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## **NICO "I'M GUNNING FOR LEWIS"**

**Merc beats McLaren's all-time 1-2 record in Brazil**



## **FULL RALLY GB PREVIEW**

**Your 16-page guide as WRC hits Wales**



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HIRVONEN RETIRES**



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that excites



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**POLE POSITION**

# The scene is set for a classic F1 showdown

SO NOW WE KNOW THE PERMUTATIONS THAT WILL decide the 2014 Formula 1 World Championship in Abu Dhabi: Nico Rosberg's Brazilian GP victory means Lewis Hamilton takes a 17-point lead into the finale, but the wretched double-points gimmick makes his situation far more precarious than it should be.

Mechanical woe or a crash notwithstanding, the likelihood is another Mercedes 1-2 – either way around, this will mean Hamilton is crowned. However, should Rosberg win again, and a rival get between him and Hamilton (presumably Felipe Massa or Valtteri Bottas) then it would swing the title the German's way.

Even with their 40s advantage over the next-best Williams in Brazil, Hamilton only has to look back to 2007 and '08 for lessons in how titles can slip away or be won back in the dying seconds.

The really intriguing scenario, of course, would be another Spa-like clash. From Hamilton's side, he can afford to take them both out. From Rosberg's, he'd require an incident that delays/damages Hamilton's car while he's able to keep going. Might lightning strike for a second time? Between now and a week on Sunday, I'll wager it will cross their minds more than a little...



*Charles Bradley*

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**COVER STORY**

**"I hit the brakes and locked the rears"**

Hamilton explains his Brazil spin, p17



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Cover image: Mason/Getty

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# THE BIG PICTURE

The European Rally Championship concluded on the spectacular island of Corsica. Bryan Bouffier's Ford Fiesta RRC provides the foreground to a breathtaking backdrop



# This week in F1

Driver market latest

## ALONSO McLAREN DEAL IS DONE

Fernando Alonso's switch to McLaren is set to be confirmed before the Abu Dhabi Grand Prix, once the team has decided who to choose as his team-mate.

Sources close to the Woking outfit say Alonso has finalised a big-money move from Ferrari to

McLaren next year, meaning the team now has to decide whether to retain either Jenson Button or Kevin Magnussen.

Dane Magnussen has impressed with his pace, but Button's higher scoring rate and experience, which would aid development

of the new Honda engine, has left some senior figures believing the 34-year-old Brit should be offered a new contract.

Alonso is understood to prefer that 2009 world champion Button remains on board next year, to accelerate the team's push

towards the front of the grid. However, financial factors could also play a role in the decision, as 22-year-old Magnussen is a much cheaper option.

Meetings were due to take place at Woking this week to make the final decision.



COMPTON/LAT

6



DUNBAR/LAT

### Mallya: Perez is staying put

Sergio Perez is staying at Force India next year, according to Vijay Mallya. Team boss Mallya said the uncertainty about Perez's future was related to a contract extension for 2016, which could result in revised terms for next year. "I have a two-year contract with Sergio Perez," he said. "I exercised my option and it's done. We are talking about one additional year; that is the whole point of the negotiation."



THOMPSON/GETTY

### Button could turn his back

Jenson Button says he wouldn't necessarily accept a new deal to stay at McLaren, even if the team decides it wants to keep him. "When you are not sure if your contract is going to be renewed it opens your eyes to different possibilities," he said. "Whatever I do next year, I am not retiring. I am still a racing driver who has won a world championship and wants to achieve a lot more in motorsport."



DUNBAR/LAT

### Nasr commits to Sauber seat

Sauber has signed Williams test driver Felipe Nasr to partner Caterham refugee Marcus Ericsson in its 2015 race team, meaning both Adrian Sutil and Esteban Gutierrez will be replaced next year. Sauber also confirmed that test driver Sergey Sirotkin would not be retained, while reserve Giedo van der Garde is also set to leave the team.



### Grosjean set to stay at Lotus

Romain Grosjean is expected to remain a Lotus driver in 2015, with a deal set to be confirmed as AUTOSPORT closed for press. The Franco-Swiss driver said ahead of the Brazilian GP that he hoped to announce his plans during the race weekend, but on-going discussions prevented this. "I'm in a good position in the team and things are moving on nicely," Grosjean said.



DUNBAR/LAT

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

## McLAREN DITCHES ITS AERO CHIEF

McLaren has put head of aerodynamics Doug McKiernan (below) on gardening leave as its technical restructure continues. McLaren has informed a number of other staff they have no future at the team, following the arrival of chief engineer Peter Prodromou from Red Bull in September. Team insiders say that Prodromou has impressed since returning to Woking, and his impact will be seen in Abu Dhabi when McLaren introduces a major upgrade to its current car.



## Engine-freeze talks collapse

Teams have failed to reach an agreement on relaxing F1's engine freeze after talks collapsed in a meeting at the Brazilian Grand Prix last Saturday. Mercedes, Ferrari and Renault disagree on the extent to which a single, mid-season upgrade should be allowed next season. Time is running out to agree a deal among the manufacturers before an F1 Commission meeting takes place later this month.

Audi has a motorsport programme that at the moment is based on the World Endurance Championship and the DTM. There is no other programme.



Audi boss Wolfgang Ullrich denies an F1 switch after signing ex-Ferrari team boss Stefano Domenicali



COATES/LAT

## Marussia closes as Caterham launches crowdfunding rescue plan

Marussia's hopes of making a return to Formula 1 have been dashed after administrators closed it down last week, but fellow minnow Caterham hopes to be back on the grid for the 2014 finale after its administrators launched a last-ditch crowdfunding.

Administrators for Marussia said the team had ceased trading and the 200 staff had been made redundant. Meanwhile Caterham's administrators set up a website so fans could pledge their support – either through a donation or through buying items like team clothing, or front wings.

The team hopes to raise £2.35 million by November 14, so it can be ready to race in Abu Dhabi.

I think it's a disaster. We don't want begging bowls. If people can't afford to be in F1, they have to find something else to do.



Bernie Ecclestone makes clear his feelings on the Caterham team's crowdfunding project

## Ecclestone dismisses cost-crisis measures

Formula 1 supremo Bernie Ecclestone says smaller teams should not expect financial help from the sport's owners, while dismissing talk of a plan for third cars in 2015.

Ecclestone told Force India, Lotus and Sauber that he planned to speak to F1's owner CVC about their concerns, but claims he has no intention of sorting out any financial help for them.

He suggests smaller outfits cut back spending to guarantee their survival.

The struggles of the smaller teams to survive prompted fresh talk during last weekend's Brazilian Grand Prix that top teams could be required to run a third car next year, but Ecclestone denied he had already requested them to do so.

However, Ecclestone is open to allowing customer cars in the future, and setting up a new 'teams' championship for those not making their own cars.



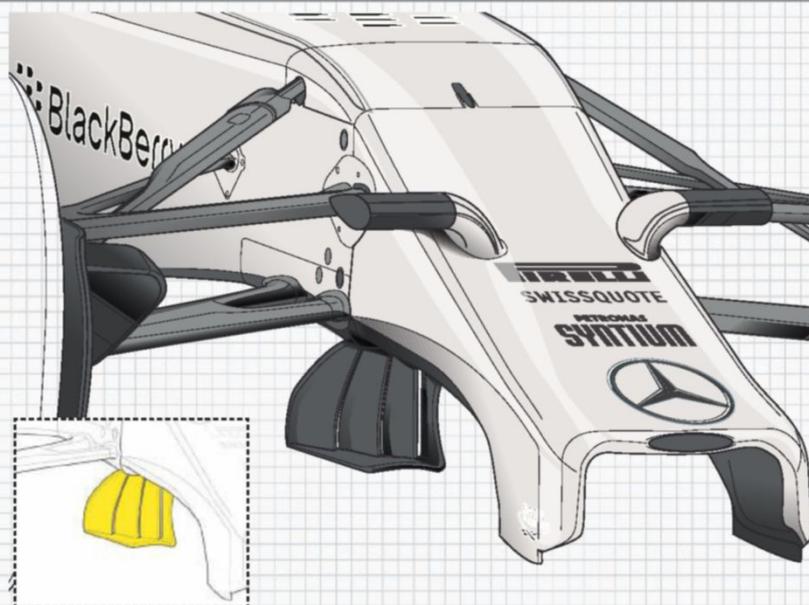
ISTITENE/GETTY

## MERCEDES TRIES 2015-SPEC TURNING VANE

➔ Mercedes tested a four-element vertical turning vane mounted under the front of the chassis during Friday practice for the Brazilian GP.

**Gary Anderson:**

"Normally this vane is a three-element component and is mounted in this position to scavenge the airflow passing under the chassis between the front wheels. Making this component work more aggressively risks creating airflow separation on the inner surface. Switching to four elements reduces this risk and makes it more consistent."



Illustrations by Craig Scarborough

Driving Tomorrow

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# Jonathan Noble

## F1's newshound

Lewis Hamilton's open acknowledgement of his debt to Ayrton Senna has earned the respect and admiration of Brazilian fans

The biggest cheers were always going to be reserved for Felipe Massa, but there were times over the Brazilian Grand Prix weekend when it was hard to believe that Lewis Hamilton was not a home town hero too. The cheers he got from fans whenever he was on track, the banners in the grandstands urging him on, and the warmth he was afforded by everyone, were on a level where you could be forgiven for thinking he had grown up in the favelas of Sao Paulo rather than an housing estate in Stevenage.

For the man who so famously denied Massa that world title in 2008 at this very track, it may seem strange that he is now worshipped by the locals – but there is one simple reason that they love him so much: Ayrton Senna. Twenty years on from the death of Senna at Imola, the grip the legendary three-time champion has over F1 in Brazil remains strong.

Flags bearing his name, T-shirts emblazoned with images of his face, and replica Senna helmets are everywhere. And, in Hamilton, the fans have found someone who not only adored their true hero, but carries much of his spirit too.

Senna's nephew Bruno said there was little surprise that the boy from Hertfordshire had become so loved by the passionate Brazilian fans.

"Lewis has always expressed his admiration for and just how inspired he was by Ayrton," said Bruno. "Brazilians really like that because it is quite humble of him to show



Selfie-preservation:  
Brazilian fans love Lewis

through the country. And that is one of the single most special things I have seen anywhere."

But it is not just at Interlagos that Senna's presence remains fully felt – for perhaps his greatest legacy is situated on the top floors of an office building in downtown Sao Paulo.

The Ayrton Senna Institute continues to go from strength to strength – assisting education projects

**"In Hamilton, the fans have found someone who not only adored their hero, but carries his spirit"**

much of that. He has, of course, a real fighter's spirit too that people really appreciate, which is why they are supporting him so much."

Hamilton is a self-confessed Senna fan, and chose similar colours to Senna's helmet for his own headgear early in his career – which is why he felt so touched by the enthusiasm shown to him by the Brazilians.

"When I was younger I would come home and put this one particular video on: *Racing Is In My Blood*," said Hamilton. "I would watch that God knows how many times. Senna really inspired me as a kid and he still does today.

"What he achieved, I have always said I would love to be like him or to emulate him as a driver. And the fact that these days every now and then people put the Hamilton name in the same sentence as his, I feel really proud and honoured.

"I come here and I still feel his presence here. It is amazing he still lives on through all his fans, and

throughout Brazil. Since being founded in 1994 it has helped more than two million young people, having prepared 64,000 teachers in 1200 cities.

And yet the Institute would not achieve the continued success it has were it not for the hold that Senna still has over the sport in which he made his name.

His personality, his good looks and the passion with which he went about his driving have turned him into one of the most iconic figures in the history of Formula 1, and anything that is associated with him shares such special status. Twenty years on from his untimely death, the legend just keeps on growing. That ongoing adoration for Senna, the impact he still has on every single person at Interlagos, is now being channelled on the track through Hamilton. For Bruno Senna, though, the ultimate seal of approval came from Ayrton's mother Neide Senna da Silva ahead of the weekend.

"She said she was rooting for Lewis for this race – my grandma!" he smiled. "I tell you, that is something..."

# This week in motorsport

## Deja vu as Wilson prepares for GB return

Matthew Wilson will return the Michelin Pilot livery to the Wales Rally GB stages this week, marking the 20th anniversary of his father Malcolm's British Rally Championship win in those famous colours.

Wilson Sr won the 1994 BRC at the wheel of a Ford Escort Cosworth (right), while Matthew will drive a similarly stickered Ford Fiesta RRC on the event, which marks a decade since his first ever WRC outing as a 17-year-old.



10

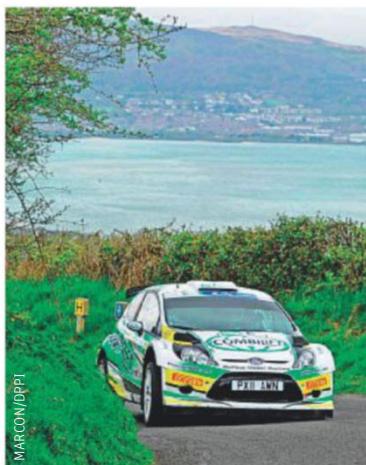
## Yorkshire ERC '15 round canned

Yorkshire's European Rally Championship aspirations will have to wait until 2016 after the organisers of a putative Harrogate-based event were denied a calendar slot.

The Yorkshire Rally's proposed date was too close to Wales Rally GB next season, so plans have been spiked until 2016 – when the ERC is now likely to arrive in Dalby forest for the first time in a first-quarter date.

"The dream is still alive to run an ERC round in Yorkshire," insisted Colin Heppenstall, Yorkshire Rally organiser. "Of course, we are disappointed, but this is not the end of our plans."

The Circuit of Ireland (pictured right) has retained its traditional Easter slot.



## WestCoast to run TC3 Civics

Leading Swedish touring car team WestCoast Racing will compete in the new TC3 International Series from 2015.

WestCoast intends to field three Honda Civic cars, built to TC3 configuration by Honda's factory World Touring Car Championship car builder JAS Motorsport.

"TC3 will be both affordable to teams and privateers, with exciting racing and the chance for a national champion to break onto the

international scene with the same car," said team owner Dick Jonsson Wigroth. The TC3 campaign will run in parallel with WestCoast's programme in the Scandinavian Touring Car Championship.



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



## Marussia Manor pulls out of GP3

Marussia Manor Racing, the junior arm of the Marussia Formula 1 squad, will no longer compete in the GP3 Series.

The team missed the penultimate GP3 Series round last month at Sochi, and

will not be at the Abu Dhabi finale after the F1 team closed its doors last week.

Team boss Pete Sliwinski said the team was looking for alternative projects for the 2015 season.

## REMEMBER WHEN



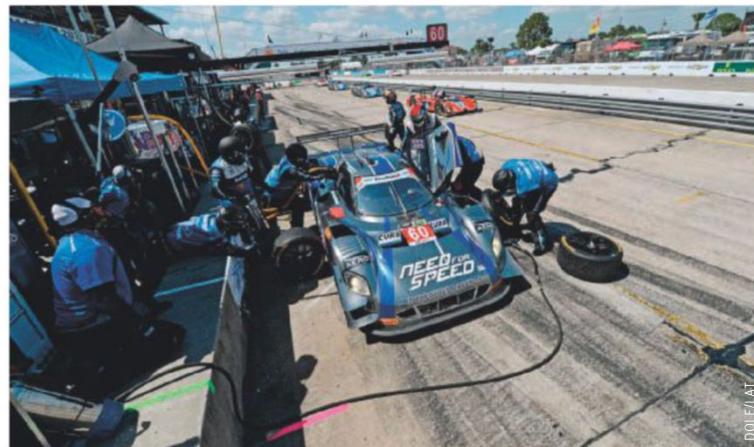
The Yorkshire team took back-to-back British F3 titles, running Marc Hynes in 1999 and Antonio Pizzonia (pictured) a year later. It also ran F1 world champions Kimi Raikkonen (2000) and Lewis Hamilton (2003) in FR UK.

## Auto GP plans F1 prize test

A prize Formula 1 test will be offered to the Auto GP drivers' champion next season, as part of a shake-up by promoter Enzo Coloni.

The series will also introduce modifications to the cars that it hopes will bring around a one-and-a-half-second pace improvement.

Meanwhile, a reduced race calendar comprising Marrakesh, Budapest, Silverstone, Le Castellet, Brno, the Nurburgring and a TBA venue, is intended to help bring the full-season budget down to €400,000.



## SHANK SET FOR DP SWITCH

Michael Shank Racing has become the first United SportsCar Championship team to swap from Daytona Prototype to LMP2 machinery.

MSR will field the Ligier JSP2 built by French constructor Onroak Automotive in next season's USC in place of its Riley-Ford EcoBoost DP, starting at

round two at Sebring in March.

The car will be raced in the full USC by MSR regulars Oswaldo Negri Jr and John Pew. Team boss Mike Shank said he was making the change for multiple reasons, including a desire to prepare for 2017 when new rules for the USC Prototype class are due to come into force.

## In brief

### BUSHELL IN AT AMD

British Touring Car squad AmD has signed Renault Clio Cup UK champion Mike Bushell for 2015. Shaun Hollamby's squad ran Dave Newsham to 17th in the 2014 standings in its Ford Focus. Bushell made a one-off BTCC appearance driving a Chevrolet Cruze at Knockhill in 2013 and recently tested with Motorbase.

### BAJANS READY TO ROC

Host nation Barbados will be represented in next month's Race of Champions Nations Cup at Bushy Park by the country's national rally champion Rhett Watson and kart ace Dane Skeete. The latter defeated 18 rivals in last weekend's Suzuki Rocks Challenge to win his place alongside Watson in the team event.

### BERTHON'S P1 DEBUT

GP2 driver Nathanael Berthon will race for the German Lotus LMP1 team in this weekend's Bahrain round of the WEC. Berthon, who has made three LMP2 appearances with the Murphy Prototypes squad this season, will drive the Lotus CLM-AER P1/O1 alongside fellow GP2 racer Simon Trummer and team regular Pierre Kaffer.

### BUSCH INVESTIGATED

Delaware police are investigating a domestic assault claim involving 2004 NASCAR Sprint Cup champion Kurt Busch. A statement from the Dover police department confirmed that a victim came forward last week with the allegations, however it declined to provide further details in order to preserve the integrity of the investigation. NASCAR confirmed it is helping provide information.

It goes without saying that I am bitterly disappointed not to be competing in Wales this week, it would have been wonderful to drive a Porsche on those roads.

**Richard Tuthill's Porsche 911 RGT will be absent from this week's Rally GB amid FIA concerns over modifications required to turn it into a gravel racer**



## Latifi, Vaxiviere top FR3.5 tests

Formula Renault 3.5 podium finishers led the way during the series' final post-season test at Aragon last week.

Nicholas Latifi's time on the final day beat day two pacesetter Matthieu Vaxiviere's best effort by 0.040s,

while 2014 race winner Oliver Rowland – second fastest on the final day – was third overall.

McLaren AUTOSPORT BRDC Award finalist Alexander Albon topped the first day and ended up 16th overall.



## LEADING TIMES

### FR3.5 TEST, ARAGON, NOV 3-5

1	Nicholas Latifi (Arden)	1m40.479s
2	Matthieu Vaxiviere (Lotus)	1m40.519s
3	Oliver Rowland (Fortec)	1m40.764s
4	Jazeman Jaafar (DAMS)	1m40.820s
5	Andrea Pizzitola (Lotus)	1m40.963s
6	Gustav Malja (Zeta)	1m41.014s

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# Dieter Rencken

## F1's political animal

Crisis? What crisis? Hope that the big teams would aid the beleaguered smaller outfits vanished at Interlagos. So what next?

It was an astonishing about-turn, but if Formula 1's three embattled teams honestly believed F1 tsar Bernie Ecclestone's admission in Austin that the sport's funding crisis was "probably my fault" and that remedial action would be taken though he had "no idea how to fix it", bosses at Lotus, Force India and Sauber unsurprisingly received icy wake-up calls in Sao Paulo.

There the 84-year-old suggested that the answer to their combined dilemmas lay in "spending less" in the costliest sport on Earth. He stuck to that even though governance procedures and regulations in the world's most expensive sport are totally skewed against independent operations, with three majors receiving the bulk of F1's billion-pound annual revenues simply for presenting their cars for scrutineering.

This was a far cry from his comments in Austin, where, in the wake of Marussia and Caterham going into administration, he indicated the larger teams would make sacrifices by forfeiting portions of their earnings, with a doubling of the amount coming from 'his' side. Precisely who was onside went unmentioned...

The stricken trio in turn (optimistically) presented their proposal as requested, with the gist being that they required an additional £30 million each per year (less than half the premiums annually received by the top trio), fundamentally made up of the past earnings of the two collapsed teams, with CVC Capital Partners, the holder of F1's commercial rights, matching the sum-

Then, Mercedes and Williams – on modest premiums – plus Toro Rosso (zero) would hardly take to news that the competition had been granted extra funding. Understandably, they too would make approaches for equal treatment – particularly since red ink currently flows down Williams way in spite of the team's superb performances – in turn further denting CVC's revenues.

Equally, chances of Ferrari (heading for an NYSE IPO), Red Bull Racing (headed by hard-nosed businessmen) and McLaren (in the midst of commercial restructure) collectively forfeiting £100m annually through to 2020 to make the redistribution of revenues sustainable is simply unthinkable. After all, why should they?

Frankly, it is open to question whether Ecclestone was serious when he made such suggestions in Texas, or expressed knee-jerk reactions to the fury prevailing in the paddock as folk received woeful text messages from peers and friends at the failed outfits, all while surveying a string of garages and hospitality left gapingly empty. Simply put, Ecclestone's plan was never going to fly.

Thus the mood at the farther reaches of the Interlagos paddock was one of outrage, made more so by some astonishing comments, first when Ecclestone severely criticised Caterham's desperate attempts at staying afloat by launching a crowdsourcing initiative, then when he (allegedly) told team bosses that 2015 grid sizes would be bolstered to 20 by third cars run by (two) major teams. According to sources in the loop, full-

**“Sadly the folk at Caterham and Marussia were first to pay the price, but unlikely to be the last”**

However, even this bailout would be one-time, and certainly unsustainable given the ever-increasing costs of remaining competitive amid expanding calendars and falling live and broadcast audience ratings. Still, it was a start that provided immediate breathing space.

It came to naught. No surprise: in terms of F1's covenants, liquidated teams forfeit their earnings to the 'pot' – thus requiring unanimous agreement from all surviving teams to share it out. Meanwhile, CVC is in no position to fund handouts, having taken massive balloon loans to buy the rights and disburse upfront dividends. In the process CVC's Fund IV saddled F1 with in excess of £1 billion of debt, which is being settled at the rate of approximately £250m a year. This leaves the venture fund with little change after taking its annual share of F1's underlying revenues, so exactly where CVC's top-up of £50m was to come from is open to conjecture. Venture capitalists don't reach billionaire status through charitable acts...

blown customer cars would follow in 2016.

