieve certain things. We don't want to sell something to someone that they don't need because at some point the bean counters will ask, 'What are we doing that for?' It's much easier to keep a sponsor than find a new one.

And never piss a sponsor off. Always try to over-deliver. If an agreement terminates, you always keep in contact.

The ultimate thing, surrounding it all, is hard work. It's getting up at five in the morning with a brainwave. Simply just bloody hard work!

PLATO'S TOP SPONSOR TIPS

WORK SMART

Do your research, don't send out a little flyer. You've got to meet people. Every racing driver should be a member of a golf club.

LISTEN

We've got one mouth and two ears, but most people use them the wrong way round when they are doing a commercial deal.

MIX WITH CLEVER PEOPLE

Find someone that works well with you. Treat people the way you'd want to be treated yourself. It's people skills.

WORK HARD, THEN WORK HARDER

The moment you get a deal, that's when you really have to start working. Most people think, 'That's done now', forget their sponsor and don't deliver.

ANDY PRIAULX

The former World Touring Car champion shares his experiences of raising a budget



As an amateur driver you've always got the added responsibility of money, which is a whole challenge in itself. When I first started racing, I had to hang my overalls up at the end of the season and put on my business suit. When I left school I could barely write an email, but when I needed to raise £300,000 to go motor racing I was suddenly very good at English!

At one time I had over 30 sponsors in Formula 3. I was presenting to boardrooms and chief executives and doing proper pitches for business, and I'm happy to say I raised all of my money for racing myself. I licked 5000 stamps myself, with my missus, living in a 14ft caravan!

I did Renault Spiders and two years of Formula 3 with that money, and got myself to the point where I became a professional driver. I think you can say that, once you've done F3; it's like the 'upper sixth' of motor racing. Once you've done that, you can pretty much jump into anything.

That investment in my career made me commercially savvy, but at the same time I had to manage the commercial side and the performance side of my career simultaneously.

Persistence is key – following people up, year after year. And getting them along to the races, giving them a taste of motor racing, taking them behind the scenes – making an effort for them even before they've put money in. I think it snowballs. Once you've built up four, five, six years, you keep coming back and then you start getting results with them. You build up a partnership.



**BMW Racing Drivers Club
would like to thank all
2014 entries and welcome
new members for the
2014 season and beyond**

2014 Schedule

Rnd	Date	Venue
3	10/11 May	Snetterton
4	07/08 June	Silverstone (Live TV)
5	26/27 July	Brands
6	23/24/25 August	Donington
7	20/21 September	Croft
8	04/05 October	Pembrey

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BEHIND THE VISOR

DON MACPHERSON

Before becoming focused on sports psychology, AUTOSPORT's mind coach was a major sponsorship finder – here he blends his two areas of expertise

Britain boasts 10 Formula 1 world champions, stunning individuals who maximised their talents to earn the very highest accolade our sport has to offer. But for each of them there is a plethora of others with 'if only' sob stories, and – regardless of merits or talent – the majority relate to the lack of a commodity that makes the world go around: money.

For the aspiring British world champion, there are excellent young driver training programmes, such as MSA Team UK – all well and good, with plenty to offer... but unlike Graham Sharp's Racing Steps Foundation, the most important element of all is missing. Cold hard cash.

Let's take a case-study of a young British driver who's already a junior category champion with bundles of talent and potential. But here comes dad, and he's not smiling. He's remortgaged the house, sold his business and is down to his last Jaguar: "I can't afford the budget this year. It's far too much for me at the next level. We're going to have to... find a sponsor?"

How the merry heck are we going to do that? Don't panic. Here comes the cavalry...