“Basically we've been told to join the customer movement, or construct ourselves to bankruptcy – either way we would go out of business because our business model, built up successfully over many years, cannot be sustained by customer cars,” said one team boss, bristling visibly. All this followed a two-hour engine 'unfreeze' meeting at which no consensus was reached about the way forward, even though all parties agreed a roadmap in Singapore and again in Russia. Thus for Ecclestone to tell the BBC that “People say F1 is in crisis. Absolute nonsense...” is myopic at best.

Formula 1 is in crisis: for that look no further than revenue structures and procedures imposed by CVC in the lead up to its aborted IPO plans. Sadly the folk at Caterham and Marussia were the first to pay the price – a few weeks before Christmas – but they are unlikely to be the last unless the sport's masters take responsible and sustainable action PDQ. ❧

# THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

## Rosberg breaks Hamilton's streak

Nico Rosberg produced one of the best weekends of his F1 career at Interlagos, but still came under pressure from points leader Lewis Hamilton. **EDD STRAW** reports on how he held firm



## AT A GLANCE



“When Lewis had the spin and was further behind, I saved more tyres than I normally would’ve done” **ROSBERG**

**BRAZILIAN GP**  
Interlagos

**ROUND** 18/19

**LAPS** 71

**WINNER**  
Nico Rosberg  
1h30m02.555s

**POLE POSITION**  
Nico Rosberg  
1m10.023s

**FASTEST LAP**  
Lewis Hamilton  
1m13.555s

**RACE RATING**  
★★★★★ A tense lead duel but one that never quite came to the boil thanks to Hamilton’s spin

**DRIVERS’ STANDINGS**

1 Lewis Hamilton	334pts
2 Nico Rosberg	317pts
3 Daniel Ricciardo	214pts

Predictions of bad weather on race day proved incorrect



## QUALIFYING 14:00, 08.11.2014

16

**➤** WITH LESS THAN A quarter of a lap to go on his final qualifying attempt, Nico Rosberg was just eight-thousandths of a second faster than team-mate Lewis Hamilton. Hamilton had, by then, finished his final Q3 lap, so it was down to Rosberg to complete the final sector, little more than the run through the final 'real' corner, the left-hander at Juncao, and the long blast through the flat out final three turns to the line.

While Rosberg had always looked the faster Mercedes driver throughout practice, he had been on provisional pole based on the first Q3 runs by only 29 thousandths of a second, then seen Hamilton eclipse that time by a tenth, so it wasn't a sure thing. Had he repeated his final sector from that earlier lap, he would have been nowhere near. But he found 0.305s to snatch his 10th pole position of 2014.

Rosberg, who secured the inaugural F1 pole position trophy with this success, admitted that his car wasn't perfect during qualifying, adding that a problem on the first Q3 run had accounted for the slow final sector. The effect was to cost him a little speed on the long drag to the finish line. There was no such difficulty on the second attempt.

"There was definitely more [time in the car], also for another reason which we just found out on the car side," he said. "But also my balance, I just didn't get it quite right. It was engine braking this time. By the time I get to the last run, it's risky to change it."

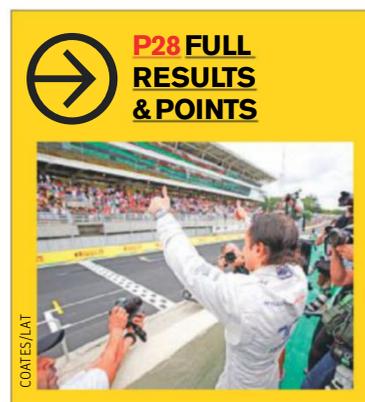
"Yes, it would make the car quicker but am I able to exploit it? It becomes more risky because the car has different limits. I decided that since I was quicker at the time I would persevere with it and nail the lap. It was definitely the right decision."

Hamilton, who knew he only had to finish tucked under Rosberg's rear wing in the final two races to be crowned champion – on top of the reassuring fact that he has come out on top in the wheel-to-wheel battle three times in the past three races – was sanguine at the defeat. While he was close, he didn't quite seem to have the same speed as Rosberg, with sector one the main weakness.

But this wasn't simply a two-horse race for pole. Or at least, it shouldn't have been. Felipe Massa was only eight hundredths off Rosberg's time based on the first Q3 runs, with team-mate Valtteri Bottas close behind. But neither improved on their second attempt, Massa getting caught up behind Kevin Magnussen's Mercedes after a delay in leaving the pits because of a fuel pickup problem and Bottas locking up several times before aborting the lap.



After 'disastrous' Friday, Button qualified P5



**➤ P28 FULL RESULTS & POINTS**

## THE GRID

	<b>1</b> ROSBERG MERCEDES 1m10.023s Soft		<b>3</b> MASSA WILLIAMS 1m10.247s Soft
	<b>4</b> BOTTAS WILLIAMS 1m10.305s Soft		<b>5</b> BUTTON McLAREN 1m10.930s Soft
	<b>6</b> VETTEL RED BULL 1m10.938s Soft		<b>7</b> MAGNUSSEN McLAREN 1m10.969s Soft
	<b>8</b> ALONSO FERRARI 1m10.977s Soft		<b>9</b> RICCIARDO RED BULL 1m11.075s Soft
	<b>10</b> RAIKKONEN FERRARI 1m11.099s Soft		<b>11</b> GUTIERREZ SAUBER 1m11.591s Soft
	<b>12</b> HULKENBERG FORCE INDIA 1m11.976s Medium		<b>PL</b>
	<b>14</b> GROSJEAN LOTUS 1m12.037s Medium		<b>13</b> SUTIL SAUBER 1m12.099s Medium
	<b>16</b> MALDONADO LOTUS 1m12.223s Soft		<b>15</b> VERGNE TORO ROSSO 1m12.040s Soft
	<b>18</b> PEREZ FORCE INDIA 1m12.076s Soft		<b>+7</b>
			<b>17</b> KYIAT TORO ROSSO no time Medium

KEY  
+7 7-place grid penalty  
PL Started from pitlane



With pole position,  
Rosberg had won  
half the battle

## RACE 14:00, 09.11.2014



Sport is all about balancing risk against reward, a human endeavour in which knife-edge

decisions can make the difference between success and failure. Lewis Hamilton and his Mercedes crew danced that tightrope and ended up on the wrong side of a marginal call.

Not that Hamilton's second place in the Brazilian Grand Prix was really a failure. Heading into the race, he knew that runner-up spots in the two remaining races of the Formula 1 season would secure a second world championship.

From that perspective, it was job half-done. But Hamilton had reiterated his mantra that he was here to win – not cruise and collect – several times at Interlagos, and his race performance showed he meant it.

The window of opportunity was wide open for Hamilton when it came

to the second round of pitstops. Rosberg had led from the start, holding on to his advantage during the first, early, round of stops when the majority of the field switched from the short-lived soft-compound Pirelli on to the mediums that proved to be the rubber of choice for the race.

But on the in-lap before his second stop, Rosberg's cushion was only a second from the other Silver Arrow that had been lurking not far behind for much of that stint. This was the chance for Hamilton to attack.

And he did so, spectacularly, setting the fastest first- and second-sector times seen up to that point on what he thought was his in-lap. But the decision on the pitwall was to leave Hamilton out for another lap, and it was a perfectly rational one, for his speed was such on lap 27 that he was already likely to be able to pit and re-emerge in the lead.

**Wolff: 'He got the call and really squeezed all the performance out of the car'**

With one more quick lap, it would be a done deal. And it would also encourage Rosberg to push harder when he was being careful not to ask too much of his fresh mediums at the start of his stint.

"Just before the pitlane, it was as I was coming up the hill," said Hamilton of the moment he realised he was being left out for an extra lap. "They said keep pushing."

And push he did. In the short first sector, Hamilton was again quick, a tenth faster than Rosberg was on that lap. But when he hit the brakes for Turn 4, the rear wheels locked. He was on it quickly, correcting, but he was spat wide where he couldn't find grip to avoid a spin. It cost him around six seconds, and very possibly victory.

"They told me to do a switch change and, as I was doing it, I didn't go back on my brake balance," said Hamilton. "I hit the brakes and I locked the rears, so one thing happened after another."

Hamilton's speed was undeniable, but as the closing stages of the race demonstrated, if he was to get ahead of his team-mate it would require some strategic assistance. The attempt to complete that extra lap

before the second stop potentially offered exactly that, but it proved to be ill-starred.

"He got the call 'hammer time' and he really squeezed all the performance out of the car," explained Mercedes motorsport supremo Toto Wolff. "Because he was so quick and delivering purple sector times, that stint was extended by another lap and you could see he lost the car on entry."

Rather than being just ahead of Rosberg, Hamilton found himself seven-and-a-half seconds behind at the end of lap 29. Yes, he was faster, but given the championship situation, it seemed that he would have to accept his challenge was broken. From there, simply play it safe, bank the second place and go to Abu Dhabi knowing that a trouble-free race would guarantee the title.

This could not have been further from what Hamilton was thinking. Perhaps mindful of the way he almost lost the 2008 drivers' championship at Interlagos thanks to an overly conservative approach to a race in which he only had to finish in the top five, he pushed on. Hard.

What happened during the next 24 laps underline just how quick Hamilton was. While Rosberg held a small, but decisive, advantage through practice and qualifying, on race pace Hamilton was once again stunningly fast. Even with concerns about overworking the tyres and the brakes, he whittled away at Rosberg's advantage. ▶



Hamilton only needed second, but wanted win

GILHAM/GETTY



Alonso had to fight past two-stopping Raikkonen over the closing laps

COATES/LAT

► By the end of lap 34, the gap was down to five-and-a-half seconds. By lap 39, it was just under four. By lap 43, three seconds. His progress was inexorable and doubtless irritated Rosberg, who at one point requested that the team stop giving him updates about the gap to his title rival.

When Rosberg pitted at the end of lap 50, the gap was down to two seconds. There was no repeat of the delay in responding, and Hamilton dived into the refiled pit-entry on the following lap. Given the toll taken on his tyres closing that gap, he was never going to be in a position to jump his team-mate through this pitstop sequence, but he could get close.

Hamilton's pitstop was a couple of tenths faster, and in total he spent four-tenths of a second less time in the pitlane than Rosberg. While his in-lap was around a quarter of a second faster, Hamilton wasn't able to jump Rosberg, but he went hard on his out-lap, which was 1.4s quicker. By the end of lap 53, he was in the DRS zone and able to use this straightline-speed advantage to close on Rosberg.

**Rosberg: 'At every race this year, bar a couple, we've been together and it's always going to be like that'**

For a few laps, it seemed inevitable that Rosberg would have to yield. After all, in the three races that preceded Brazil, at Austin, Sochi and Suzuka, he had lost out in wheel-to-wheel combat with Hamilton every single time.

But Rosberg had spent much of the weekend talking about what he had got wrong the previous Sunday and ensured that he did not miss a beat. This time, he would not yield. And for the final 18 laps the irresistible force that was Hamilton was met with the immovable object that Rosberg had become.



Rear lock-up proved costly for Hamilton

MASON/GETTY

Inevitably, Rosberg was adamant that he was controlling the race, and in a way he was. But he insisted that he had not been too conservative and, while he did keep Hamilton just out of reach, the reality is that he did not have the speed to keep his pursuer out of DRS range. That meant that he had no margin for error, no cushion should a wayward backmarker or a mistake cost him momentum.

"The important thing was to maintain the gap so that he didn't have the opportunity to overtake," said Rosberg. "So from that point of view, it all worked out fine. Ideally, he

should be 20 seconds behind! But that's not going to happen often because he's a great driver and the level is extremely high.

"At every race this year, bar a couple, we've always been together and it's probably always going to be like that."

Rosberg's performance can be looked at from two diametrically opposed perspectives. The first is that this was another race during which he did not have the legs of his team-mate and that he would not have won without Hamilton's spin. The second is that, having earned the advantage of pole position through pure pace, he

then held off a quicker driver and converted a likely defeat into victory. It's the latter view that holds water.

Consider the intensity of the pressure on Rosberg's shoulders. He had not won a race since the German GP in July, he had watched Hamilton win five consecutive races, four of which Rosberg had been in a potential position to win before either his own error or being overtaken.

The German doesn't like talking about momentum, and for good reason given that everything had been going Hamilton's way in recent races.

It would have been so easy to crumble, to accept that he had been beaten by the better driver. But Rosberg has impressed time and time again this year by picking himself up, dusting himself down and raising his game. What happened during the race at Interlagos was the physical manifestation of that.

"It was a great weekend," he said. "Austin was a tough day for me on Sunday, so it was important for me



**Tyres proved to be the limiting factor throughout the race**



**Massa stopped in McLaren pit**

DUNBAR/LAT

to improve because I didn't do a good enough job in the race in Austin. Today, I managed to do that. I learned from Austin and did better so that's a big step in the right direction. It's one race too late, but there's still all to play for.

"I was confident, definitely, because during the first stint I could see that I could control the gap and could just make sure that Lewis didn't come into the region where he could launch an attack, so from that point of view, I was very confident that I could keep on controlling the gap for the whole race.

"When Lewis had the spin and was further behind, I saved more tyres than I normally would have done so I could make sure that at the end of the stint I had enough. It was so critical on tyres today and that worked really well."

For Rosberg to keep Hamilton out of reach, the defensive strategy was simple. He was vulnerable in the two DRS zones, located on the main straight and on the run down to the Turn 4 left-hander.

Hamilton would have a clear straightline speed advantage in both of those parts of the track, but Rosberg knew that he was safe provided he was able to continue to capitalise on having a clear road ahead of him in the middle sector.

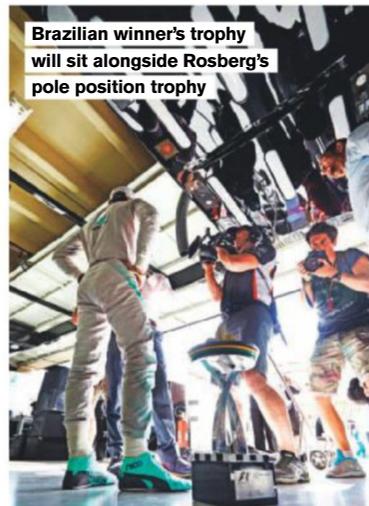
With the driver ahead in an identical car, and the aerodynamic disadvantage of following another through the twisty middle stages of the track holding him back, Hamilton needed an error from Rosberg to get within striking distance. That chance

never came, but Hamilton was happy with the way he stalked his rival.

"People, over the years, have reported how I used tyres and all that sort of stuff, but today shows that I utilised my tyres better than anyone I've raced and I've utilised them more today than Nico.

"He was in front and I was always behind, I was always in his dirty air,

**Brazilian winner's trophy will sit alongside Rosberg's pole position trophy**



ETHERINGTON/LAT

scrubbing the life out of the tyres but still playing with him. Then, when he pitted, I had extra pace.

"So hopefully people can see that, and that there are a lot of positives."

The positives could not be more clear. For Rosberg to take his fifth win of the season, he needed to do it against the run of play both on race pace and recent history. While Hamilton did make an error, there was no disputing the fact that he had a speed advantage. The reward is to head to the season-ending Abu Dhabi GP knowing that a repeat performance is all Lewis needs to seal one of the hardest-fought world championships of this century.

But Rosberg has done what he has always done in 2014, hung in there and landed a heavy punch just when he looked down and out. That will make him a dangerous foe in Abu Dhabi in two weeks.

After all, strange things happen in championship deciders. Mercedes has already broken the record for one-twins in a season with its 11th, and making it a dozen will guarantee Hamilton that second crown. Rosberg knows he needs some fortune on his side to ensure that even if he does win in the Middle East, Hamilton does not take that second place.

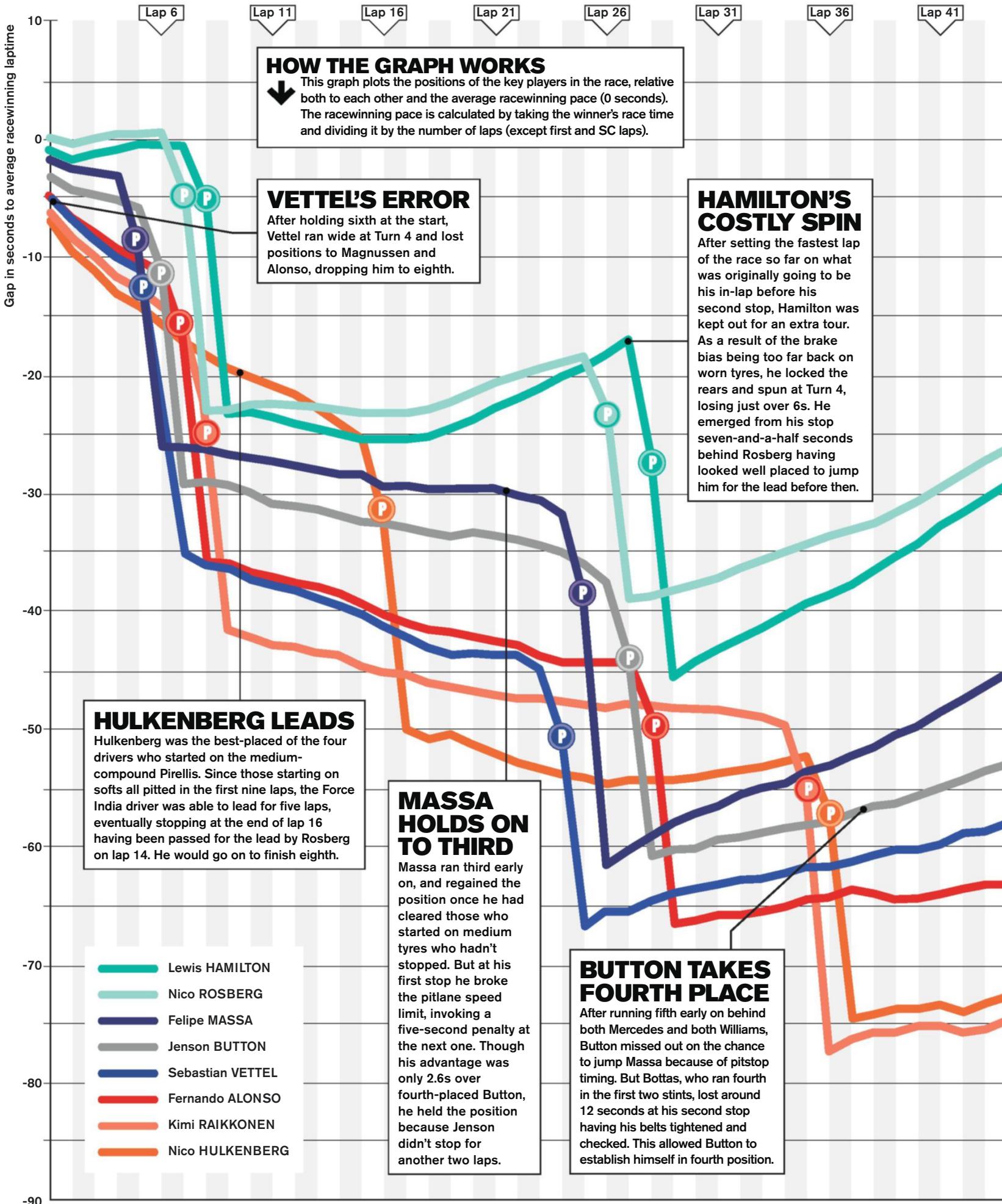
It's probably a big ask to expect that kind of help. Then again, after a run of races during which he has done the cracking, it's no wonder that Rosberg was so pleased to see his arch-rival making the mistake this time. 🏆

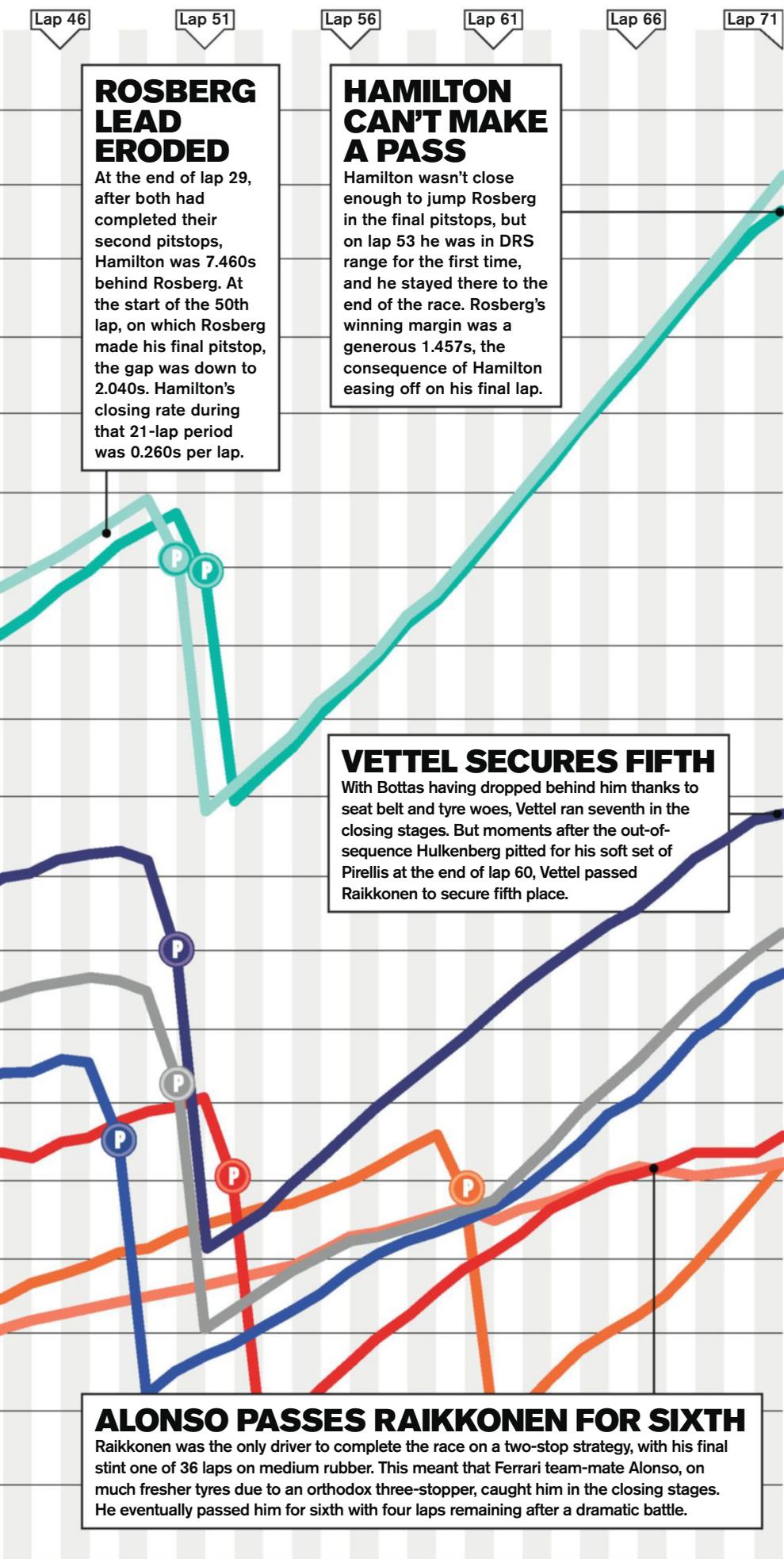


**Victory still leaves Rosberg needing luck in Abu Dhabi**

TEE/LAT

# HOW THE RACE WAS WON





**TRACKSIDE VIEW**

**EDD STRAW**  
**GRAND PRIX EDITOR**  
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Watching from the inside of Turn 4 early on during Friday morning practice offers a glimpse of the difference between the two Red Bull drivers in microcosm. It's a medium-speed left-hander, one that drops away far more dramatically than the television pictures give it credit for. In the case of Sebastian Vettel, that means that the grip limitation is enhanced by the rear's lightness.

Vettel turns in relatively aggressively, but when he attempts to get on the power mid-corner the rear isn't having it. He has to adjust, compromising his speed out of the turn. It's only a tiny error but one that, repeated around a full lap, adds up.

Daniel Ricciardo approaches the corner differently. His initial turn-in is a little more progressive and the outside of the car is loaded up gradually. Through the turn, he is able to feed the power in systematically, adhering to the old saying that once you get on the throttle, if you want to be fast you have to make sure that you stay on it rather than having to adjust. This more progressive run through the corner allows him to stay within the limits of the rear when the lateral load is at its maximum, and exit quickly.

**'It's a tiny error but one that, repeated around a full lap of Interlagos, adds up'**

On the lap in question, his exit is not perfect. While riding the exit rumble strip there is a tiny wobble, but it's quickly controlled and costs little momentum. In the early running, Ricciardo is significantly faster than Vettel, but while the pair do converge as practice progresses, this reveals the default settings of the pair.

One is working within the limits not just of the car, but of the regulations that have slashed rear downforce. The other, while now accepting that he needs to, takes a little longer to get into the swing of things.



# STORIES OF THE RACE

Rounding up the action from the Brazilian GP

**EDD STRAW**  
GRAND PRIX EDITOR



## Massa takes emotional podium finish

**FELIPE MASSA RECOVERED FROM A FIVE-SECOND** penalty and an accidental visit to the McLaren pit box to claim an emotional third place in his home grand prix.

The 33-year-old threatened to be a factor in the fight for pole position, but traffic on his final lap after a fuel collector problem delayed the start of his second Q3 run meant he could not improve his time. From third on the grid, he maintained a firm grasp on third for most of the race. But when entering the pits for his first stop, he was clocked at 88.8km/h, 8.8km/h over the speed limit. He served a five-second penalty for that at his second stop.

"It was just a problem when I braked for the pitstop," said Massa. "I pressed the pit limiter, but for whatever reason the pit limiter was not there."

Massa's error at his third stop, when he pulled into the McLaren pit box as the team waited to receive Jenson Button, cost the Brazilian over three seconds. It was the consequence of the Williams garage being in a different place to where he has become used to it during the season.

### MASSA'S BRAZILIAN GRAND PRIX RECORD

YEAR	TEAM	RESULT
2002	Sauber	DNF
2004	Sauber	8
2005	Sauber	11
2006	Ferrari	1
2007	Ferrari	2
2008	Ferrari	1
2010	Ferrari	15
2011	Ferrari	5
2012	Ferrari	3
2013	Ferrari	7
2014	Williams	3

"He did a really incredible race," said Smedley, who said Massa lost around 10 seconds in the pits during the race. "Apart from the two obvious errors, which was speeding

in the pitlane and pulling into McLaren's pitstop area, he drove very well. On the track, he never put a foot wrong."

Williams looked set to finish third and fourth early in the race, with Valtteri Bottas running behind Massa. But Bottas had a troubled race, battling both serious problems with rear tyre graining – which forced him to run a longer final stint at a conservative pace – and around 12 seconds lost at his second stop because of concerns about loose seat belts. Although the Finn salvaged a point for 10th place, it was a difficult race.

"It was not my day," he said. "In the second stint I had more graining so we had to make it shorter.

"We had a really slow pitstop because of the belts and that cost

us a lot of time, then in the third stint I had an issue with graining of the left-rear tyre. Then the last stint was compromised because it became really long."

DUNBAR/LAT



Piquet (left) did podium interviews

THOMPSON/GETTY

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Vettel had to fight after error on first lap

STALEY/LAT

## Vettel up to fourth in championship

**OUTGOING WORLD CHAMPION SEBASTIAN** Vettel had a strong run to fifth, moving ahead of Valtteri Bottas into fourth in the drivers' championship.

The German appeared to be struggling, but raised his game in qualifying to line up sixth. But a mistake on the opening lap, running wide while leaving Kevin Magnussen too much room at Turn 4, cost him two places.

"Maybe I don't have the best memories from two years ago," said Vettel of dropping to eighth, referring to the first-lap clash there with Bruno Senna that almost cost him the world championship.

"I didn't know how aggressive Kevin might be and left a little too much space. I lost the car and went wide. I lost momentum and had to fight hard to get the positions back during the race."

Vettel jumped Fernando Alonso, Kevin Magnussen and Bottas at the second round of stops to take fifth.

## Alonso prevails in duel with Raikkonen

**FERNANDO ALONSO PASSED FERRARI** team-mate Kimi Raikkonen for sixth place with four laps remaining following one of the Finn's strongest race performances.

Raikkonen showed well during Friday practice, setting the third fastest time of the day, but ended up just over a tenth behind his team-mate come qualifying. The race was far from perfect: Raikkonen dropped to 11th at the start and then lost over four seconds at his second pitstop.

The pit delay was caused by the front quick-release jack failing, possibly as a result of it being hit too hard by the car. But Raikkonen was the only driver able to execute a two-stop

strategy, which included a marathon 36-lap stint, just over half the race distance, on his final set of mediums.

This put him on a collision course with Alonso, who was on an orthodox three-stop strategy and emerged from his final stop three places behind Raikkonen. Once both Button and Vettel had passed the Finn, Alonso was seventh and by lap 63 he was on Raikkonen's tail. Eventually, he got past on the run to Turn 1 with the assistance of the DRS. But there was no rancour evident.

"Even if I could have overtaken Kimi a little quicker, I had to save a lot of fuel so a battle with Sebastian was never a possibility," Alonso said.



Raikkonen (left) defended hard from Alonso

HONE/LAT



Massa salvaged popular third after eventful race

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Hulkenberg shone in decreasingly competitive car

COATES/LAT

## Hulkenberg leads on way to eighth

NICO HULKENBERG LED A RACE FOR ONLY THE third time in his F1 career in Brazil.

While he owed his five-lap stint in the lead to being the best-placed runner to start on the medium-compound Pirellis, Hulkenberg put in a good performance to finish eighth in a Force India that is becoming less competitive with every passing race.

Had the race run a lap longer, he would likely have passed Raikkonen for seventh given that he had a significant tyre advantage.

"It was quite a cool race and very satisfying to finish in eighth," said Hulkenberg. "With a three-stop race you are always pushing, but my race was not too complicated and I was on my own for a large part of the afternoon. I also had a few nice battles and it was good fun. The car felt a bit better today compared with earlier in the weekend."

## Button shines again amid uncertainty

AMID THE QUESTION MARKS OVER WHETHER the upcoming Abu Dhabi GP will be his last, Jenson Button again excelled by finishing fourth in Brazil.

This was his third top-five finish in the past four races and came off the back of a remarkable turnaround in the team's fortunes after a dismal Friday.

Button qualified fifth, 39 thousandths of a second faster than team-mate (and rival for a 2015 drive alongside new arrival Fernando Alonso) Kevin

Magnussen. After holding the position in the first part of the race, he moved into fourth when Valtteri Bottas had a slow second pitstop.

Button stayed there for the rest of the grand prix, but was not able to challenge Felipe Massa's third place even though the Williams driver didn't have a completely clean race – at his third stop committing a blunder by stopping in the McLaren pit while the crew was preparing for Button's arrival.

### Q&A JENSON BUTTON MCLAREN DRIVER

#### How was the race?

Chaotic. It was all pretty smooth up until the last pitstop. There was a miscommunication about coming into the pits. The call wasn't entirely made to come in. It was a fun race, straightline speed was a bit of an issue with the Ferrari, but I had a good battle with Kimi. It's a shame we couldn't hang on to Massa.

#### Are you disappointed to miss out on the podium by a single position?

There were a couple of things we could have done better, one was maybe to jump Felipe [Massa] when he had a penalty, but the other car was in on that lap so that made it tricky for me. But it was a really good race. I enjoyed trying to pace the car in terms of trying to get in the DRS zone with the Williams and hanging on to them. That helped me pull a massive gap but it

destroyed my tyres so the next two stints had to be played down a bit.

#### Can you shed any light on your future?

No. All I can shed light on is that I feel I'm doing a pretty good job at the moment. I've got nothing to prove and this is what I've done for 15 years.

#### Does this show you can race anywhere you want?

I don't think one race ever shows all about an individual. It's about the racing and the season that he has taken part in. I don't have anything to prove, being a world champion. All I've got to do is to enjoy the race and I'm loving it right now.



COATES/LAT

# STORIES OF THE RACE

STALEV/LAT

## Rosberg breaks qualifying lap record

**NICO ROSBERG'S POLE POSITION LAP OF 1m10.023s broke the 10-year-old qualifying record for the current configuration of the Interlagos circuit.**

The record was set by Rubens Barrichello in 2004, a mark of 1m10.646s. This was set carrying enough fuel to get him to the sixth lap of the grand prix because of regulations forcing drivers to qualify on their race-starting fuel load. In the first, low-fuel, qualifying session, the Brazilian had set a time of 1m09.822s, which is not regarded as the pole record.

This improvement in pace is a result of two factors; the complete resurfacing of the circuit since 2013, and the fact that turbocharged engines do not suffer the same power disadvantage at the circuit, which is around 800 metres above sea level, thanks to the lower air density.

"Normally we lose about 15 per cent of the power [with a normally-aspirated engine], but we are losing

very little now," said Button. "We have probably got the most power we have ever had in my era in F1, even with the V10s.

"Also, because the surface is new, it has got a lot of grip and the traction is probably the best I've felt for a long time, since we had exhaust blowing [at the end of 2013]."

The track resurfacing drew a mixed reaction from drivers, but it was positive in the majority of cases. Lewis Hamilton was delighted that it did not change the character of Interlagos.

"The track has not got a lot different," said Hamilton. "Every year, it had more bumps in it, but it adds character to a track. Smooth circuits are not as much fun, it's better when there are bumps there because you can get caught out in the braking zones.

"They've done a great job of resurfacing it, the grip was amazing," he added.



**Poleman Rosberg eclipsed the 10-year-old record at Interlagos**

## Juncadella shunt costs Perez vital laps

**SERGIO PEREZ WAS UNABLE TO COMPLETE A lap in Friday practice after Force India reserve driver Daniel Juncadella crashed during FP1.**

The Spaniard ran wide onto the exit kerb at Turn 7, then lost the rear on the approach to the slower Turn 8 right-hander. In correcting, he speared off the track on the outside and crashed head-on into the tyre barrier. Because of a heat-soak problem related to the engine as a result of the crash, Perez could not take over for the afternoon session.

"It was the weirdest crash I've ever had, because it was really unexpected," said Juncadella, who

races regularly in the DTM touring car series.

"The track was weird to manage. With the new asphalt, there was only one line and it was getting better every lap. But on that lap, I just went a bit wider on the kerb.

"I thought I could use it, but I was way too optimistic. There you have the wall in front and if you have a moment and don't catch it, it just goes straight into the wall."

Perez focused on race set-up in qualifying thanks to the seven-place grid penalty he served for hitting Adrian Sutil in Austin. He finished 15th.



DUNBAR/LAT

## Ricciardo suffers suspension failure

**DANIEL RICCIARDO REGISTERED ONLY THE second retirement of his first season with Red Bull after suffering from a suspension failure shortly after the halfway mark of the race.**

The Australian qualified eighth and was running in the same position when the problem manifested itself with the car pulling to the right on the approach to the first corner.

"It was a suspension failure, the cause of which we don't know," said team principal Christian Horner. "We need to quarantine the parts and have a good look at whether any contact was made early in the race and understand what the cause is.

"Initially, he thought it was a disc failure, similar to what we had in practice," Horner added, "but actually it was a front-left suspension failure."

Ricciardo's only previous retirement was in Malaysia in April, although he was not classified in the season-opening Australian GP after being disqualified from second place.

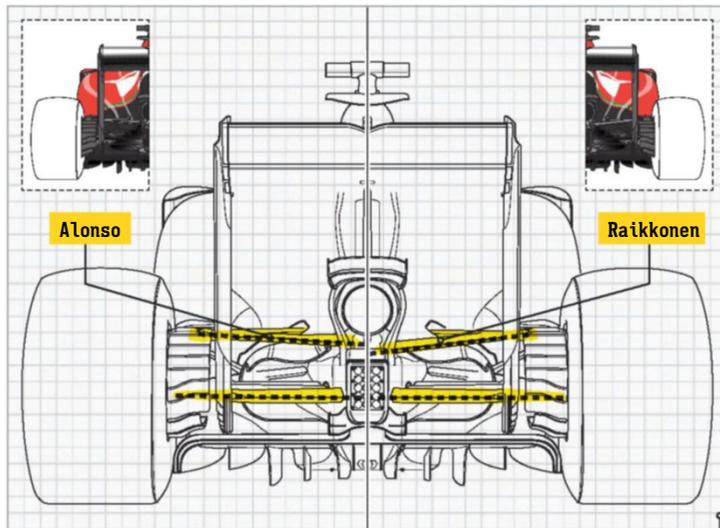
### FORMULA1'S FRIDAY DRIVERS IN 2014

Sauber: 7	Williams: 5	Force India: 3	Toro Rosso: 3	Caterham: 3	Caterham: 1 Marussia: 1	Caterham: 2	Williams: 2	Lotus: 1	Sauber: 1

DRAWING BOARD



Gary Anderson, technical consultant



Ferrari tests new suspension

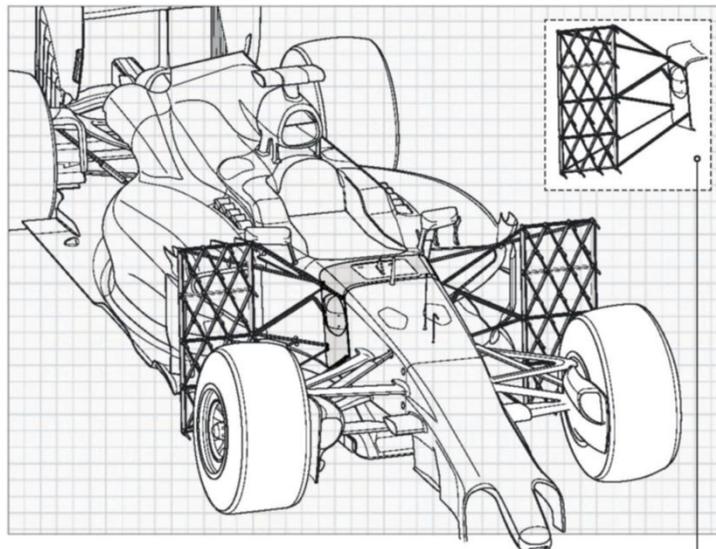
→ Ferrari has been testing different rear suspension geometries during recent weekends.

The new version is running on Kimi Raikkonen's car and looks like it has a little more camber change available, while Fernando Alonso has been using the old configuration.

With the very high corner forces, which induces a lot of rear-tyre deflection, F1 cars require around three degrees of negative camber in high-

speed corners. If there is not enough dynamic camber change on the suspension itself, it means that more static camber will be needed. This means that at low speed, the tyre contact patch is smaller, giving less grip for in-line traction.

Rear-tyre degradation is a result of too much wheelspin exiting slow corners. This overheats the tyre surface leading to less grip and consequently even more wheelspin.



McLaren runs sensor rakes

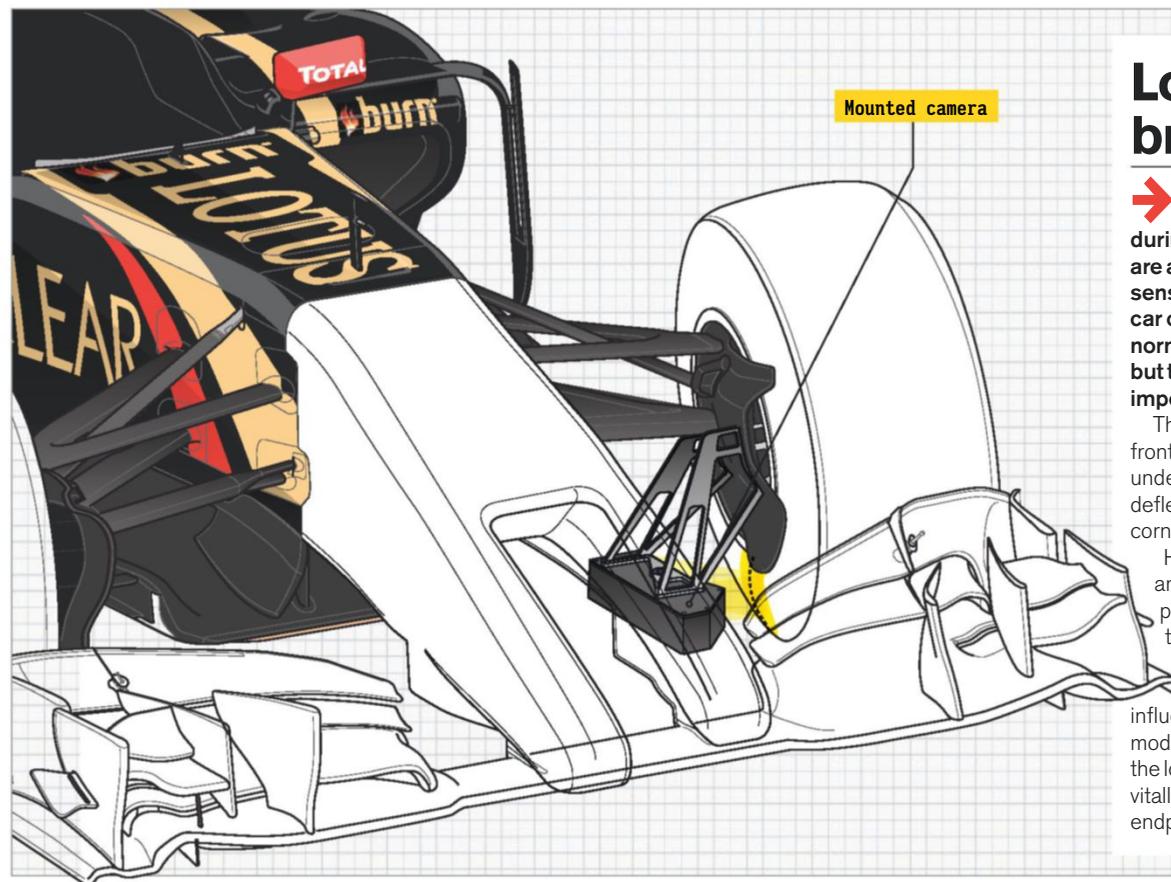
→ Windtunnel work and computational fluid dynamics (CFD) can only take you so far. Real circuit data is required to understand fully how the aerodynamics work, especially in transient conditions.

When we talk about transient conditions, it is when the driver requires different steering angles. This then induces different amounts of roll, tyre deflection and car slip angle. Modelling all of this in stable conditions is not too

difficult, but it is almost impossible to model when the steering is applied.

These aero rakes, as they are called, are mounted outboard on each side of the chassis behind the front wheels. They measure the velocity of the airflow coming off the back of the front tyre. From this data, a model can be built to allow the engineers to understand transient airflow.

The sad thing about this is that such aero rakes probably cost as much to manufacturer as a whole Marussia car.



Lotus takes brake 'selfie'

→ Lotus mounted a camera to the front brake ducts during Friday practice. Teams are allowed to fit a variety of sensors and cameras to the car on Fridays that would normally make the car illegal but that can be used to gather important data.

This camera is directed at the front-tyre contact patch to help understand how the front tyre deflects under vertical and cornering loads.

How the airflow separates around the front-tyre contact patch influences how efficient the underfloor is at producing downforce. The design of the front-wing endplate influences this airflow, so modelling the tyre deflection in the loaded condition in CFD is vitally important to front-wing endplate design.

Illustrations by Craig Scarborough

# TEAM BY TEAM

## RED BULL



RED BULL-RENAULT RB10

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">1</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">7/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">6/10</p>
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**SEBASTIAN VETTEL**

**Start 6th Finish 5th**  
**Strategy 3 stops (soft/medium/medium/medium)**

**DANIEL RICCIARDO**

**Start 9th Finish DNF**  
**Strategy retired (soft/medium/medium)**

Ricciardo's race pace on Friday was encouraging, but ultimately the Renault power deficit meant that Red Bull was not in a position to challenge for best of the rest, with both Williams and McLaren comfortably stronger.

The power deficit combined with balance problems to make life difficult for Ricciardo in qualifying, although he looked potentially to have the beating of Vettel on Sunday had he not lost out by having to stop after his team-mate.

The Australian's retirement, initially suspected to be for a brake disc problem, was actually a suspension issue, although the team was unsure of the exact cause. Vettel, meanwhile, had a solid run to fifth place but did make a costly mistake on the first lap.

## MERCEDES



MERCEDES F1 W05

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">6</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">9/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">44</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">7/10</p>
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**NICO ROSBERG**

**Start 1st Finish 1st**  
**Strategy 3 stops (soft/medium/medium/medium)**

**LEWIS HAMILTON**

**Start 2nd Finish 2nd**  
**Strategy 3 stops (soft/medium/medium/medium)**

With the constructors' title long since won and the record for one-two finishes in an F1 season in its sights, Mercedes took its 11th double of the season. But having outclassed Rosberg comfortably in recent weekends, Hamilton was unable to make his race-pace advantage count at Interlagos and had to settle for second.

It might have been different had he not stayed out for an extra lap at his second stop, when it was possible to have jumped ahead, but ultimately Rosberg deserves huge credit for the way he performed under pressure.

Heading to Abu Dhabi, the one thing that everyone at Mercedes will be keen to see is both cars having similarly reliable runs.

## FERRARI



FERRARI F14 T

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">7</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">8/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">14</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">8/10</p>
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**KIMI RAIKKONEN**

**Start 10th Finish 7th**  
**Strategy 2 stops (soft/medium/medium)**

**FERNANDO ALONSO**

**Start 8th Finish 6th**  
**Strategy 3 stops (soft/medium/medium/medium)**

Ferrari had probably the fourth strongest car at Interlagos, so coming home sixth and seventh with Alonso and Raikkonen was a respectable result, and one that ensured any danger of McLaren threatening its fourth place in the constructors' championship was extinguished.