Before indulging in my passion for mind coaching, I was in sponsorship development, and I used psychology many times during the long and winding road to a sponsor's door. Suffice

"Always find out who really makes the decisions – the personal touch counts"

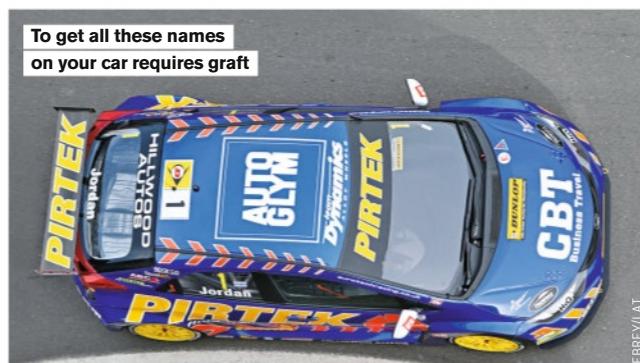
to say I introduced several brands into Formula 1, GP bikes, F3 and British Touring Cars, and even shirt sponsorships for Chelsea FC, Gloucester Rugby Club, the London Marathon and the Lawn Tennis Association.

Finding sponsors has never been simple, and it's certainly not getting any easier. Unless you are Venezuelan, Brazilian, Mexican or on Dr Marko's radar, you need to think outside the box. Right-sided brain thinking is required, to produce creative proposals to accurately targeted sponsors. It's time to get your brain around what it really takes and, no, I don't mean by clicking on wonga.com.

What has mind coaching got to do with your chances of success? Well, quite a lot when you put your 'mind' to it. Sending out expensive glossy presentations is fine, but akin to buying a lottery ticket. Someone has got to win the jackpot, but it probably won't be you.

Stop and really think about it: you are selling yourself, your dreams, your race programme and your team. You are inviting a potential buyer to commit sizeable amounts of hard-earned money. Understanding their psyche and modus operandi would be a good start, don't you 'think'?

Forget being a racing driver, you are a now salesman. And all successful salesmen are good psychologists. Like the best football managers, they know how to play mind games to their advantage.



So, it's time for some brain tuning, to get your head around it and to 'mind' what you say.

The first step: access the creative side of your brain. Keep your body still, slow your breath down, close your eyes (if it is safe to do so) and consider the following steps:

1 Who is most likely to back you? Avoid enthusiastic petrolheads with no authority – make your target list accurate, eliminate time-wasters.

2 What do you have to offer a potential sponsor? Not just the racing bits, it's all about you.

3 Now climb inside the head of your would-be sponsor. If you were him, would you do it? And why? What's the motivation?

Once you've got a clear picture of that, you will need to use these mental tools to get the job done:

1 Persistence.

2 Bouncebackability.

3 Confidence.

I cringe when I think of my early days trying to find money for sport, chasing the likes of Coca-Cola and anyone else with a big name. I wasted loads of precious time; it was soul destroying. I vowed to be better organised, more equipped and better prepared – I tuned my brain to learn the 'Zen' of finding sponsors. Here are three things you must do:

1 Always research your hit-list. Never wing it; the quality of people you need to deal with will sense that.

2 Always find out who really makes the decisions and get to know them; it's the personal touch that counts.

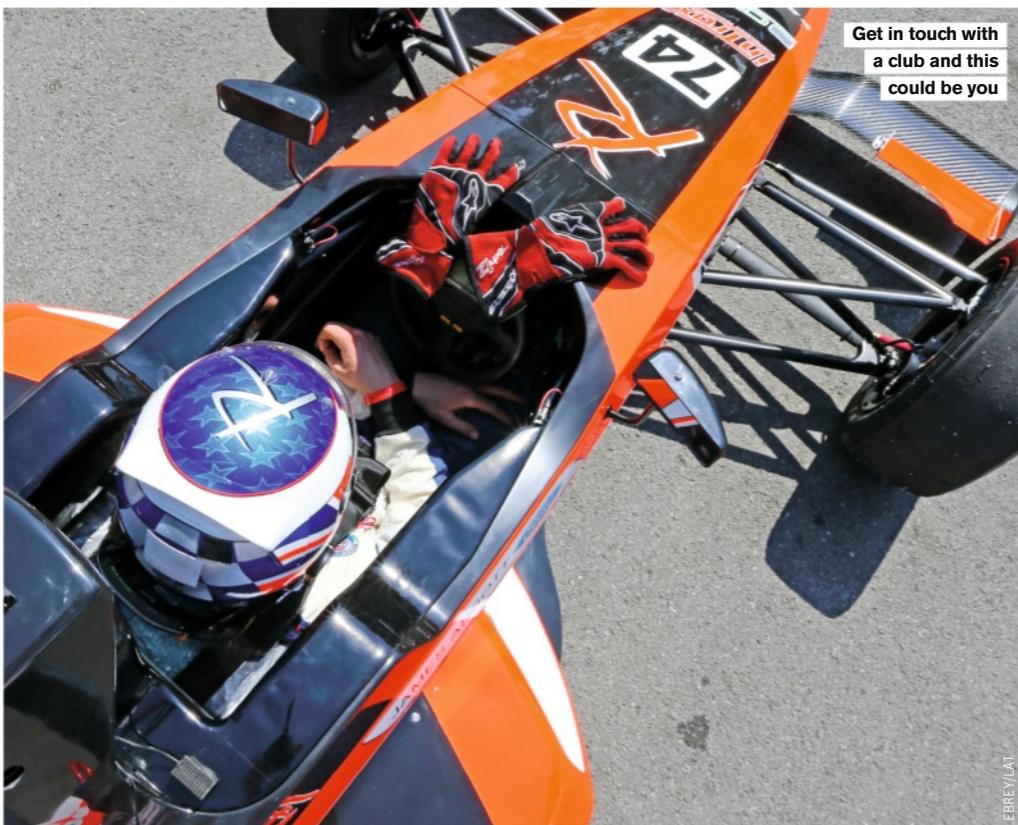
3 Always follow up your approaches. Just waiting for the phone to ring or a "yes, we'd love to sponsor you" email will never happen.

In an ideal world, Britain would have a special task force of advisors, people who have walked the walk. The walkers would become talkers, offering specialist advice to top British drivers who are running out of funds. They would also get the message out to the major corporates that we are serious, and target people who have 'done well' from motorsport and may be interested in putting something meaningful back in.

We need more Racing Steps-style assistance. Our brave British boys require help. Where's the bulldog spirit? Our country needs it! Or where else will the next Hamilton, Button, Hill or Mansell come from? ❧

GETTING STARTED

If you're thinking of taking up motor racing, then the following car club, series organiser and circuit website addresses are a useful place to start



Get in touch with a club and this could be you

CIRCUITS



BRANDS HATCH

(All 18 tracks, most of which have race schools and driving experiences)

Anglesey
angleseycircuit.com

Brands Hatch
www.brandshatch.co.uk



CROFT

Cadwell Park
www.cadwellpark.co.uk

Castle Combe
castlecombecircuit.co.uk

Croft
www.croftcircuit.co.uk



GOODWOOD

Donington Park
donington-park.co.uk

Goodwood
www.goodwood.co.uk

Kirkistown
www.kirkistown.com



KNOCKHILL

Knockhill
www.knockhill.com

Lydden
www.lyddenhill.co.uk

Mallory Park
01455 842931*
*New website under construction



OULTON PARK

Mondello Park
www.mondello.ie

Oulton Park
www.oultontpark.co.uk

Pembrey
barc.net/contact/#pembrey

Rockingham
www.rockingham.co.uk



SILVERSTONE

Silverstone
www.silverstone.co.uk

Snetterton
www.snetterton.co.uk

Thruxton
www.thruxtonracing.co.uk

GOVERNING BODIES

Motor Sports Association
msauk.org

MOTORSPORT IRELAND
motorsportireland.com

UK RACE ORGANISERS

(Including car clubs and championship organisers)

Aston Martin Owners
Club Racing
amocracing.org

British Automobile Racing Club
barc.net

British Racing & Sports Car Club
brscc.co.uk

Castle Combe Racing Club
ccracingclub.co.uk

Classic Sports Car Club
classicsportscarclub.co.uk

Historic Sports Car Club
hssc.org.uk

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and District Motor Club



darlington-motor-club.org.uk

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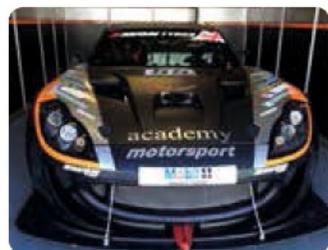


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