Encouragingly for the team, this was a decent weekend for Raikkonen, who was third fastest on Friday afternoon and, having disappointed in Q3, was the only driver able to make a two-stop strategy work. Unfortunately, a failed front jack, possibly the result of the Finn clouting it when he dived into his pitbox, cost him a better result.

Alonso had a characteristically good weekend, although left it late to get back ahead of Raikkonen in the final stint.

## FORCE INDIA



FORCE INDIA-MERCEDES VJM07

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">11</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">5/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">27</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">9/10</p>
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**SERGIO PEREZ**

**Start 18th Finish 15th**  
**Strategy 3 stops (soft/medium/medium/medium)**

**NICO HULKENBERG**

**Start 12th Finish 8th**  
**Strategy 3 stops (medium/medium/medium/soft)**

Reserve driver Daniel Juncadella's Friday-morning shunt was a big setback, costing Perez his afternoon session. But Force India's biggest concern was its fading competitiveness as even with a strong qualifying lap from Hulkenberg in Q2, it wasn't possible to get into Q3.

With Perez doomed to start from the back row thanks to his seven-place grid penalty for wiping out Adrian Sutil in the US GP, Hulkenberg was always going to be the team's best hope. He drove a good first stint on mediums, which briefly allowed him to lead the race.

After a late switch to softs he finished eighth, although was close to snatching seventh off Raikkonen. Given the machinery, four points was a very good return.

## SAUBER



SAUBER-FERRARI C33

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">21</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">7/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">99</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">6/10</p>
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**ESTEBAN GUTIERREZ**

**Start 11th Finish 14th**  
**Strategy 3 stops (soft/medium/medium/medium)**

**ADRIAN SUTIL**

**Start Pits Finish 16th**  
**Strategy 3 stops (medium/medium/soft/medium)**

While Sauber showed encouraging speed at Interlagos, with Gutierrez following up Sutil's 10th place in America with 11th on the grid, it was a difficult weekend overall. On Friday, the Mexican suffered an electrical problem the team couldn't pin down, leading it to building up a new car around a spare chassis overnight. On Saturday and Sunday, he performed well but, as usual, the Sauber was less competitive on race pace so points weren't possible.

Sutil also had a troubled weekend, struggling to match Gutierrez on Saturday and then having to start from the pits after both his turbo and MGU-K were changed. With the car's lack of pace, he was never going to be able to get into a points-threatening position from there.

## TORO ROSSO



TORO ROSSO-RENAULT STR9

<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">25</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">7/10</p>	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">26</div> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">7/10</p>
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**JEAN-ERIC VERGNE**

**Start 15th Finish 13th**  
**Strategy 3 stops (soft/medium/medium/medium)**

**DANIIL KVYAT**

**Start 17th Finish 11th**  
**Strategy 3 stops (medium/medium/medium/soft)**

Toro Rosso's tendency to start the weekend strongly and gradually fade continued in Brazil. On Friday morning, Kvyat was third and Max Verstappen an eye-catching sixth, but as soon as the afternoon session things started to go awry, with Kvyat less content with the car and Vergne managing only five laps before suffering an ERS problem.

With Kvyat having to serve the remaining seven places of a grid penalty for introducing his seventh V6 engine in the US GP and Vergne on the back foot, qualifying was always going to be difficult. Ultimately, Kvyat's run to just outside the points was about par, although with the correct starting position the car was probably strong enough to snatch a points finish.

For the reasons behind the driver weekend ratings, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## LOTUS



LOTUS-RENAULT E22

**8**  
9/10



### ROMAIN GROSJEAN

Start 14th Finish 17th  
Strategy 3 stops (medium/medium/medium/soft)

**13**  
7/10



### PASTOR MALDONADO

Start 16th Finish 12th  
Strategy 3 stops (soft/medium/medium/medium)

The Lotus has proved to be a little more convincing in recent races and while still not a clear top-10 runner, the team could at least go into the race knowing that points were at least possible. Grosjean was the team's stronger performer in Brazil, qualifying and racing well, but his chance of scoring was ended by engine cylinder failure.

Maldonado had a tougher weekend but finished the race reasonably. He qualified last after struggling with front-tyre warm-up in Q1, with a visit to the weighbridge preventing him from being able to extend the preparation phase for his second run.

Enstone will be delighted to be just one race away from seeing the end of the troublesome E22.

## McLAREN



McLAREN-MERCEDES MP4-29

**20**  
6/10



### KEVIN MAGNUSSEN

Start 7th Finish 9th  
Strategy 3 stops (soft/medium/medium/medium)

**22**  
9/10



### JENSON BUTTON

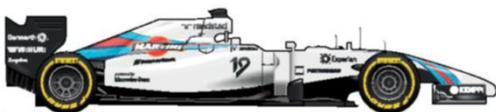
Start 5th Finish 4th  
Strategy 3 stops (soft/medium/medium/medium)

Things didn't look good at all for McLaren during Friday practice, with an ERS problem also costing Button the morning session. But the transformation by Saturday was dramatic, with McLaren leaping ahead of Red Bull and Ferrari and not too far behind Williams. Part of this was down to improving the car's performance on the straights.

With all the question marks over his future, Button's conscious decision not to get too worked up about it seemed to serve him well with an excellent qualifying and race performance. Magnussen's qualifying pace was near-identical, but he struggled more with tyres in the race.

Another decent weekend in McLaren's improved end to the season.

## WILLIAMS



WILLIAMS-MERCEDES FW36

**19**  
8/10



### FELIPE MASSA

Start 3rd Finish 3rd  
Strategy 3 stops (soft/medium/medium/medium)

**77**  
6/10



### VALTTERI BOTTAS

Start 4th Finish 10th  
Strategy 3 stops (soft/medium/medium/medium)

The Williams was comfortably best of the rest in Brazil, so much so that Massa could afford to serve a five-second penalty and pay a brief visit to McLaren's pitbox and still emerge with an emotional podium finish. But once again, the car was not quite strong enough to bother Mercedes in the race even though it gave it the hurry-up in qualifying.

Bottas's race was beset with problems, including loose belts that cost him time at his second pitstop while they were tightened. He also struggled badly with rear-tyre graining, doing a good job to hang on to a points finish.

As performance chief Rob Smedley put it, this was a "character building" weekend, but Williams still came out of it with another podium.



## STANDOUT PERFORMANCE

### Nico Rosberg

Having set the pace during practice and qualifying, Rosberg did not have as strong race pace as Hamilton. But he used his track-position advantage well and dealt with the pressure of a must-win race admirably. Unlike at Austin, he was able to prevent Hamilton mounting a serious challenge even when the DRS was available, and his reward was arguably the best win of his F1 career. This was a statement of intent for Abu Dhabi after a difficult run.

"The whole weekend I've been feeling comfortable in the car, I was able to attack and control the gap also to Lewis in the race. So that worked out great and I'm very, very happy."



## TEAM RADIO MESSAGES

**WARM-UP LAP**  
Hamilton is asked for practice start feedback: "It felt slightly under-engaged."

**LAP 4**  
Hamilton is told: "Just be mindful of those tyre temps, rear-right getting close to the limit." He then sets fastest lap.

**LAP 5**  
Rosberg is told: "Try and get rear brake balance right, rears are hotter than fronts. Rear is becoming a problem."

**LAP 6**  
Button is told: "Pit this lap, we will have a clear track." Bottas then pits in front of him.

**LAP 7**  
As Rosberg pits, Hamilton is told: "Push, push. You know what to do."

**LAP 10**  
Massa is told: "We have a stop/go penalty, we need a 5s gap to the car behind." He replies: "I don't understand, what do we need to do? Stay on the track, right?"

**LAP 12**  
Leader Hulkenberg: "Front-right is getting a blister now."

**LAP 14**  
Hamilton: "Have a vibration across the fronts, I think. I don't recall having a lock-up." He's told: "It may be a bit of blistering."

**LAP 19**  
Rosberg: "Still too much understeer in this car... er, oversteer."

**LAP 27**  
Rosberg told after Hamilton spins: "Reduce pushing, other car has gone... made a mistake."

**LAP 28**  
Hamilton: "Sorry guys, too much brake bias to rears." He is told: "Don't worry Lewis, all is not lost mate."

**LAP 31**  
Rosberg is told: "Your team-mate is pushing quite hard."

**LAP 34**  
Hamilton: "Next time you tell me to push, I have one lap to use the tyre up."

**LAP 39**  
Ricciardo: "Left-front brake's gone, could feel wobble, will cruise back to pits."

**LAP 49**  
Button asks: "Box this lap or not?" He's told yes, but replies: "Too late."

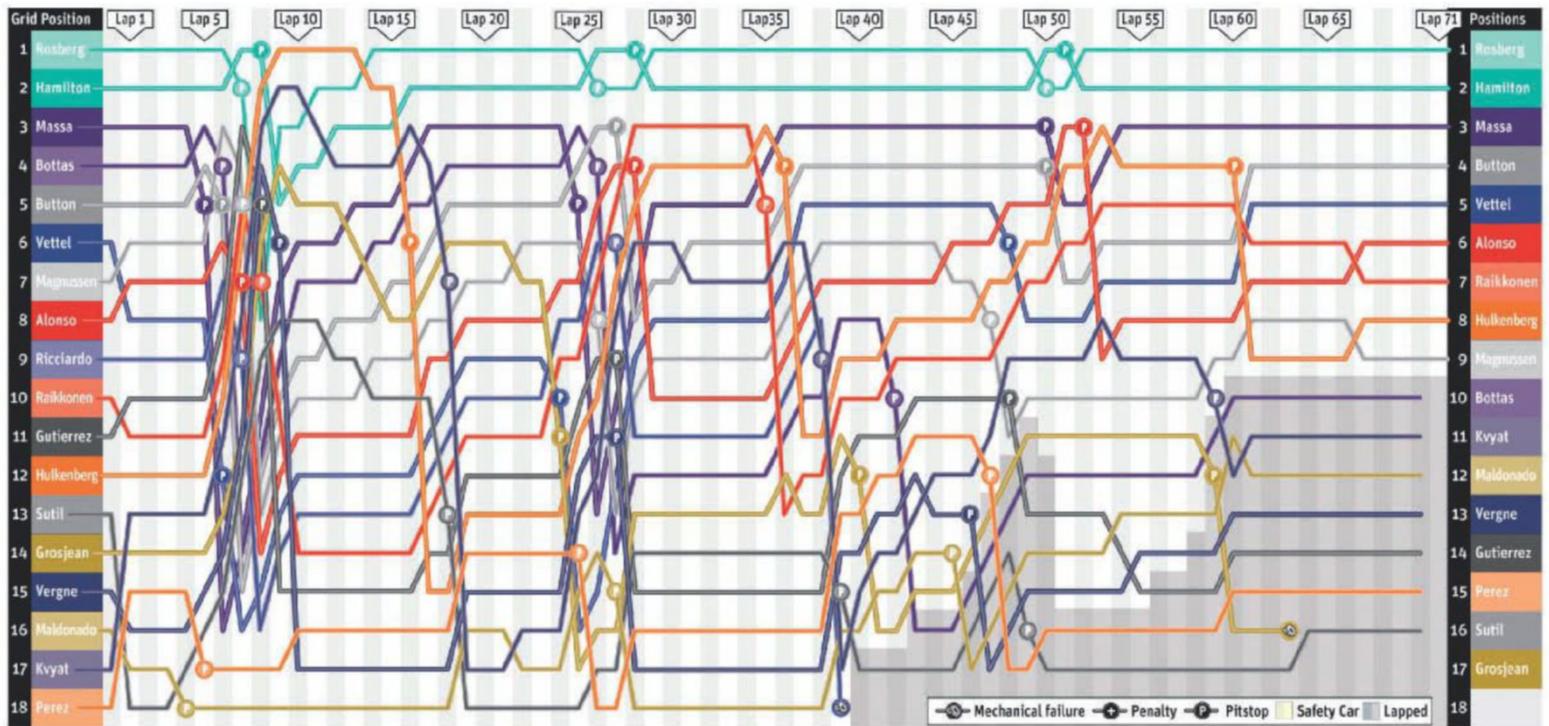
**LAP 51**  
Rosberg is told: "Lewis just exiting the box now. Should be safe by 1.5s."

**LAP 63**  
Grosjean: "There is smoke from the back of the car." He is told: "Scenario 11. Stop the car."

**IN-LAP**  
Massa admits: "Sorry for my mistake, I was too quick on the limiter."

**IN-LAP**  
Button's engineer: "I apologise for what went wrong." Jenson replies: "I don't think it worked out too badly for us actually."

# RESULTS



### PRACTICE 1: Friday

POS	DRIVER	TIME
1	ROSBERG	1m12.764s
2	HAMILTON	1m12.985s
3	KVYAT	1m13.723s
4	ALONSO	1m13.742s
5	MASSA	1m13.811s
6	VERSTAPPEN	1m13.827s
7	MALDONADO	1m14.034s
8	RAIKKONEN	1m14.114s
9	MAGNUSSEN	1m14.136s
10	RICCIARDO	1m14.197s
11	SUTIL	1m14.434s
12	NASR	1m14.522s
13	HULKENBERG	1m14.678s
14	VETTEL	1m14.902s
15	GROSJEAN	1m15.109s
16	JUNCADELLA	1m16.030s
17	BUTTON	no time
18	GUTIERREZ	no time

### PRACTICE 2: Friday

POS	DRIVER	TIME
1	ROSBERG	1m12.123s
2	HAMILTON	1m12.336s
3	RAIKKONEN	1m12.696s
4	RICCIARDO	1m12.956s
5	BOTTAS	1m13.035s
6	MASSA	1m13.099s
7	ALONSO	1m13.122s
8	KVYAT	1m13.254s
9	VETTEL	1m13.333s
10	MAGNUSSEN	1m13.479s
11	MALDONADO	1m13.497s
12	GROSJEAN	1m13.714s
13	HULKENBERG	1m13.882s
14	GUTIERREZ	1m13.902s
15	SUTIL	1m14.204s
16	BUTTON	1m14.209s
17	VERGNE	1m17.171s
18	PEREZ	did not run

### PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m10.446s
2	HAMILTON	1m10.560s
3	MASSA	1m10.875s
4	BOTTAS	1m11.054s
5	RICCIARDO	1m11.188s
6	BUTTON	1m11.210s
7	RAIKKONEN	1m11.316s
8	ALONSO	1m11.399s
9	MAGNUSSEN	1m11.499s
10	KVYAT	1m11.834s
11	VETTEL	1m11.967s
12	MALDONADO	1m12.069s
13	SUTIL	1m12.184s
14	GROSJEAN	1m12.235s
15	VERGNE	1m12.235s
16	GUTIERREZ	1m12.286s
17	HULKENBERG	1m12.324s
18	PEREZ	1m12.942s

Weather: 23C, sunny

Weather: 31C, sunny

Weather: 22C, overcast

### FRIDAY TESTERS

	1 VERSTAPPEN	1m13.827s
	2 NASR	1m14.522s
	3 JUNCADELLA	1m16.030s



### QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m10.347s (1)	1m10.303s (1)	1m10.023s
2	HAMILTON	1m10.457s (2)	1m10.712s (4)	1m10.056s
3	MASSA	1m10.602s (3)	1m10.343s (2)	1m10.247s
4	BOTTAS	1m10.832s (4)	1m10.421s (3)	1m10.305s
5	BUTTON	1m11.097s (5)	1m11.127s (5)	1m10.930s
6	VETTEL	1m11.880s (13)	1m11.129s (6)	1m10.938s
7	MAGNUSSEN	1m11.134s (6)	1m11.211s (9)	1m10.969s
8	ALONSO	1m11.558s (10)	1m11.215s (10)	1m10.977s
9	RICCIARDO	1m11.593s (11)	1m11.208s (8)	1m11.075s
10	RAIKKONEN	1m11.193s (7)	1m11.188s (7)	1m11.099s
11	GUTIERREZ	1m11.520s (9)	1m11.591s	-
12	HULKENBERG	1m11.848s (12)	1m11.976s	-
13	SUTIL	1m11.943s (14)	1m12.099s	-
14	KVYAT	1m11.423s (8)	did not run	-
15	GROSJEAN	1m12.037s	-	-
16	VERGNE	1m12.040s	-	-
17	PEREZ	1m12.076s	-	-
18	MALDONADO	1m12.233s	-	-

Weather: 26C, cloudy

### QUALIFYING STATISTICS

HEAD TO HEAD		
VETTEL	7	11 RICCIARDO
ROSBERG	11	7 HAMILTON
RAIKKONEN	2	16 ALONSO
GROSJEAN	14	4 MALDONADO
MAGNUSSEN	9	9 BUTTON
PEREZ	6	12 HULKENBERG
GUTIERREZ	9	9 SUTIL
VERGNE	7	11 KVYAT
MASSA	6	12 BOTTAS
CHILTON	3	12 BIANCHI
ERICSSON	4	12 KOBAYASHI/LOT'ER



### POLE POSITION TROPHY

ROSBERG WINNER	BRN	MC	CDN	GB	D	H	B	J	USA	BR	10
HAMILTON	AUS	MAL	PRC	E	I	SGP	RUS	7			
MASSA	A 1										

### SUPERLICENCE PENALTY POINTS

Drivers	1	2	3	4	5	6	7	8	9	10	11	12
BIANCHI	X	X	X	X								
BOTTAS	X	X										
ERICSSON	X	X	X	X	X							
GROSJEAN	X	X										
GUTIERREZ	X											
MAGNUSSEN	X	X	X	X								
MALDONADO	X	X	X	X	X							
PEREZ	X	X	X	X								
SUTIL	X	X	X									
VERGNE	X	X	X									

Anyone who gets to 12 points will be suspended for one race



# Why Brazil is banking on success with Felipe Nasr

One of the most surprising announcements in recent days was GP2 nearly man Felipe Nasr's move to Sauber in 2015 with Banco do Brasil backing. **EDD STRAW** analyses his chances

**T**he days of world championship success for Ayrton Senna, Nelson Piquet and Emerson Fittipaldi are an increasingly distant memory for Brazil, but it still boasts one of F1's strongest fanbases. Williams tester Felipe Nasr's surprise deal to race for Sauber alongside Marcus Ericsson in 2015 is a vital boost for that support.

The 22-year-old GP2 racewinner's deal is understood to be worth around £15 million to Sauber for 2015, with Banco do Brasil his major backer. The signing, announced on Wednesday night ahead of the race on TV Globo, ensures Brazil will have a second driver on the grid alongside Felipe Massa for the first time since Rubens Barrichello's Williams swansong in 2011.

Next season will not be easy for Nasr, who is joining a Sauber team that is on the brink of completing a season without scoring a point for the first time. But having spent three years in GP2, as well as the 2014 season as Williams reserve driver, Nasr believes that the time was right to step into a race seat even though continuing in his current role was an option.

"They know the areas where they have to improve the car and I feel comfortable that in my first year I will be able to fight for points," says Nasr of Sauber. "In Brazil, they showed good pace [with Esteban Gutierrez qualifying 11th] but of course there is still a lot more to improve.

"It's going to be my first year in F1, I don't know all the circuits and I need to get to know the team well and the engineers. There is much

to do, but I feel 100 per cent ready and I know the team can improve."

## F1 EXPERIENCE KEY

Nasr has already had the chance to run in five Friday morning practice sessions for Williams, with a final outing scheduled for Abu Dhabi.

This, along with two test days in Bahrain, means he should be able to hit the ground running next year. He has looked convincing in his F1 outings, particularly on his return to the Williams cockpit after a long absence at Austin.

"From the first moment you drive an F1 car, there are so many things you have to fine tune to give 100 per cent," he says. "I would like to have more mileage, but every time I drove the car I had a great experience and was able to improve. In Austin, I proved that if I feel comfortable then I am going to deliver.

"I had not driven the car for five months, since Barcelona FP1 [in May] and I'm the kind of driver that likes the combination of high-speed corners there, so Austin was the right place for me to get back in the car and get in the flow again."

## LOSS OF MOMENTUM IN GP2

After winning both the Formula BMW Europe and the British F3 titles, beating Kevin Magnussen to the latter, much was expected of Nasr when he graduated to GP2 with the DAMS squad in 2012. The French team ran Romain Grosjean to the title the previous season, but as teammate to champion Davide Valsecchi Nasr failed to win a race.

The dissatisfied Nasr switched to Carlin the following year, delivering consistent results but again failing to win a race. Now in his second year



Nasr has won races in GP2 but not the title

LEICESTER/LAT

with the team, he is on target to finish second in the standings, although could still lose the place to McLaren junior Stoffel Vandoorne. Given the success DAMS has enjoyed since he left, leaving the team potentially prevented him becoming GP2 champion.

"I don't think it was a mistake," he says. "That first year I had with DAMS, the service they gave me was nothing compared to the other car. It's always one car doing the job and the team giving attention to one car. "That's why I made the decision to move to Carlin. They were not quite a top team in GP2, but we could see the progression. We nearly took the championship this year, if it wasn't for a few mistakes and a few weekends that didn't come together. Carlin improved a lot and I can't regret anything I've done."

Nasr has enjoyed both good and bad times during his career. Such is his potential, there is a feeling that he has underachieved in GP2 despite winning three races. During the 2014 campaign there have been mistakes you would not expect from a driver in his third season, such as allowing title rival Jolyon Palmer to pass him at the inside of Turn 1 at the Hungaroring in both races.

But if the Sauber is up to it, Nasr has the ability to score points. While he owes his place on the grid to his financial backing, he unquestionably has the talent to deserve this shot.

Whether he can emerge as the next Brazilian superstar, which was the hope when he was excelling in his pre-GP2 days, is another question. ❧

Nasr's backers hope he can emulate legends such as Fittipaldi



Williams role has given Nasr precious F1 track time

STALEY/LAT



## FELIPE NASR CV

Age 22

Nationality Brazilian

2014 Currently 2nd in GP2 (Carlin), 4 wins

2013 4th in GP2 (Carlin), 6 podiums

2012 10th in GP2 (DAMS), 4 podiums

2011 1st in British F3 (Carlin), 7 wins

2010 5th in British F3 (Double R), 1 win

2009 1st in Formula BMW Europe (EuroInternational), 5 wins

2008 Car racing debut in final Formula BMW Americas round (Amir Nasr Racing), 1 podium



S BLOKHAN/LAT

## SUTIL AND GUTIERREZ SEEK SEATS

Sauber's decision to replace Adrian Sutil and Esteban Gutierrez leaves both facing uncertain futures.

Sutil is seeking crunch talks to resolve his contractual situation with the Swiss squad, while Gutierrez says he is looking at alternative options – which are few – to remain in F1 next year.

Gutierrez said: "After long talks with the team we didn't reach an agreement.

It's quite disappointing not to have a seat next season, although my priority is to remain in Formula 1.

"In parallel to that we've been working on other things [besides Sauber] and hopefully that can work out."

Force India's decision to retain Sergio Perez, coupled with the expectation that Romain Grosjean will remain with Lotus, suggests Gutierrez will probably have to

seek a third-driver role to remain in F1, unless the ailing Caterham and Marussia squads are somehow revived.

Sutil and reserve driver Giedo van der Garde were both believed to have contracts to race for Sauber for next year, but now look set to leave the team.

Sutil expressed some surprise at the situation and said discussions were needed to clear up matters.

"There are certain things to talk about definitely," he said. "Yes, they confirmed two drivers, but it doesn't mean the drivers are going to drive.

"It is just an announcement. From my side I need to do some talking to sort out things."

Sauber is also set to drop test driver Sergey Sirotkin.

**Ben Anderson**

Hirvonen will wave  
goodbye to the WRC  
at the end of this season

# Why Mikko quit rallying

The winner of 15 World Rally Championship rounds has shocked the sport by announcing his retirement.

Mikko Hirvonen explains all to **DAVID EVANS**



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**M**ikko Hirvonen decided to retire from the World Rally Championship in the middle of this year, when he found it increasingly difficult to focus completely on driving M-Sport's Ford Fiesta RS WRC. The 34-year-old announced last week that Wales Rally GB would be his final event as a factory driver in the world championship.

Hirvonen's decision puts him at odds with most rally drivers, who usually enjoy extended careers in a sport which draws heavily on experience. His countryman Marcus Gronholm, for example, didn't sign his first full-time WRC contract until he was 32, while four-time champion Juha Kankkunen drove at the highest level for 10 years longer than Hirvonen.

Hirvonen is adamant, however, that his time has come. He started his first WRC round as a private driver in 2002 and was immediately pitched into a Ford seat and a full WRC programme the following season. He moved to the Subaru World Rally Team where he drove alongside Petter Solberg in 2004 before a year in the wilderness, driving for the Skoda factory team and a private Ford. It was his drive to edge Xevi Pons's works Citroen Xsara WRC for third at the

Spaniard's home event that landed Mikko a return to Ford. He stayed with the M-Sport squad for the next six years, winning 14 of his 15 rallies and coming within a single point of lifting the 2009 world title.

A switch to Citroen for 2012 and '13 timed nicely with the departures of Sebastien Ogier and Sebastien Loeb from that team in successive seasons. Last year, Hirvonen started the season as many people's favourite for the title with a season of experience aboard a DS3 WRC

and the whole team behind him. It didn't work. Having finished second to Loeb in 2012 (for the fourth time in his career) he could only manage fourth in the standings in 2013 – and suffered his first winless year since 2005.

He returned to M-Sport, but couldn't recreate the magic through this season.

"I'm not sad about this," Hirvonen told AUTOSPORT. "I'm happy. I'm looking forward to the next stage of my life. I've been

living my dream for the last 13 years and it has been amazing. But it's been a very selfish way of life, only thinking about myself and when I have to go testing or training. And now the time has come to think about my boys and spending more time with my family."

The 15-time world rally winner admitted the decision to go wasn't a difficult one.

"When I first started thinking about this in the summer, it wasn't so easy, but once I started to discuss

Hirvonen hasn't  
sparkled after his  
return to M-Sport



ALL PICS: MCKLEIN.DE



Hirvonen 'celebrates' his first WRC win in Australia, 2006



Hirvonen's only win for Citroen came in the 2012 Rally of Italy

it with Jarmo [Lehtinen, co-driver], Linda [Martins, partner] and my manager, then it actually became an easy decision to make and it was a relief to have made the decision."

Hirvonen acknowledged that such a big decision might have had an impact on his speed this season.

"Sometimes I have maybe been thinking a little bit about what the boys are doing back home in Finland, when I am on the rally," he said. "Maybe this has had an impact on the pace; I don't enjoy sometimes thinking about them when I'm away. Now they know I'm going to be home 24/7 and they have so much planned – I'm going to be going to all of their ball games and ice hockey matches. I'll be running around doing everything. I think I'm going to be fitter than ever in six months!"

Hirvonen admitted he wouldn't be turning his back on motorsport completely and has already raised the possibility of competing on Dakar or Safari. He is also interested in rallycross – but there won't be any quick decisions.

"I want time to cool down for a bit," he said, "just some time to relax. The more adventurous events like Safari are interesting for me, and maybe Dakar in the years to come, but for now it's time to relax.



Wilson (right) praised contribution to double world title success for Ford

"It's been a very selfish way of life. The time has come to think about my boys and spending more time with the family"

MIKKO HIRVONEN

That's not to say I won't get my Mk II Escort out every now and then!"

Northern Irishman Kris Meeke, who is embarking on his rookie season at rallying's highest level aged 35, admitted he struggled to understand Hirvonen's decision.

"I guess when you've been at it for 13 years, travelling and being away from home for 200 days a year,



Tanak (left) and Wilson will be reunited in 2015

## TANAK GETS ANOTHER CHANCE

After what has been his least successful season as a factory driver since Subaru in 2004, it would have been tough for Mikko Hirvonen to find a new deal for next year – with Ott Tanak likely to be announced as his replacement at M-Sport in the near future.

The 27-year-old Estonian will return to the Cumbrian firm for a second full-time season, having been dropped after a difficult 2012 campaign.

With Dani Sordo confirmed in the second Hyundai for the majority of rallies for the next two years, the driver market is

beginning to look more settled. Hayden Paddon is also likely to be retained by the Koreans, with potential for Juho Hanninen and Bryan Bouffier to take on testing roles as the team builds towards next season's new car.

Citroen looks ready to ink a new deal with Kris Meeke, but the identity of the team's second driver remains a source of speculation. The latest thinking is that Mads Ostberg and Sebastien Chardonnet will share the DS3 WRC, although Robert Kubica is rumoured to be ready to return to the Versailles team.

maybe it's a bit much," said Meeke. "And I think if Mikko was in my position then he might be taking a slightly different view. You have to respect what the guy has done and the decision he has taken, but I'm completely the opposite. I have a plan for my future for the next 10 years and it's all about the world championship. I've got a sniff of it now and I'm not about to give it up."

M-Sport team principal Malcolm Wilson will say goodbye to Hirvonen for the second time in three years – having waved him off to Citroen at the end of 2011.

Wilson said: "Mikko [Hirvonen] and Jarmo [Lehtinen] have given the team so much over the years and I look back on our time together with a lot of very happy memories. They formed one of the sport's most successful partnerships [with Marcus Gronholm] and we shall not forget their talent, determination and commitment.

"They were instrumental in securing back-to-back World Rally Championships for Ford and each of their 14 victories with us holds a lot of very special memories. A lot of crews have passed through our doors, but few were held in as high a regard as Mikko and Jarmo who have always been immensely popular members of the team." ❧

## THE WRC'S MOST SUCCESSFUL FINNS EVER...

Marcus Gronholm (below) is the Finn with the most WRC wins. Where does Hirvonen fit in?



- 1 Marcus Gronholm 30 wins (2 titles)
- 2 Tommi Makkinen 24 wins (4 titles)
- 3 Juha Kankkunen 23 wins (4 titles)
- 4 Markku Alen 19 wins (0 titles)
- 5 Hannu Mikkola 18 wins (1 title)
- 6 Mikko Hirvonen 15 wins (0 titles)
- 7 Jari-Matti Latvala 12 wins (0 titles)
- 8 Timo Salonen 11 wins (1 title)
- 9 Ari Vatanen 10 wins (1 title)
- 10 Timo Makinen 4 wins (0 titles)



# WHY RALLY GB HAS A SPRING IN ITS STEP

The finale of the 2014 World Rally Championship gets under way in North Wales tomorrow (Friday) with the prospect of a cracking rally. **DAVID EVANS** runs through what's happening and points out the men and machines to look out for during one of Britain's biggest events

Evans would jump at the chance of a good result in his home rally

buckle under the Frenchman's pressure at home in Finland in the summer. Ogier hates losing. And Latvala loves Wales. And, providing he finds the confidence in the car from the off, he'll be very tough to beat. Remember two years ago? Sebastien Loeb was shown a clean pair of heels by Latvala.

And then there's Andreas Mikkelsen. The Norwegian has promised to go crazy in his efforts to win here. He used to live just down the road from service in Ruthin, so he's almost local. A maiden world win for him would be a popular affair on Sunday.

But, let's face it, although Mikkelsen was a Skoda UK employee for two years, a win for Citroen's Kris Meeke or M-Sport's Elfyn Evans would be a dream for British rally fans. What are the chances? Slim. Meeke's the best bet. He's been getting quicker and more consistent as his debut season at the top level has passed – his effort to get in among the VWs in Finland was awesome. It's fair to say his DS3 is lagging slightly behind the Polo, especially if the going gets rougher on the second run.

Welsh hero Evans brings some real speed home with his Ford Fiesta RS WRC, but he remains short on experience of the car, the event and competing at the sharp end.

## WRC2

While the big prizes might have been sealed for this season, the feeder series to the main event – the WRC2 class – has still to be decided. Nasser Al-Attiyah is the man firmly in charge of the category, having won four times in his Ford Fiesta RRC this season. A top-seven finish will be enough for the Qatari to take the title and only Finland's Jari Ketomaa can deny him in his DMACK-backed Fiesta R5.

While Al-Attiyah is likely to take a sensible, tactical approach, Ketomaa will go flat out to win. And he'll face some mighty competition for victory on what's shaping up to be one of the hottest WRC2 battles of the season.

Some of the finest British talent will be ranged against the WRC2 regulars this week, including a returning Matthew Wilson. The former WRC regular-turned Bentley team manager drives a Fiesta RRC, while Tom Cave and Osian Pryce try to put their respective disappointments behind them in Fiesta R5s. Cave missed the Drive

Kris Meeke will be stretching himself for a finale flourish



## It's here. It's back.

Last year was good. This week will be even better. The World Rally Championship is back in Britain.

What about the title race? We all know Volkswagen and Sebastien Ogier are champions (again), but that's a good thing. Who needs the mathematical hassle of who has to finish where.

Forget all that. When the lights go green at 0744 precisely on the startline of Gartheiniog on Friday morning, Ogier's mind will be on one thing and one thing only: winning Wales Rally GB for the second time.

Two minutes later, Jari-Matti Latvala's mindset will be exactly the same. These boys both want to win again. Victory this week sends them into the closed season on the crest of a wave.

Round 13 of WRC 2014's going to be a ripper.

## WHO WILL WIN?

All of that said, Volkswagen will almost certainly win this event. But which Polo will top the podium? There's a gentle needle between Ogier and Latvala – not least since Jari-Matti refused to



Matthew Wilson returns in WRC2-class Fiesta R5

DMACK title in Spain, while Pryce has been runner-up in the British Rally Championship for the past two years and switches from his Citroen DS3 R3T to a CA1 Sport-run Fiesta for the chance of a lifetime.

There will be plenty of eyes on David Bogie as well this week. The seven-time Scottish Rally Champion (not bad for a 27-year-old...) has spent the second half of the year getting used to a Fiesta, running it in R5+ spec to win the Speyside Stages in August. But this is the big one for the talented Scot, his first time on a WRC round.

## OTHERS TO WATCH

Talking of WRC2 frontrunners, Estonian Ott Tanak has been at the front of that field for much of the season. But, for this week, he switches to a Ford Fiesta RS WRC. Interestingly, he's running an all-new DMACK tyre, tailored specifically to the expected conditions in the Welsh woods. If there's a dark horse in the field, this is the one. Fellow Fiesta runners Robert Kubica, Mikko Hirvonen and Henning Solberg should also feature up front.

Hyundai's i20 WRC makes its sole appearance in the British forests – this, new-for-2014 car will be replaced by an even newer one next season. The three factory machines are all well capable of a top-six place. Further down the entry, look out for Alastair Fisher in the WRC3 class. Fisher will be chasing a solid end to another wretched season for him. British champion Dan McKenna won't be eligible for WRC3 points, but he'll be desperate to get his car up among the class leaders.

And then, saving the best until last, there's the Porsche 911. Richard Tuthill bravely ventures into the woods in a nearly-new 997 run by his family team. You might think him mad, but he'll bring an awful lot of smiles to an awful lot of faces.

## FAMILY FUN

The forests remain the place for the hardcore fans, but for an easier option take a look at the two RallyFest stages in Chirk Castle (Saturday) and Kinnel Park (Sunday). Both are easy to get to and offer stacks of other stuff to keep the family entertained while you're waiting for the cars. If you fancy Chirk, you'll need to buy your ticket up front and before midnight tomorrow (Friday).

Away from the stages, Sebastien Ogier won't be the only world champion in Deeside on Saturday night as two-time World Superbike champion James Toseland wheels out his band to entertain fans while they watch the cars being fettled for the final day. Service is free throughout the event, as is the start and finish at Eirias Park, Colwyn Bay and Mostyn Street, Llandudno respectively. The start's the place to go to meet your heroes at the autograph session, while the finish is ideal for a champagne shower. ▶

## VOLKSWAGEN MOTORSPORT POLO R WRC

Come Sunday in Llandudno, it's most likely to be one of the three Polos that will be doused in champagne. The German team has won all-but one event this season and both Sebastien Ogier and Jari-Matti Latvala are former winners of Wales Rally GB. With the championship titles sorted, expect the Frenchman and his Finnish colleague to set off at a blinding pace – both have a huge desire to win in Wales. And, with third in the championship pretty much a done deal, Andreas Mikkelsen is ready to fight for his first WRC win. The Norwegian's speed has been improving all season and, having competed in Britain from the age of 17, he has a good understanding of this week's roads.



### 1 SEBASTIEN OGIER (F)



Age	30
WRC starts	83
WRC wins	23
WRC titles	2
Wales Rally GB starts	6
Wales Rally GB wins	1
Best Wales Rally GB result	1st



### 2 JARI-MATTI LATVALA (FIN)



Age	29
WRC starts	142
WRC wins	12
WRC titles	0
Wales Rally GB starts	12
Wales Rally GB wins	2
Best Wales Rally GB result	1st



### 9 ANDREAS MIKKELSEN (N)



Age	25
WRC starts	51
WRC wins	0
WRC titles	0
Wales Rally GB starts	4
Wales Rally GB wins	0
Best Wales Rally GB result	5th

## CITROEN TOTAL ABU DHABI WORLD RALLY TEAM DS3 WRC

There will be an assumption that Kris Meeke is going to come to his home round of the WRC and show his team-mate Mads Ostberg the fastest way through Wales. That mightn't necessarily be the case... Ostberg has done this event twice more than Meeke and he's been in a World Rally Car. The Dungannon driver has only done the event twice in top-flight machinery. It'll be a fascinating battle between the pair. Ostberg enjoyed a stronger start to the season, but Meeke has come good in the second half and could easily have taken his first win in Germany. He'll certainly enjoy stronger support from a home crowd desperate to see a British winner for the first time since Richard Burns' third straight victory in 2000.



### 3 KRIS MEEKE (GB)



Age	35
WRC starts	52
WRC wins	0
WRC titles	0
Wales Rally GB starts	6
Wales Rally GB wins	0
Best Wales Rally GB result	4th



### 4 MADS OSTBERG (N)



Age	27
WRC starts	77
WRC wins	1
WRC titles	0
Wales Rally GB starts	8
Wales Rally GB wins	0
Best Wales Rally GB result	2nd

## M-SPORT WORLD RALLY TEAM FORD FIESTA RS WRC

Such is the family environment at M-Sport that tears on a driver's departure are nothing new. Three years ago the super-friendly Finn waved a fond and damp-eyed farewell to Ford, bound for Citroen. Then he came back. And now he's leaving, this time for good. Expect big emotion from the M-Sport crew at the finish. Before that? Who knows? Hirvonen was bang on the pace in Spain and maybe a demob-happy Mikko will find the time for one last win. Wouldn't that be nice. It would also help to take some of the pressure off his team-mate and local hero Elfyn Evans. There will be inevitable expectation on the Welshman, but in all honesty, a top six would be a superb result on his maiden Rally GB outing in a World Rally Car.



### 5 MIKKO HIRVONEN (FIN)



Age	34
WRC starts	162
WRC wins	15
WRC titles	0
Wales Rally GB starts	11
Wales Rally GB wins	1
Best Wales Rally GB result	1st



### 6 ELFYN EVANS (GB)



Age	25
WRC starts	29
WRC wins	0
WRC titles	0
Wales Rally GB starts	3
Wales Rally GB wins	0
Best Wales Rally GB result	8th



## RK M-SPORT WORLD RALLY TEAM FORD FIESTA RS WRC

The LOTOS-backed Ford Fiesta will be one of the most photographed in Wales this week as Britain catches its second glimpse of Robert Kubica the rally driver. Let's hope it's a longer look than last year... It should be. Kubica has considerably more experience than 12 months ago, when he had several offs in the woods, but still the weather conditions will make Rally GB one of the toughest challenges of the season. If he keeps his nose clean, expect him to be fighting for a top-six position. And keep your fingers crossed that we see him again next year; the ex-Formula 1 ace is on the verge of deciding his future and the world championship would be poorer without a driver of his ability and intellect.



### 10 ROBERT KUBICA (PL)



Age	29
WRC starts	20
WRC wins	0
WRC titles	0
Wales Rally GB starts	1
Wales Rally GB wins	0
Best Wales Rally GB result	N/A

## HYUNDAI MOTORSPORT i20 WRC

In any other era, this would be an exceptional first season for returning manufacturer Hyundai. Unfortunately, one win doesn't quite stack up against the 10 Volkswagen managed in its rookie 2013 year. Equally, from a standing start, Hyundai's i20 WRC achieved success quicker than the Polo and it's evolved and improved since Thierry Neuville's Rally Germany win. Neuville might not have too much experience of Rally GB, but he's a quick learner – a podium on his second attempt last year proves what the Belgian's capable of. Juho Hanninen and Hayden Paddon will continue the scrap they started in Finland, where it was the Kiwi who had the upper hand. Neuville's the most likely of the three to threaten the podium.



### 7 THIERRY NEUVILLE (B)



Age	26
WRC starts	44
WRC wins	1
WRC titles	0
Wales Rally GB starts	2
Wales Rally GB wins	0
Best Wales Rally GB result	3rd



North Wales welcomes the return of its biggest event



### 8 JUHO HANNINEN (FIN)



Age	33
WRC starts	41
WRC wins	0
WRC titles	0
Wales Rally GB starts	3
Wales Rally GB wins	0
Best Wales Rally GB result	14th



### 20 HAYDEN PADDON (NZ)



Age	27
WRC starts	34
WRC wins	0
WRC titles	0
Wales Rally GB starts	4
Wales Rally GB wins	0
Best Wales Rally GB result	13th

## ITINERARY



### LOCATION DISTANCE TIME

**THURSDAY NOVEMBER 13**  
START – Colwyn Bay 1900

### FRIDAY NOVEMBER 14

SS1 Gartheiniog 1	(9.06 miles)	0744
SS2 Dyfi 1	(13.60 miles)	0814
SS3 Hafren Sweet Lamb 1	(14.63 miles)	0924
SS4 Maesnant 1	(7.99 miles)	0958
Remote service – Newtown		1122
SS5 Gartheiniog 2	(9.06 miles)	1303
SS6 Dyfi 2	(13.60 miles)	1333
SS7 Hafren Sweet Lamb 2	(14.63 miles)	1443
SS8 Maesnant 2	(7.99 miles)	1517
Service – Deeside		1820

### SATURDAY NOVEMBER 15

SS9 Clocaenog East 1	(5.12 miles)	0752
SS10 Clocaenog Main 1	(8.53 miles)	0808
SS11 Aberhrrnant 1	(8.61 miles)	0918
SS12 Dyfnant 1	(12.41 miles)	1010
SS13 Chirk Castle	(1.28 miles)	1200
Service – Deeside		1333
SS14 Clocaenog East 2	(5.12 miles)	1500
SS15 Clocaenog Main 2	(8.53 miles)	1516
SS16 Aherhrrnant 2	(8.61 miles)	1626
SS17 Dyfnant 2	(12.41 miles)	1718
Service – Deeside		1949

### SUNDAY NOVEMBER 16

SS18 Brenig 1	(6.71 miles)	0833
SS19 Alwen 1	(6.23 miles)	0900
SS20 Kinmel Park 1	(1.37 miles)	0955
SS21 Kinmel Park 2	(1.37 miles)	1004
SS22 Alwen 2	(6.23 miles)	1051
SS23 Brenig 2	(6.71 miles)	1200
FINISH – Llandudno		1319

## TOP 20 ENTRIES

- 1 SEBASTIEN OGIER/JULIEN INGRASSIA Volkswagen Polo R WRC
- 2 JARI-MATTI LATVALA/MIKKKA ANTTILA Volkswagen Polo R WRC
- 3 KRIS MEEKE/PAUL NAGLE Citroen DS3 WRC
- 4 MADS OSTBERG/JONAS ANDERSSON Citroen DS3 WRC
- 5 MIKKO HIRVONEN/JARMO LEHTINEN Ford Fiesta RS WRC
- 6 ELFYN EVANS/DAN BARRITT Ford Fiesta RS WRC
- 7 THIERRY NEUVILLE/NICOLAS GILSOUL Hyundai i20 WRC
- 8 JUHO HANNINEN/TOMI TUOMINEN Hyundai i20 WRC
- 9 ANDREAS MIKKELSEN/OLA FLOENE Volkswagen Polo R WRC
- 10 ROBERT KUBICA/MACIEJ SZCZEPANIAK Ford Fiesta RS WRC
- 15 HENNING SOLBERG/ILKA MINOR Ford Fiesta RS WRC
- 20 HAYDEN PADDON/JOHN KENNARD Hyundai i20 WRC
- 21 MARTIN PROKOP/JAN TOMANEK Ford Fiesta RS WRC
- 22 OTT TANAK/RAIGO MOLDER Ford Fiesta RS WRC
- 31 MATTHEW WILSON/SCOTT MARTIN Ford Fiesta RRC
- 32 NASSER AL-ATTIYAH/GIOVANNI BERNACCHINI Ford Fiesta RRC
- 35 JARI KETOMAA/KAJ LINDSTROM Ford Fiesta R5
- 36 KARL KRUUDA/MARTIN JARVEOJA Ford Fiesta S2000
- 37 LORENZO BERTELLI/MITIA DOTTA Ford Fiesta R5
- 38 JOURDAN SERDERIDIS/FREDERIC MICLOTTE Ford Fiesta R5



Cameras will be trained on Kris Meeke and Paul Nagle during the event

# The boys to e



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# entertain you

**Kris Meeke and Elfyn Evans will take on rallying's biggest names on home turf this weekend, so who better to interview them than world champion co-driver and triple GB winner ROBERT REID?**

**F**or the first time since Richard Burns and Colin McRae in 2002, Britain has two drivers in factory seats for its home WRC round. Twelve years ago, Robert Reid co-drove Burns on their final Rally GB together. Now he sits down with Kris Meeke and Elfyn Evans to talk about their first season in world rallying's big time.

**Robert Reid:** First full season for you both. How do you think it's gone?

**Kris Meeke:** I'm not the youngest pup in the box. But you feel young when you're coming to rallies for the first time. I've always said you're only as old as the amount of experience you have. I knew the first half would be difficult and when you get your first full season with the number 3 on the door and you've the responsibility of trying to score points, temper your enthusiasm with trying to show enough speed to secure your seat for the next season, it's a balancing act. That was quite difficult and I fell flat on my face a few times. Second half of the year, I knew when I got back to events which I'd done before, Finland and Australia in particular, events I'd done in the Citroen, it just felt so much simpler.

**Elfyn Evans:** I guess I'm similar in some ways, but I was fortunate at the start of the year to be handed two seasons. That meant there was

no pressure on me to show speed from the team for this year.

**RR:** Do you think being a comparatively younger driver gives more or less pressure?

**EE:** I think probably less if I'm honest. I was told there was no pressure for me to show speed, especially in the first half of the year. I was told to go and drive the rallies, get experience, get a set of notes. I tried to concentrate on doing that, especially on the new rallies. That has proved to be quite frustrating for me, especially when you come to places like Australia. When you've built a little bit of momentum on the events before, all of a sudden you're in completely new territory, things don't feel comfortable and you're told you must finish to get the experience – then all of a sudden you find yourself not comfortable and not pushing and you're miles behind.

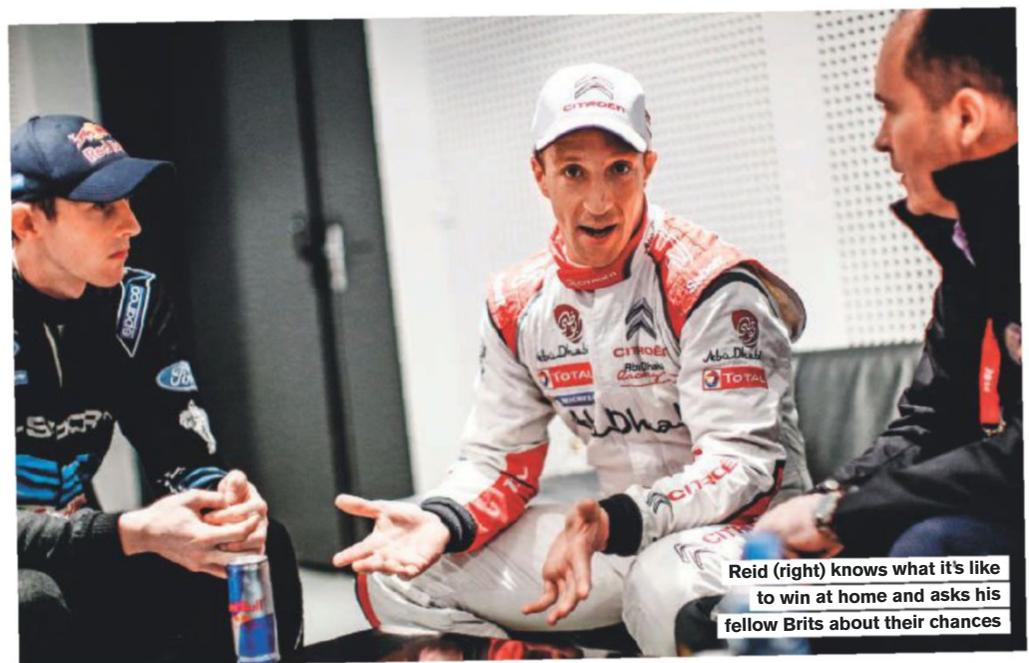
**RR:** And then you get to the point where you're told you need to score results, which I'd imagine is more where Kris is.

**KM:** It is that balancing act and getting experience and scoring points. That's not easy. I was handed the lifeline that I always wanted...

**RR:** ...later than you wanted... ▶



Meeke is aiming to fly on his home round, but admits it's a high-pressure rally



Reid (right) knows what it's like to win at home and asks his fellow Brits about their chances

**KM:** ...later than I wanted, but it means this is my final chance and I have to make it stick. But you have to make it stick in the right way and if I trip up then it can all go wrong. Once Elfyn has next year under his belt and I get into next year then all of that experience thing goes into the background and you become an established driver – and that's where we all want to be.

**RR:** If you could go back to the day before you got on the plane to fly to Monte Carlo for the recce, what's the one piece of advice you would give yourself?

**EE:** I would say just chill out a little bit more. You tend to work yourself up a bit more than maybe you needed to. Having said that, it's easy to say that when you've settled into the season a little bit more.

**KM:** Don't be as hungry on the events you don't know. Mexico this year I was only a second down on Jari-Matti [Latvala] after an hour and a half of rallying and, on reflection, that was quick, but it wasn't really clever. And then I tripped up.

**RR:** It wasn't sustainable?

**KM:** It wasn't. But that's the way it can be when you're in there trying to show that you are worthy of being there next year.

**RR:** Now go back to your 18th birthday...

**KM:** You're going back a bit there.

**RR:** Aye, this'll probably be a bit easier for Elfyn! What piece of advice do you give yourself then? And, meeting more girls and drinking more is not applicable here!

**KM:** The road to where I am now has been so up and down, in and out. You think it's all over; I retired twice, came back twice and now I'm here.

**RR:** When people ask me that question, I always say shake more hands, get more business cards. Whether in competition or not, it's all about contacts.

**EE:** To an extent, I was very realistic about the

chances in the sport when I was younger. I knew – or I had a very realistic understanding of – how difficult it would be to get to this level and maybe I took the ground level in the sport a bit too seriously. I don't know. Maybe I wouldn't be where I am if I hadn't taken it so seriously, but it feels like I didn't really always allow myself to enjoy what I was doing then.

**RR:** What's the most difficult event in the championship?

**KM:** There have been so many! But Monte and Argentina this year. Monte's always treacherous and you kind of expect that. But when it got wet on the final day in Argentina, that was the most difficult. Even the road sections were the toughest thing I've ever done. In the fog, you've got 10 minutes to do 10 kilometres, you're behind time, you've got to stop and change the set-up... you can't explain that kind of thing to people. Doing El Condor and Mina Clavero in that fog with foot-deep ruts and rocks everywhere in the road while sitting in a podium place, that was the most challenging thing I've ever done. It was about driving as slow as possible in those conditions.

**EE:** I'd agree with that. I'd been told both of those events would be really difficult and they absolutely were. I was told to go and finish the rallies, but when you have that kind of weather on those rallies... it was still really tough. I think we showed glimpses of speed in Monte, but then there were times when we lost a minute per stage because the conditions were so difficult.

**KM:** It's the hesitation, isn't it? Once you hesitate, it's gone.

**EE:** You're right there, once you hesitate in a stage, it's hard to get it back. You start to question all the corners.

**RR:** I think every non-British team-mate Richard and I had say that GB is the most difficult event in the championship. What do you think?

**KM:** Certainly I don't think there's the home advantage that there once was. When you used



Evans knows his first season in a World Rally Car is a learning year but he still wants to shine

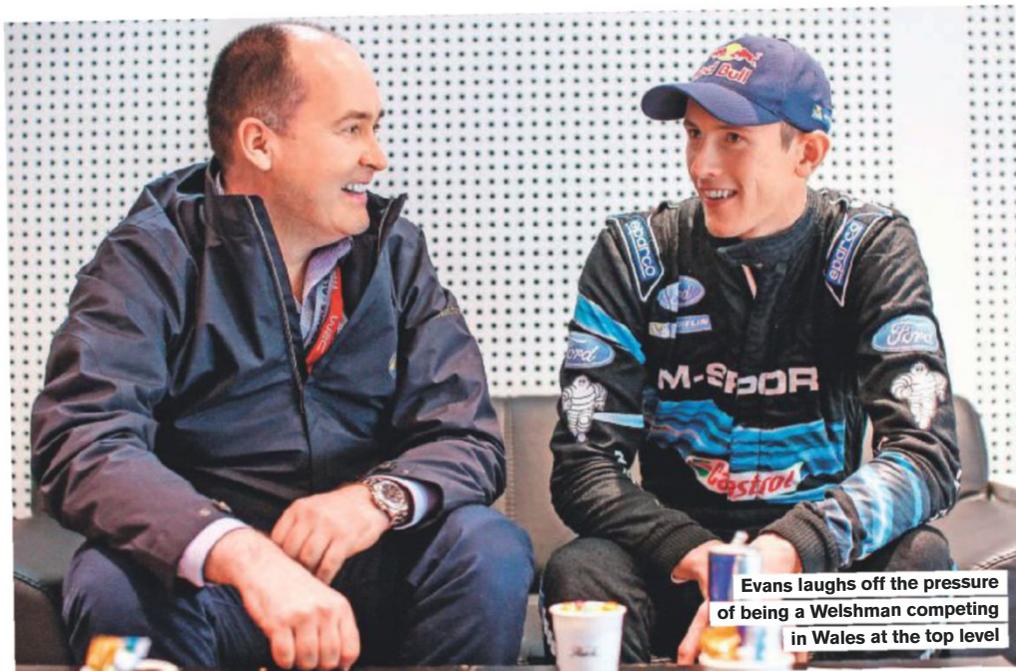
to go to Finland, it was always so difficult to get close to the Finns, but now it's [Sebastien] Ogier and a few years ago [Sebastien] Loeb – they were the guys to beat in Finland. Because we have kept coming back to the same stages, those guys have experience. Jari-Matti [Latvala] will be going to GB for his 14th time this year! And to get it right, you have to get every single corner of every stage right to get the result. I'm not saying it's more difficult now than it was, but it seems that stage records are getting broken every year and the level is just a tenth between us.

**RR:** Why do you think that is?

**KM:** Everybody's just pushing the envelope that bit further.

**RR:** Are the cars better?

**KM:** The cars are faster now because they're able to deal with bumps better. I went for a ride with Markku Alen earlier this year and that was the thing he was really surprised about. He couldn't fathom it. He looked at a rough road and



Evans laughs off the pressure of being a Welshman competing in Wales at the top level



expected he would have to back off, but you don't have to with these. The current cars are so much more capable that everybody can drive close to the limit. These cars are more equal.

**RR:** GB was always about compromise between performance and set-up. You needed a soft car that was fast. Did you want a car that crashed onto the sumpguard 10 times every kilometre or do you want a car that doesn't touch the ground but doesn't have grip. Observationally, it looks like you can have both now.

**KM:** You can have the stability in the fast stuff and really nice traction. But in GB, when it's dark and murky beneath the trees and the surface is black, muddy and hard to read, having the confidence to go on into the corner means so much.

**RR:** The grip's there...

**KM:** ...the grip's there, but it doesn't look like it. That's what a lot of foreign drivers can struggle with. But then you get a guy like Jari-Matti who knows those conditions.

**EE:** The grip and traction are so important. And the traction can vary quite a lot, especially in the mid-Wales stages. Hafren, for example, is a really hard, slatey kind of surface which tends to polish up and it gets incredibly slippery – especially when it rains. It's like a cobbled, hard surface, which is really difficult to explain to people until you have been in there. But then in Dyfi it's not so bad. It tends to cut up quite a bit more in Dyfi and it's more muddy, so you can get more traction there. But it's about finding a set-up that will work in those two scenarios.

**RR:** Richard always used to say – when we were going into fast-into-slowng, tightening, downhill-braking areas – if you could get the back of the car under control in those long, long typically Welsh corners, you'd have the confidence and you'd be onto a winner.

**KM:** That's it. If you get a car that does hang on, it works. The corners in GB tend to be long, tightening, opening and if you have the confidence to go on in and then deal with it at the apex, you'll come out with a nice, clean

exit and more speed. It's about having the confidence to hang it in there...

**RR:** It used to be that the road was a means of going from ditch to ditch. I think that's changed a wee bit now. We were on mousse tyres, with no worries of punctures. But certainly, if it's slippery then you are better off in the ditch than you are on the road.

**KM:** I was able to set a fastest time in the Mini in Dyfi in 2011, when Loeb and Ogier were really going at it. I don't want to give away my secrets here, but I kept out of all the ditches, kept it right in the middle of the road and found more grip. But then I went to Hafren and I tried the same and I was 30 seconds in 30 kilometres behind Jari-Matti. Jari said he had hooked every ditch in there. It just depends, each forest needs a different style.

**RR:** I remember places like Crychan, where literally every corner we were in a ditch – we were constantly at an angle with branches hitting off the windscreen all the time. ▶



**Ninety degrees to the road: McRae inspired both of today's Brits**

**KM:** There's a lot of camber in Crychan which would help with that.

**EE:** You don't get those cambers in Dyfi, though. There's more grass at the side of the road. I have to say, it's a little bit surreal – even last year was – but this time going home to compete on a round of the World Rally Championship in a World Rally Car is even more so. Driving around the home area is just a bit... weird. We go around the world in the World Rally Championship, then every aspect of that series comes home.

**KM:** GB is as close as I get to a home event now and I absolutely love everything about it. The smell of the event, you know the mud and the shit on the brakes, it's everything about the atmosphere of the thing. I'm not sure how you explain it, it's just special.

**RR:** Best Rally GB moment on the stages?

**EE:** I can tell you the worst...

**KM:** They seem to come easier, don't they!

**EE:** That was the front of the car exploding in Sweet Lamb in 2011 when I was leading by a minute or something.

**KM:** For me it has to be that fastest time in the Mini in 2011.

**EE:** My first memory of GB was probably one of the best moments. Standing on a bank and watching Colin McRae come into sight at 90 degrees to the road. It was absolutely incredible, not just the sight, but the sound of that car too.

**KM:** I remember going to watch in 1997 and, like you say, the way the cars came into view, it was amazing. The tyre technology wasn't what it is now, the suspension and transmission weren't what they are now and that was the way to drive to make the times. But everybody at the side of the road just stood there and couldn't believe what they were seeing. Nowadays you're coming through a corner faster, but it doesn't look nearly as spectacular. Everything works so efficiently in the car now. No disrespect to you Robert, but I'll bet we'll come through Hafren 30 seconds faster than you would have done – but the car control you boys needed to do what you were doing is just mindblowing as well.

**RR:** Richard was one of the first to drive the car straighter. Tommi [Makinen] was a bit like that as well, but then Sebastien Loeb came along and demanded more from the engineers in terms of making the car more efficient. I remember in my career the change in attitude of drivers from "I want a car that gives me confidence and I feel comfortable with" to "give me the quickest car and I'll see if I can drive it... No I can't quite drive that one, but back it off a bit and let's see..."

**EE:** Robert, you won Rally GB. What's it like to win at home?

**RR:** It's very special. It's amazing. But to win the championship on your home round is even better!

**KM:** To win any rally would be incredible, but to do it at home with all your people around you must be even more.

**RR:** There is a whole load of pressure, though. Media pressure, fan pressure...

**EE:** Did you always enjoy it?

**RR:** It was difficult. Richard fell out with the media a few times and say he wasn't going to do any interviews at shakedown at all.

**KM:** There's definitely pressure there. And there's pressure on you co-drivers as well.

**RR:** That was difficult. You would see a lot of old friends and people you had known from earlier in your career and, naturally, they would all want to come and say hello and have a good chat. Ordinarily, you'd love to do that,

but what they didn't always realise is that you had a job to do and it was the same job you'd done 14 or 15 other times that year. You had to be very careful to try to balance getting your job done and staying focused and not being rude to people.

**KM:** You're right. That is a really fine line. I'm a rally fan and I love to talk about the sport and meet people, but I'm lucky enough to be in the position where this is my job now and I'm really lucky to have the best office in the world. And at the start of the stage, when we're getting ready to go, that's not always the best time to come and chat – it's like going into somebody's office when they're in the middle of a meeting. But, the minute you blank somebody, or you're a bit off with them, then they form an opinion that you're so arrogant. It's a tricky one that.

**RR:** Somebody once told me it's about making eye contact, shaking the hand firmly and not breaking stride.

**KM:** It is a brilliant position to be in though. And the chance to be close to the people around the service park, at the side of the road, is what makes it special.

**EE:** That's true, we're not all locked away like we would be in racing. I did Rallyday again this year and it was fantastic to get down there, see so many people and have a good chat with loads of folk I hadn't seen for a while. But the difference there was that it wasn't a rally. Dan [Barritt, co-driver] has made a plan that for some rallies, we sign lots of autograph cards in advance to make sure we don't let anybody down. If we stopped to sign every autograph on some of the more popular events, we wouldn't get anywhere!

**KM:** I'll bet GB will be like that for you.

**EE:** I'd imagine you'll be pretty busy as well.

**RR:** Richard would always keep the door shut at controls. He wouldn't be interrupted. But we shouldn't forget how much we feed off their enthusiasm.

**EE:** That's right.

**KM:** Absolutely, that's the home advantage and the beauty of coming home.

**RR:** Well, welcome home then boys. Go well. ☺



**Reid, who won Rally GB in 1998, '99 and 2000 with Burns, listens to the new breed of home heroes**

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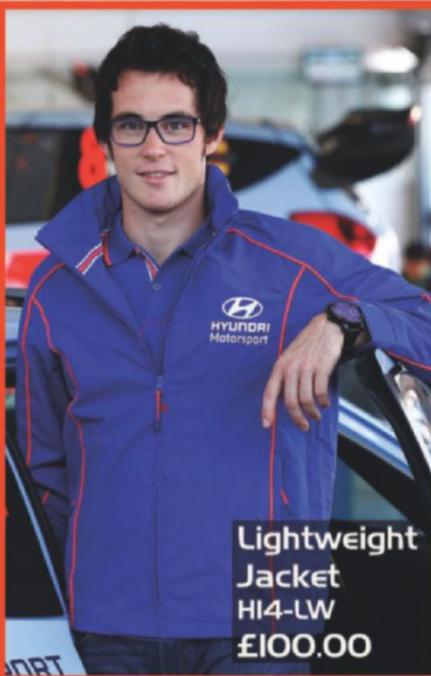
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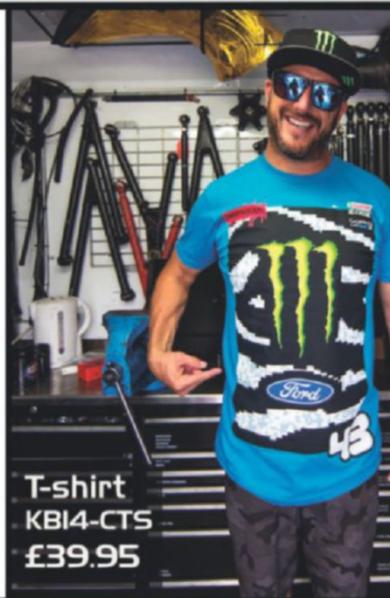


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# THE ULTIMATE REVIEW OF 2014

WHILE rivals come and go, AUTOCOURSE, the World's Leading Grand Prix Annual reaches its 64th year of publication as the indisputable leader in its field.

The 19-race Formula 1 World Championship season is covered with its usual meticulous attention to detail. The vastly experienced and much-respected Tony Dodgins and Maurice Hamilton, both long-time paddock insiders, bring you all the drama and intrigue that is Formula 1. Supporting their race commentaries are detailed results spreads that include specially prepared lap charts and tyre strategies.

The 2014 season was one of massive change, with new engine regulations altering the F1 landscape. The rise of Mercedes-Benz as a championship-winning force finally came to fruition, as Lewis Hamilton and Nico Rosberg went head to head for the ultimate prize of being the World Champion driver.

As ever, politics cast a long shadow over the sport, and the end-of-year financial crises that engulfed many of the smaller teams are assessed, along with the implications for the future wellbeing of Formula 1.

Mark Hughes once more analyses the successes, frustrations and failures of each of the constructors in his Team-by-Team review, which includes key personnel, sponsors and technical specifications of the F1 cars, highlighted by the beautiful illustrations of Adrian Dean.

The sport's other leading categories are also given ample coverage, including the single-seat ladder from Formula 3 up to GP2, which showcases the pool of rising talent, all aiming to make their way into Formula 1. Also described is Audi's battle with Toyota and Porsche for sports car racing's World Endurance Championship, and the typical door-banging combat that is Touring Cars, in all their respective categories. Veteran scribe Gordon Kirby gives his no-holds-barred assessment of the racing year in the United States.

AUTOCOURSE traditionally wraps up the year with the most complete record of results published anywhere in a single volume.

With a whopping 368 pages, this lavish yearbook – the largest ever – is essential reading for all fans of global motorsport.



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# Fifteen questions for Malcolm Wilson

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

**A** Elaine and Matthew for the time I've had to be away

**Who was your fiercest rival?**

Collectively, they were known as the bloody flying Finns. When I was driving, there wasn't just one of them. If you want a single individual, take your pick from Hannu Mikkola, Ari Vatanen, Markku Alen and the rest.

**Who was your childhood hero?**

Roger Clark. I was so passionate about Ford at that time and he was such a Ford man. He was my inspiration to go driving.



Clark's antics inspired a young Wilson

MCKLEIN/DE

**When were you happiest?**

New Zealand, 2006. After 27 years of Ford not winning, everybody put in so much effort to win the world title. Everybody was up in the middle of the night celebrating at M-Sport as well as the team on the rally. It was fantastic.

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

The Queen. What she does for the country is incredible. The Queen and the Royal family mean so much to the United Kingdom and it's all down to her.

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

Too many to mention, but if I had to say one it would be calling really important and influential people the wrong name.



HRH: Wilson is a big fan

LAT



Winning rallies, drinking wine and driving a tractor make Wilson smile

MCKLEIN/DE

**What is your most treasured possession?**

The OBE.

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

Steve McQueen.

**What's your favourite smell?**

When I walk into the house and my wife Elaine's cooking with some lovely, quality food in the kitchen.

**What's your guiltiest pleasure?**

Drinking Grand Cru wine.

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

Elaine and my son Matthew, because of the amount of time that I've had to be away and the commitment I made to work when he was growing up.

**What does success feel like?**

Like nothing else. After what I've been through in my life, to win as a driver and a manufacturer gives you – and everybody around you – just such an incredible buzz. There's no other feeling like success.

**What has been your biggest disappointment?**

Losing the 2001 world championship when Colin McRae crashed out of Rally GB.

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

I wouldn't change anything.

**How do you relax?**

Out on the farm, on the land – sitting on a tractor. Or with a chainsaw in my hand. That's the only way I relax. I love getting out there and working on the digger and stuff like that – it totally takes your mind off everything.

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

Last time there was a moving film or something on television and every Christmas morning, when I'm together with Elaine and Matthew. ☹



**ADDING**

# POLISH TO THE SPEED

**Robert Kubica: fast, fearless yet flawed. DAVID EVANS says once he stops crashing, watch out...**

**T**he signs are still there. He's a hero. He's a legend. He's strong. He is the man, according to those who have lined the World Rally Championship's route through 12 countries and four continents this season.

Who is he? He's all of the above. And still one of the most naturally talented drivers ever.

He's Robert Kubica.

And he's in Wales this week.

You could be forgiven for thinking this is Kubica's first attempt at Wales Rally GB. When he was on the road last year, it was dark. And when the sun rose, he crashed. Twice.

Crashing is something he's done quite a lot of this year. In fact, if we were using the eggs analogy, Kubica's corner of the service park would be

wall-to-wall omelettes. It's quite possible he'll be tickling the trees again this week, but that's the way he's learning his craft. He's taken the Colin McRae course in looking at the limit, leaping over it, getting away with it, setting fastest times... or booking his Ford Fiesta RS WRC into the bodyshop.

Kubica's first full season in world rallying's top flight has been anything but dull.

The easy guide to Kubica's year is in the results. Don't bother with those. That's only half the story. If that. He spent 20 years learning his craft on a racetrack and now he's trying to cram all of that into a couple of seasons. Kubica is impatient. He's been at world motorsport's absolute cutting edge, danced with the devil at zoomph, and now he's looking for a way to find that fix in the forests. By his own admission, the speed holds no fear.

How could it when you've stared down Eau Rouge at such mindbending speed?

Results for the 29-year-old came in the shape of the invite he received to drive for Citroen this year. "That," he smiles, "was something special."

Instead, he went with his own team, backed by Polish oil firm LOTOS.

The impact was immediate. Two stages into the season and Kubica was leading reigning World Rally Champion Sebastien Ogier by more than half a minute.

M-Sport managing director Malcolm Wilson still marvels at what he witnessed that miserable, snowy-icy-rainy morning in the Alps.

"When I think back," says Wilson, "to the most impressive thing I'd seen in rallying, I thought about Colin McRae driving our Focus in Portugal



Argentina: Kubica 'had a word with himself', slowed down and got to the finish



Ex-F1 driver Kubica has mixed it with WRC's best



Patriotic Poles still follow their man

in 1999. Now I think of two things – the other being Robert's drive that morning. It ranks, quite honestly, as the best thing I've seen in the sport. It was unbelievable what he did."

A year into his career as a World Rally Championship full-timer and Kubica can see the true scale of the task ahead of him. It's enormous. Every time he masters a surface or a stage, the weather changes, a rock moves, the grip level alters. Where he took confidence from the consistency of a circuit, he could find only questions every time he turned in. Rallying, unlike racing, didn't come naturally to Robert. And he's been caught out trying to force it.

After an early season plagued by shunts, the 2008 Canadian Grand Prix winner gave himself a strict talking to on the way to Argentina. He would drive slowly and he would finish.

He did drive slowly and he did finish.

But... "I learned nothing driving at this speed."

Coming from the data-rich environment of F1, adapting a slightly more elementary approach to telemetry hasn't been easy for Kubica. He retains a massive admiration for those around him and refuses to count himself among the WRC's elite.

He's wrong.

Not long ago, another of the world's most respected rally drivers revealed that he had tried

driving one-handed in an effort to consider Kubica's plight with more insight. He came away filled with even more admiration. And even more concern over how he will cope in Wales this week.

Trouble is, Wales and its November weather are anything but predictable. The surface changes in pretty much every corner and grip can be found and lost in the strangest of places. Kubica has talked a little more about the limitation in his right hand recently. The career-changing Ronde di Andora crash in February 2011 left him with much-reduced mobility in his right hand. And it's in the unpredictable moments in the car, when he's trying to whip the wheel around quickly to get into or out of a slide or grab an extra armful of lock in a tight hairpin that's he's losing time and, from time to time, the road.

Wilson has little doubt what might have happened had Kubica come to rallying having made it safely through that long Italian right-hander.

"What Robert can do with a car is incredible," he says. "And what he's trying to do with one hand is astonishing. There's no question for me, without the limitation in his right hand, he would be a very, very difficult driver to beat."

Kubica's seen it, had it and lost it. But you'd never guess it from the man himself. He remains upbeat, confident and capable. Yes, he crashes a bit,

**"Rally GB is one of the classics and I still want to do my best and make a good result"** ROBERT KUBICA

49

but he's finding the limit at the same time as finding his feet in a new sport.

This time last year, Kubica had little to lose. Despite having recently won the WRC2 title together, his co-driver Maciej Baran quit, forcing him to switch from Polish to Italian notes from Michele Ferrara. It was their first time competing together, first time in Wales, first time in the dark and first time in a factory Citroen DS3 WRC. After holding a very, very impressive seventh through Thursday night's dark run through Gwydyr, Penmachno and Clocaenog, they then crashed for the first time in Hafren on Friday morning.

Back for more on Saturday, the pair impressed again with eighth quickest through Gartheiniog. Then went off the road backwards in Dyfi.

It's fair to say, Kubica looks back on last year's event with little fondness. But he looks forward to this week with the kind of positivity that has got him through an episode to sink many a driver.

"This year I have more experience and I expect a better rally in Wales. Rally GB is very difficult and it might be even more difficult depending on the weather – especially for somebody approaching the event for the second time like I am. But, every event is tough in the WRC, that's why they are on the calendar. Rally GB is still one of the classics and I still want to do my best and make a good result."

Never-say-die is a phrase regularly reached, but few know it in its true as well as metaphorical meaning like Kubica.

Which is why so many will watch and wave in Wales this week. ☘



Last year's Rally GB ended ignominiously in a Dyfi ditch



# How to win Rally GB

Flying Finns are synonymous with Britain's round of the WRC. The latest of the breed is **JARI-MATTI LATVALA**, who as a two-time winner knows what's needed to win in Wales

**J**ari-Matti Latvala is a Finn who knows his way around Wales. He's the most experienced frontline driver on the event – this will be his 14th attempt at the rally (more times than he's contested his home WRC round). He's been on the podium five times in the past six years and won it twice. And that makes the Volkswagen star the right man to explain what's needed to conquer the Welsh forests this week. Here's what he's got to say.

**J-ML won Rally GB in 2011 and '12**

RALLY GB IS A CONFIDENCE EVENT. And to win it, you need to be totally confident in the car and the tyres you have beneath you. You have to know that, whatever the weather and the surface of the road, you are on top of the car and you will make the car do what you want it to do.

When everything gets difficult, the grip is low and the car is understeering a lot, those are the conditions where you make the difference. If you are happy with the set-up in the car and the car is turning how you would like it to, then you can set the times – that's the key.

Last year, I didn't have the right feeling in the beginning of the rally and I lost it. In Hafren, the first stage on Friday morning, I dropped 12 seconds because I could not get the car to do what I wanted it to. Not far in, it was slippery in a couple of corners where we had some small moments, and then we went sideways towards the ditch when I didn't expect it. And that was the feeling lost, the confidence gone.

But, on the other side, I did have the confidence from the start of the rally in 2012. That was fantastic and we won for the second year in succession. That win came from something that is vital for winning this rally: a good pre-event test.

That gives you an understanding again of what this rally needs.

Everybody can drive when the conditions are OK and not so challenging, but staying fast when the grip is low: that's the key and that's what we need to do this week.

## SUSPENSION

Normally it's important in GB, where you have the very, very fast sections, to have the support from the car. You need a stiff car. But then, when you come to the braking, where it can be very muddy – if the car is very stiff, it doesn't give you feedback and doesn't brake so well. Instead of digging in, it sits on top of the surface of mud and slides.

You need to find the compromise to have the support, but you need the chassis to be soft to give it the freedom to move, to work and to slow the car down in the mud. You also need this to get the traction out of the corners.

## BRAKES

The size of the brakes is the same for the gravel rounds of the championship, but you can work with the brake pads and we do this sometimes in Wales. Again, this is to try to compensate for the way the conditions are always changing. Getting the feel for the bite of the brakes is very



**Tyre compounds/ pressures can make a big difference**



## TYRES

The tyres used to help much more when it was muddy. We used to be able to cut the tyres to help clean the mud out of the tread pattern easier to give better grip. Now you can't cut the tyre at all and it's certain that we'll just take the soft tyre all of the time.

You can work a little bit with the tyre pressures, taking some of the air out to try to get some more traction. But that also makes the car more unstable. And, when you go very low on pressure, there's the risk that if you hit something, you will push the tyre off the rim. The surface itself in Wales is

smooth – we don't usually have big rocks. In places like Dyfi, the surface is really nice gravel. The biggest problem is logging, where the forest workers' machines and trucks have been driving to take the trees out of the forest. The heavy machinery will break the surface and you see some very dark mud on the road in these sections. Those places are usually very slippery. The tyre fills with mud and there's not so much to do here. Having said that, it's usually quite easy to find these places because there is a big pile of logs at the side of the road!

**Engine-mapping tweaks can be made to help delivery of power**



## ENGINE

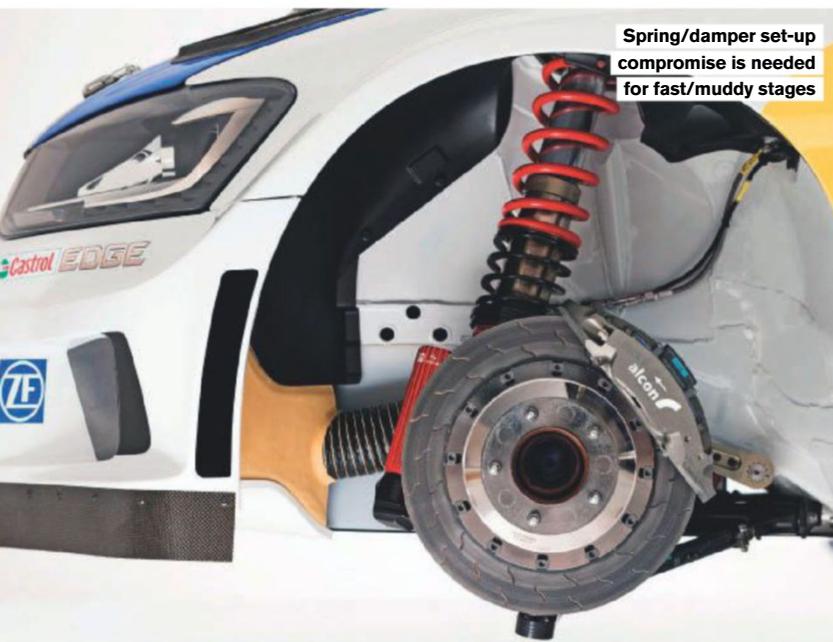
The only thing we can do for the engine is to work on the mapping, as the engine runs in the same specification for the whole season. But, on the mapping, there are two different ways to approach this. In the mud, it's good to have aggressive mapping; this helps you to get out of the corner more quickly. You spin the wheels a lot out of these slow corners and that clears the mud away from the tyre – that's the only way to do it because the pattern in the tyre is not very open. But, on the other hand, when you have the aggressive

map, the engine will be forcing the car on in the braking areas. When it's very slippery, this can make it quite tough to drive the car, get it slowed down and turned into the corner.

One way around this is to have one soft map setting and one more aggressive map, and then be able to make the adjustment quite quickly depending on the conditions.

We can also work on the gearbox mapping. We can play around a little bit with this, but I usually keep this the same for the whole year.

**Spring/damper set-up compromise is needed for fast/muddy stages**



important. In the really muddy conditions, you don't want an aggressive brake set-up; you don't want the car to be locking the wheels all of the time. When it's slippery, you want a more sensitive brake pad, which will help you feel when the grip starts to change. I like the brakes set up to give me

feedback for the conditions.

For the brake bias, I tend to go with equal pressure to the front and rear. This can change on different surfaces, but in Wales you are sideways a little bit more and, when I am braking, I want to keep the car moving sideways. This helps with the car balance.

**Those pacenotes must be spot on when visibility is impaired**



## WEATHER

The weather can change a lot in Wales and the most challenging condition has to be fog. It's never nice to drive like this, when you can't see much ahead of you. It's important to get the pace notes perfect for when the fog comes in

and then to keep the pace up. It's in these conditions that it really helps to know the stages.

Rally GB is one of the best events of the year. I love this rally and winning it means you have won one of the classics.

# HEART and SEOUL

Ever wondered how much preparation goes into an attack on a WRC round? COLIN CLARK caught up with Hyundai as the South Koreans' works team tested in Wales



Hanninen pounded his way through 100 miles at rally speed during the day

## HYUNDAI'S SEASON SO FAR...

### MONTE CARLO

Disaster as Neuville crashes out on the opening stage. Sordo gets through the first morning but retires straight after lunch with a minor electrical failure.

0 PTS

### SWEDEN

Another crash for Neuville – and also off the road is the second car of Hanninen. Neither shunt is significant enough to put them out, but Superallying's not what's needed.

8 PTS

### MEXICO

Neuville redeems himself with third place on the car's gravel debut. Atkinson suffers a multitude of problems in the second car, but makes the finish.

23 PTS

### PORTUGAL

Three cars for the first time. Sordo leads, and Neuville sets a maiden fastest time. Suspension troubles leave the Belgian down in seventh, Hanninen is a puncture-infested eighth and a broken driveshaft puts Sordo out.

14 PTS

### ARGENTINA

Fastest time at shakedown for Sordo, but he retires on Saturday. Neuville has intercooler problem but takes fifth.

10 PTS

### ITALY

Neuville leads much of opening day until a bolt breaks in the front suspension. Hanninen rolls spectacularly. Paddon retires with gearbox problems.

2 PTS

**R**ally GB might be a fortnight away, but the Dyfi valley is alive with the sound of a World Rally Car. This is day three of a very special working week for the Hyundai Motorsport test team.

This team, like the on-event outfit, has spent the year on the road. The ban on testing outside Europe means no long-haul running, but with 52 days available (42 days for the main team and an extra 10 for Hyundai's second squad, known as the N team) the intensity, organisation and coordination is just the same as it is for a rally.

It's here during these five days that the foundation for what Hyundai can achieve in the 2014 finale will be laid. Get the set-up right here, and the squad can hit the ground running just up the road in Gartheiniog on the season's final Friday morning.

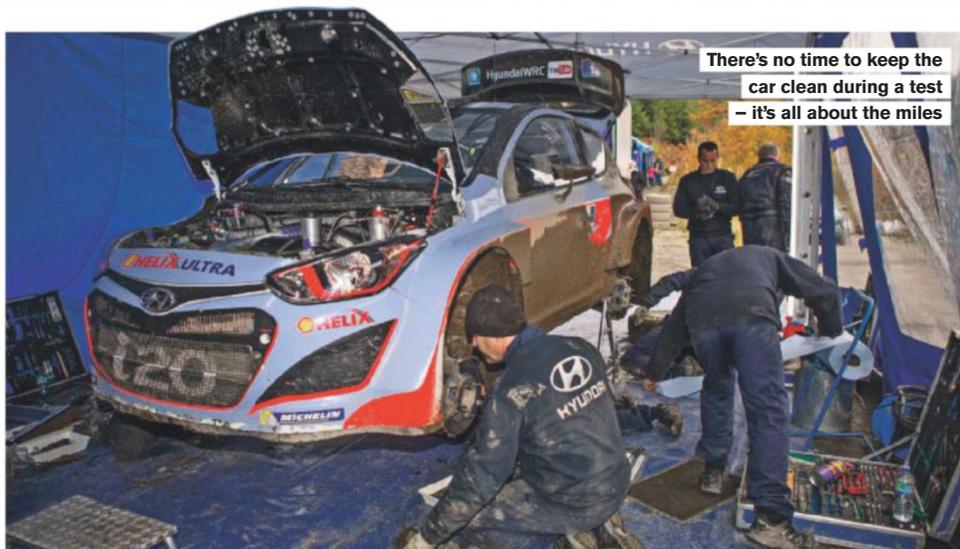
Get it wrong and day one will be spent searching for confidence, any chance of a result or even a repeat of the Germany win shot. Nothing is left to chance. We might be in the final week of October, but Hyundai has known which road it will be on since August.

Test team coordinator Terry Harrison made sure it would be right place, right time.

"I made videos of the roads we had on offer and sent them over to the engineers," says Harrison, a former co-driver on stage and road rallies. "We dismissed a couple of options quite quickly because they didn't have enough content – they were just too quick."

Wales is such a specific event, Harrison's search doesn't just involve the right radius and quantity of curves, he's also charged with sourcing the right number of surface changes. In fact, he organises everything except the weather. And today it's glorious sunshine. But that's not exactly ideal. A mixture of everything – everything that can come during rally week – is what's needed.

Roads agreed, Harrison comes equipped with an 18-strong team, with three trucks – one for spares, one for tyres and the third as a workshop and office. And equally important is the catering truck, which keeps not only the Hyundai team on the go, but also the numerous marshals attending the test.



There's no time to keep the car clean during a test – it's all about the miles

That's not Hyundai being benevolent – it ensures the team makes the most of the time.

"If we shut the test down to let the marshals go for lunch, we lose running time," Harrison says. And running time is everything.

Juho Hanninen will clock up close to 100 miles in a day that starts at eight and finishes in the dark at six in the evening. That's nothing compared with last winter, when Hyundai was fast-tracking its snow-spec development for Sweden and the drivers were clocking up double that in a day.

As you'd expect for Rally GB, the focus is on suspension, with constant damper adjustments being made to find the optimal balance between a confidence-giving soft car with plenty of traction and a stiffer, more precise, straight-at-the-apex set-up. It's over lunch that the mechanics launch into the biggest set-up changes.

Harrison hurries his food, knowing full well that the radio – which is never far from his ear – will speak up soon enough. It does. The marshals are all back in place, this two-mile stretch of stage high above Machynlleth is set and secure.

Juho's back out and, just as he launches it off the line, a pair of F15s round the end of the valley and race him up the road. Afterburners on, they've just about got the legs on him.

With the car out, there's a brief moment to

relax and take in the world around us. The atmosphere's different without the minute-by-minute movement of a rally. These boys and girls really are the backroom staff. When Thierry Neuville celebrated that first win in Germany, the test team was probably already away, on the road to the next test, quietly content with the role it played in getting the i20 into a position to challenge for victory.

"I was offered the rally team or the test team," says Harrison. "I chose the test team, it's a really different aspect of the sport – you get out and really see the country you're testing in, you meet the locals and get to know a bit more about your surroundings."

As the afternoon progresses the mechanics start to look towards day four of the test, with Neuville on his way for the first of his two days in the car.

"When we have a driver change, it means a slightly later night," says Harrison. "We'll stay up here after the crew have left and get the car ready for Thierry – that means changing the seat, the pedals, the steering wheel."

Late nights are what these boys are about. And, rumour has it, there might have been some midnight oil burned last night after Hanninen rippled a few panels, pinballing the test i20 through the trees. That's what tests are for: finding the limit, straightening the car, going again.

And, with that, Hanninen has gone again. One more run. One more chance to tune the Hyundai ahead of its first time back in these woods since 2002.

On the evidence of today, this is a team that's well ready for 2014's final chapter. 🏆



Hyundai took over a corner of the Dyfi valley last month

## POLAND

Neuville overcomes an early fire to finish third, while Hanninen is also in a podium position until a wonky steering wheel costs time. Paddon takes career-best eighth.

23 PTS

## FINLAND

Neuville is ruled out when a stone damages the rollcage, but Hanninen takes sixth after shunt. Paddon charges up leaderboard until he hits powersteering trouble.

8 PTS

43 PTS

## GERMANY

After rolling on shakedown, Neuville turns it around to win. Sordo struggles on a dirty road further down the field, and Bouffier crashes.

## AUSTRALIA

A strong run gives Paddon sixth, while Neuville bashes the suspension and retires. On his first time in the car since Mexico, Atkinson just isn't at the races.

10 PTS

## FRANCE

Turbo trouble keeps Neuville down in eighth, one ahead of the steady Bouffier. Sordo demonstrates his asphalt prowess with fourth place.

16 PTS

## SPAIN

Sordo finishes as top Hyundai again in fifth. Neuville hits a bank when distracted by a fly. Paddon scores his first fastest time before clouting the i20 and getting two punctures.

18 PTS

# Top Guia

This year's highlight of the F3 calendar on the Macau Guia track should be a classic. **MARCUS SIMMONS** gets salivating

This is the one everybody has been looking forward to. After a scorching Formula 3 European Championship season, nearly all the leading contenders – including every race winner – are about to tackle the Macau Grand Prix. The attention is very much on Max Verstappen and 2014 European

champion Esteban Ocon (who raced in Macau last year), but no-one should rule out Tom Blomqvist, Felix Rosenqvist or Lucas Auer. And then there are always the returning 'ringers' such as Roberto Merhi and Stefano Coletti.

So, what are the prospects for each team this week in the Far East?



## PREMA POWERTEAM

Esteban Ocon, Antonio Fuoco, Nicholas Latifi

Engines: Mercedes

Ocon has to be one of the favourites, while Latifi took a top-10 on his Macau debut last year. Ferrari protege Fuoco is new to the race and hasn't shone on street circuits to date. Some reckon the Merc engines could be at a slight disadvantage to the top-endy VWs on the straights. The question is whether they've pulled far enough clear by the time they get out of Melco hairpin.



## TOM'S

Kenta Yamashita, Sam MacLeod

Engines: Toyota

F3 rookie Yamashita came close to the Japanese title, but the level isn't anywhere near as high as when TOM'S ran gun Europeans. MacLeod jumps into his fifth F3 car of the season – his target should be his 2014 German title rival Pommer. TOM'S usually produces good engines and this will be our first chance to see how their new-spec powerplants match up against Merc and VW.



## CARLIN

Tom Blomqvist, Antonio Giovinazzi, Sean Gelael, Jordan King, Yu Kanamaru

Engines: Volkswagen

Blomqvist has got to be fancying his chances of making his biggest impression yet on the world of motorsport – just when all eyes are on F3 thanks to the Ocon-Verstappen fascination. Giovinazzi and King (who set fastest lap on his Macau debut last year) won't be far adrift, and Gelael is capable on street tracks. Kanamaru is up against it though.



## FORTEC MOTORSPORT

Martin Cao, Santino Ferrucci, Alex Palou

Engines: Mercedes

Arguably no one had a quicker car at Macau in 2012/13 than Fortec, but the team will struggle this time to dent the top 10. Ferrucci is probably the best bet, while Cao has at least raced here in FBMW. Palou is rated, but in at the deep end.



## MOTOPARK

Markus Pommer

Engine: Volkswagen

The German team returns to the top level of F3 for the first time since Macau 2011. Pommer romped to this year's German title with Motopark in an older-spec car/engine. He's a capable driver but this will be a much tougher challenge.



## EUROINTERNATIONAL

Stefano Coletti

Engine: Mercedes

As he did last year, GP2 racer Coletti joins the Italian team for Macau. Last year he was in the running for a top-six position before a mid-race clash with Carlos Sainz Jr and Will Buller. There's no reason why he can't be up there again.



## T-SPORT

Spike Goddard, Nick Cassidy

Engines: NBE

With Alexander Sims now in the F3 retirement home, the ThreeBond-backed Brackley squad is throwing its weight behind two Macau rookies. If Cassidy can get cleanly through qualifying he could be looking at a good result. Goddard too needs to focus on keeping it off the barriers.



## TEAM WEST-TEC

Felix Serralles, Andy Chang

Engine: Mercedes

Serralles missed Macau last year and had a tough time in 2012, but has Mick Kouros – who engineered Pipo Derani to the podium in 2013 with Fortec – as his ally. Don't rule out a decent finish. Local boy Chang did last year's Formula Masters China race but this'll be a struggle.



## SIGNATURE

Will Buller

Engine: Volkswagen

It's five years since Buller won the Formula BMW race in Macau and he keeps coming back to try his luck in F3. His pace with returnee Signature on a one-off at Imola looked good, and a top-six has to be a realistic target this week.



## DOUBLE R RACING

Roberto Merhi

Engine: Mercedes

The Spaniard was sensational on a British F3 cameo at Spa with an old-spec engine. Much depends on whether team and driver can make up for not doing any Macau testing together. If so, he's a likely fly in the ointment to the top boys.



## MUCKE MOTORSPORT

Lucas Auer, Felix Rosenqvist, Tatiana Calderon

Engines: Mercedes

Rosenqvist will be desperate to finish his lengthy F3 career on a high. He was a close runner-up in 2012, but was unlucky to be knocked out in a first-lap collision last year. Auer has had a nightmare on his two visits to Macau, but has been highly impressive during 2014. Calderon is a Macau first-timer – she's improving, but realistically a top-10 would be a great result.



## VAN AMERSFOORT RACING

Max Verstappen, Gustavo Menezes

Engines: Volkswagen

After missing the race last year, the Dutch squad returns with two Macau Grand Prix virgins. The fact that one of them carries a Red Bull livery and has a Toro Rosso F1 contract probably cancels out any talk of that being a disadvantage... Verstappen will be a major focus of the week, and cannot be ruled out as a victory contender, while Menezes is also capable of strong speed.



## B-MAX RACING TEAM

Mitsunori Takaboshi

Engine: Toyota

B-Max, which runs the proteges of Nissan in Japanese F3, returns to Macau. Takaboshi finished third in this year's standings, which means his main battle will probably be with JF3 runner-up Yamashita, both being newcomers to this race.



## TODA RACING

Dan Wells

Engine: Toda

The driver who works harder per mile driven in a racing car than any other has performed wonders to get on the grid. This will be a struggle, so the main focus has to be on keeping it out of the wall and moving up the order.

## Q&A



## ESTEBAN OCON THE MAGIC OF MACAU

The Lotus F1 Junior had his first race in a current-spec F3 car in last year's Macau Grand Prix, using it as a springboard to win the 2014 European F3 title. He was quick straight away, and but for stalling at the start he would have finished higher than his eventual 10th place.

**What's your favourite thing about Macau?**

I like street circuits, and fast street circuits are even more exciting.

**And your least favourite?**

The travel and the time difference. You arrive and you are totally dead, waking up at two in the morning.

**Which is your favourite corner?**

Lisboa is nice. It's here that you win Macau, more or less. You have overtaking possibility, it's heavy on the brakes, and if you're too fast you're in the wall.

**And the scariest?**

The fast chicane; the flat-out one [Solitude Esses] on the mountain. If you are running low downforce you have to take it flat, even in the race.

**What's the most important approach in free practice?**

Get into the rhythm, so you are fast when you get to qualifying. Macau is all about rhythm. Take it easy in the beginning, and step by step get closer to the limit.

**What's better? Low downforce for the straights or high downforce for the mountain?**

It would be easier to have high downforce but the magic would not be like it is anymore. And low downforce makes you quicker...

**What do you think the top speed will be with the new engines?**

Last year I remember in the slipstream it was 277km/h [172mph]. I think 290 [180mph] will be possible this year.

**Who will be your biggest rival?**

All the experienced guys will be hard to beat, because the more you drive there the quicker you go. Felix Rosenqvist will be fast, Lucas Auer... I don't know about the rookies – we'll have to see.

**What's your favourite Macau party or event?**

It will be celebrating with the team, but first we have to work hard!

**The bouncer turned you away from last year's big post-race party because you were too young. Do you think you look old enough now?**

I don't know... the guy on the front of the door will have to decide, but I hope so!

# THE MAN WHO BEAT THE MAESTRO



Muller (left) has handed his crown to Lopez



Jose Maria Lopez has beaten WTCC

superstar Yvan Muller to this year's title.

How did this series rookie do it, what does

Muller think, and how can he change it?

PETER MILLS finds out

Few could have anticipated the imperious style in which Jose Maria Lopez dispatched this year's World Touring Car Championship. Not the 117-point margin in the standings with a round remaining, given the handicap of visiting unfamiliar tracks in his first full year in the series. And not when his revered French team-mates Yvan Muller and

Sebastien Loeb undertook the bulk of Citroën's intensive pre-season testing.

That it was exclusively Citroën's three, full-time, factory drivers who disputed this year's series was, of course, down to the dominance of the Versailles-based team's C-Elysee.

Sebastien Loeb, the man whose enthusiasm helped green-light the French manufacturer's multi-million-pound WTCC assault, can perhaps be excused from any critical comparison to Lopez; the WRC legend is, after all, continuing his

acclimatisation to circuit racing.

That leaves four-time WTCC champion Muller. On the back foot from the first round in Marrakech, where he was an innocent party in a multi-car startline accident, Muller never appeared confident that he could recover lost ground. Points were haemorrhaged through a jumped start in Slovakia, a heavy shunt in Austria and being punted off by Loeb in Shanghai. Dwindling title hopes finally deflated for Muller with a puncture in Japan.

The retirement list may read longer than

'Pechito' Lopez's. But even acknowledging Muller's four superb wins, there is a consensus that he has been regularly outqualified and outdriven by a deserving new champion. Did the man who has been regarded as the benchmark driver in the series for a half a decade realise how tough his opposition was going to be?

"I knew before he had even raced for Citroën," says Muller. "When Citroën asked me what I thought about Lopez, I said I would probably sign Lopez because he is a fine driver, he is experienced and he loves touring cars. These TC1 cars [new to the WTCC for 2014] look more like the cars he drove in Argentina than the touring cars that I drove these last few years in the WTCC."

"I knew it would be tough. At the same time, why am I racing? It's to push my own limits. This year I pushed my own limits, because he is fast, but at the same time because I put some trouble in my way."

We'll revisit the subject of Muller's "troubles". But countering his team-mate's assessment, Lopez has refuted that a background in TC2000,





Lopez has led Muller and Loeb in 2014



Argentinian has reinvented career

and the Argentinian cars' similarities to the high-downforce 2014 WTCC machines, was key to his success.

"I heard Yvan said that one of the things in my favour was I drove a touring car in Argentina that was similar [to the new WTCC car], but actually I had the feeling that I was improving during this season," asserts Lopez. "I started the year maybe not in the best shape, still pretty good as I won the first race in Morocco, but I only did pole there because Yvan made a mistake. Then I went to Paul Ricard and Seb did the pole position, but it was then that I started to understand some things on the car with my engineer and I started to improve."

It's worth noting that Lopez's engineer David Ladouce is one of the few people at Citroen to have a motor-racing rather than rallying background. Even so, one would be forgiven for presuming Muller was afforded an advantage by completing thousands of testing kilometres as

had dedicated all my life to Formula 1. I arrived back home and I didn't have anything. It was very tough, I lost my confidence and, honestly, I didn't want to race anymore.

"The last few years before that had been very tough for me, knowing that I had to win to get into F1. That pressure hurt me a little bit, but I recovered. Then there was the situation with USF1 [the stillborn team with whom he had signed a 2010 race deal before it collapsed].

"You live through these things and then you learn to appreciate every fastest lap or pole position, because I know it could be the last one."

Muller is candid about his own issues. The responsibilities of an intensive programme at Citroen, running Mitjet and Porsches in France for Yvan Muller Racing and the arrival of a baby in December proved demanding.

"I have to admit that for six or seven months, all winter until June, was quite busy and complicated for me. I did too many things. From

say luck was in my favour, but in qualifying and reversed-grid races..."

Lopez cites the Argentinian round as where a psychological advantage was struck: "It made something different happen in the championship. Maybe Yvan thought his chances had finished."

The final round at Macau approaches this weekend, and then points are reset ahead of a renewed battle in 2015. What can we look forward to? "I had many DNFs that cost me a lot," says Muller. "Plus the fact that 'Pechito' is very fast and luck has been on his side. At the moment it is almost impossible to beat him, because everything he tries, OK, he can do it. But we'll see, things can change and turn around.

"I am more comfortable now, but I still struggle with one point on the car. I cannot do anything on that point until next year when we will bring an evolution. It will not bring huge performance, but it will change the balance. I hope it will go my way."

## "There is always room for improvement; it could also come from Yvan and Seb"

lead development driver for the C-Elysee. The reality is somewhat counter-intuitive.

"Because I did more development than Jose or Seb, it meant I did less work on the car's set-up as a racing driver," explains Muller. "After four or five races I realised there were many things on the car that I didn't know, because I had just been trying development parts and this car works differently to the previous ones. The new rules made it a bit more of a challenge for me, and the main area I lacked experience was aerodynamic."

Reflecting the relative difficulties encountered by the three drivers in exploiting the C-Elysee in the early races, Lopez displayed an outwardly more positive outlook to his team-mates. He expands on the role that past disappointments played in helping him appreciate the opportunity to revive his career on the world stage at Citroen.

"In 2006 when I was in the Renault Driver Development programme I was trying to get into F1. Then the decision came [that he was dropped] and I had to go back to Argentina and start over again. I was 23 years old and I

Marrakech until the end of June I was away every weekend from home, because of races with Citroen or Mitjet. That was too many races – I did 14 or 15 weekends in a row. It was my fault. It was possible for me at one stage to say, 'OK I don't go to the Mitjet or the Porsche'. But some people signed with me because they trusted me, so I felt I had to give them what they asked of me. At the same time it was not a big drama for Citroen because we were first, second and third. In the future I will change that and organise my life differently."

To Muller's credit there was no obvious drop-off in performance, although Lopez has usurped him as the king of overtaking in the reversed-grid races.

"It was surprising for me, because one of the strong points of Yvan was always the second race," agrees Lopez. "But I also think I was always able to be consistent in qualifying. I was always in Q3 this year. Yvan missed Q3 once. I think Yvan has more DNFs than me. At one point I would

Lopez does not rule out the prospect of stronger competition either: "There is always room for improvement, and maybe also it will come from Yvan and Seb. I'll just try to continue doing the same thing, not relaxing, trying to keep pushing as hard as I can and dedicating myself to this championship." ❧



# Harvick sets up title tilt with victory run

KEVIN HARVICK MOVED WITHIN REACH of his first Sprint Cup title with a dominant win at Phoenix on Sunday.

Harvick, who came into the weekend having won three of the previous four races at the one-mile tri-oval, shrugged off 12 caution periods and one red flag to lead 264 of the 312 laps en route to the victory.

"You can pretty much sum this whole year up as 'Holy cow,'" said Harvick, who moved to Stewart-Haas this year after 13 seasons at Childress. "It's definitely the best position that I've ever been in.

"Coming over here and racing this year has given me new life. You lay it all out on paper and you say, 'This is what we want to do and we want to race for wins and championships,' and all of a sudden you're a week away from everything that you talk about and dream about."

On an afternoon where the championship permutations were in constant flux, it was Denny Hamlin, Joey Logano and Ryan Newman who earned the right to fight Harvick for the championship at next weekend's Homestead finale, with Newman taking a particularly dramatic route to maintaining his contender status.

Jeff Gordon had crossed the line second and initially believed that he'd go to Homestead as a title challenger based on points, but Newman, back in 12th, could unseat him with a gain of a single position on the run to the line. He achieved this by running Kyle



Harvick leads ahead of unhappy Gordon

Larson up into the wall, ending Gordon's hopes on the spot.

"I didn't take him [Larson] out," Newman said. "It's hard to rationalise that, but I did what I had to do. I don't like racing that way."

Gordon stated that Newman's actions were the product of the new Chase run-off format.

"That's the system we have," Gordon said. "I could have taken out Harvick to make it in. But I didn't."

Hamlin made it through despite an early scare when he dropped to 36th due to a flat tyre, but he rebounded to finish fifth. Logano recovered to sixth after leaving the pits with a gas can still attached, which caused a penalty.

Also eliminated was Brad Keselowski, who was the strongest driver during the opening phases of the Chase, along with Matt Kenseth and Carl Edwards.

● Mark Glendenning

## RESULTS

**1 Kevin Harvick (Chevrolet SS)**, 312 laps in 3h07m13s; 2 Jeff Gordon (Chevy), +1.637s; 3 Matt Kenseth (Toyota Camry); 4 Brad Keselowski (Ford Fusion); 5 Denny Hamlin (Toyota); 6 Joey Logano (Ford); 7 Kurt Busch (Chevy); 8 Dale Earnhardt Jr (Chevy); 9 Greg Biffle (Ford); 10 Marcos Ambrose (Ford).

**Championship 4 1 Harvick, 4102**; 2 Hamlin, 4112; 3 Logano, 4111; 4 Ryan Newman, 4103; **Eliminated 5 Gordon, 4102**; 6 Kenseth, 4100; 7 Keselowski, 4095; 8 Carl Edwards, 4088.

58

## SUPER FORMULA SUZUKA (J), NOVEMBER 9 RD 7/7

# Second crown for Nakajima

FORMER F1 RACER KAZUKI NAKAJIMA claimed his second top-tier Japanese single-seater title at a wet Suzuka by winning the final round of Super Formula on Sunday.

There was a double-header format for the finale, and 2012 Formula Nippon champion Nakajima was beaten to pole for race one by TOM'S team-mate Andre Lotterer. The pair clocked

exactly the same qualifying time but Lotterer had set his time first. Despite this TOM'S front row lock-out, Joao Paulo de Oliveira made a rocket-like start from row two and swept into the lead from P4 in his Team Impul machine. Nakajima held second, while Lotterer fended off Loic Duval for third, the latter given a drive-through penalty that dropped his Team Le Mans car out of the top 10.

The race was interrupted by a safety car, after Takashi Kogure flipped over at 130R without injury, but the order at the front remained unchanged. De Oliveira kept Nakajima at arm's length throughout to record a 3.8s win that brought him level for the series lead going into that afternoon's finale.

It stayed wet for race two. Nakajima led away from pole at the standing start, while de Oliveira was down in P6 on the grid. Duval made a poor getaway, with Lotterer climbing to second as de Oliveira rose to fourth.



Nakajima leads Lotterer and Duval

Despite struggling with oversteer in the closing stages, Lotterer held second from Duval, which helped TOM'S claim the teams' title too. De Oliveira then attacked Duval late on, but couldn't find a way past even though he got alongside with three laps to go, although his fourth place meant second in the points.

James Rossiter finished sixth and 10th in the two races to claim sixth in the championship.

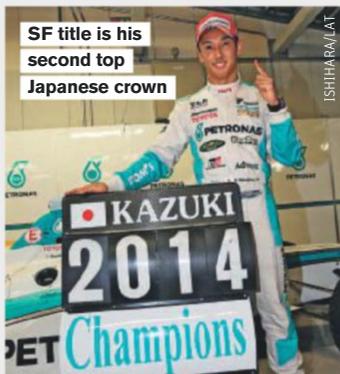
● Jiro Takahashi

## RESULTS

**Race 1 1 Joao Paulo de Oliveira (Dallara-Toyota SF14)**, 19 laps in 39m41.541s; 2 Kazuki Nakajima (D-T), +3.846s; 3 Andre Lotterer (D-T); 4 Yuji Kunimoto (D-T); 5 Hiroaki Ishiura (D-T); 6 James Rossiter (D-T).

**Race 2 1 Nakajima**, 28 laps in 54m37.300s; 2 Lotterer, +8.831s; 3 Loic Duval (D-T); 4 De Oliveira; 5 Ryo Hirakawa (D-T); 6 Naoki Yamamoto (D-Honda).

**Points 1 Nakajima, 46**; 2 De Oliveira, 39.5; 3 Lotterer, 34.5; 4 Duval, 29.5; 5 Ishiura, 26; 6 Rossiter, 22.



SF title is his second top Japanese crown



Sarrazin swapped the racetrack for tree-lined stages

## EUROPEAN RALLY CHAMPIONSHIP TOUR OF CORSICA (F), NOVEMBER 6-8 RD 11/11

# Corsica conquered by all-rounder Sarrazin

**STEPHANE SARRAZIN DEMONSTRATED** his versatility with his first ERC victory on the twisty Mediterranean island stages.

The Toyota WEC star started leg two 1.7s ahead of last year's winner Bryan Bouffier, but a trio of wins on Saturday morning's damp stages opened that gap to 13.6s. And when Bouffier spun into a ditch on the penultimate run, Sarrazin's lead stood at 24.4s. Bouffier won the closing test but the victory went to Sarrazin.

After sharing times on Friday's second test, Bouffier went fastest of all on stage three to take the lead from Sarrazin only for a puncture on stage four to drop him back to second. With Sarrazin struggling on soft compound tyres on his Ford

Fiesta on the dry Friday afternoon stages, Bouffier was able to fight back into contention only for Sarrazin to raise his game on Saturday.

Kevin Abbring scored his first podium since the Azores in May after his often troublesome Peugeot 208T16 went the distance following frantic repairs to fix a faulty pulley after the regroup in Propriano on Friday evening. However, his team-mate Craig Breen wasn't so lucky due to transmission failure.

Esapekka Lappi, whose European title was confirmed when fellow factory Skoda driver Sepp Wiegand failed to start after his car burnt out in a Monday test, had climbed to third but crashed out on stage six.

French youngster Eric Camilli

impressed on his second four-wheel-drive outing in fourth, with Romain Dumas fifth in his Porsche 997 RGT. Stephane Lefebvre took the ERC Junior title despite finishing second to rival Andrea Crugnola.

● Graham Lister

### RESULTS

**1 Stephane Sarrazin/Jacques-Julien Renucci (Ford Fiesta RRC)**, 2h36m48.4s; 2 Bryan Bouffier/Xavier Panserri (Ford Fiesta RRC), +18.9s; 3 Kevin Abbring/Sebastian Marshall (Peugeot 208T16); 4 Eric Camilli/Benjamin Veillas (Peugeot 207 S2000); 5 Romain Dumas/Denis Giraudet (Porsche 997 RGT); 6 Bruno Magalhaes/Carlos Magalhaes (Peugeot 208T16).

**Points 1 Lappi, 162;** 2 Sepp Wiegand 128; 3 Craig Breen 104; 4 Kajetan Kajetanowicz 100; 5 Vaclav Pech/Abbring, 63.

## SUPERTC2000 CODEGUA (CL), NOVEMBER 9 RD 11/12

# Canapino christens Chile's new circuit

**ARGENTINA'S SUPER TC2000** touring car series ventured west into neighbouring Chile for the first time for the opening of the new Codegua track, with Peugeot's Agustin Canapino claiming victory.

Leonel Pernia (Renault) and Esteban Guerrieri (Toyota) won the early morning heats, and polesitter Pernia led the 21-car field away at the start of the final, followed by Guerrieri, Canapino, Julian Santero

(Peugeot), Emiliano Spataro (Renault) and reigning champion Matias Rossi's Toyota.

Former single-seater star Guerrieri, in his best tin-top outing to date, went after leader Pernia until lap seven, when he damaged his car's undertray over some kerbing and retired on the spot. This allowed Santero briefly into second, but he then lost to team-mate Canapino.

Canapino in turn went in pursuit of Pernia, from whom he wrested the lead to score his second win of the season. Points leader Nestor Girolami (Peugeot) started from row seven and clambered through the field, then found his progress delayed by some argy-bargy with title rival Norberto Fontana, which left both cars with visible scars.

However, Girolami continued his progress and ended up in third, thanks to team-mate Santero allowing him past a few metres before the finish, behind Canapino and Pernia, who fought it out until the end of the race.

● Tony Watson

### RESULTS

**1 Agustin Canapino (Peugeot 408)**, 22 laps in 42m30.564s; 2 Leonel Pernia (Renault Fluence), +0.239s; 3 Nestor Girolami (Peugeot); 4 Julian Santero (Peugeot); 5 Damian Fineschi (Peugeot); 6 Bernardo Llaver (Toyota Corolla).

**Points 1 Girolami, 186;** 2 Pernia, 161.5; 3 Canapino, 159; 4 Norberto Fontana, 151; 5 Facundo Arduso, 131; 6 Mariano Werner, 127.



Canapino claimed an historic victory



LEVITT/LAT

## NASCAR NATIONWIDE

Brad Keselowski (above right) put his recent troubles behind him by stealing victory from Kyle Busch at Phoenix on Saturday. The Penske Ford Mustang racer dived past Joe Gibbs Toyota ace Busch, who had led 187 of the 206 laps, at Turn 1 on the final lap which ended Busch's run of three consecutive wins at Phoenix. "I tried to let him go into [Turn] 1 and cut back underneath, but my car wouldn't turn," said Busch. Fifth place was enough for Chase Elliott to claim the title. The 18-year-old son of 1988 Sprint Cup champion Bill became NASCAR's youngest-ever winner of a national-level American stock car crown.

## NASCAR TRUCK SERIES

Erik Jones won Friday night's race at Phoenix, leading 114 laps of the 126. The race was twice afflicted by power failures, the second of which caused the event to end as the floodlights went out with the trucks racing at full speed. NASCAR elected not to restart due to the possibility that the power would fail again. Points leader Matt Crafton finished second, and needs a 21st-place finish to wrap up the title at Homestead this weekend.

## ASIA-PACIFIC RALLY

Jan Kopecky finished off his successful season by winning the China Rally in a Skoda Fabia S2000. Kopecky finished the 13-stage event 3m 57.2s in front of Japan's Yuya Sumiyama (Subaru). Michael Young left the road on the second stage but recovered to finish third in a Proton.

## BRAZILIAN PORSCHEs

Pedro Piquet won the Brazilian GP Porsche GT Cup Challenge race at Interlagos on Sunday. The 16-year-old son of world champion Nelson mastered damp conditions on slick tyres after the race started behind the safety car.

## AUSTRALIAN GTs

Two emphatic victories in the season finale at Highlands Motorsport Park in New Zealand clinched the title for Erebus Mercedes SLS racer Richard Muscat (below). He beat John Bowe (Ferrari 458 Italia) and the Aston Martin Vantage of Garth Tander/Tony Quinn in race one, with the podium places switching over in race two.



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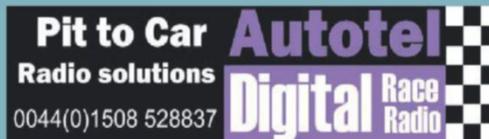


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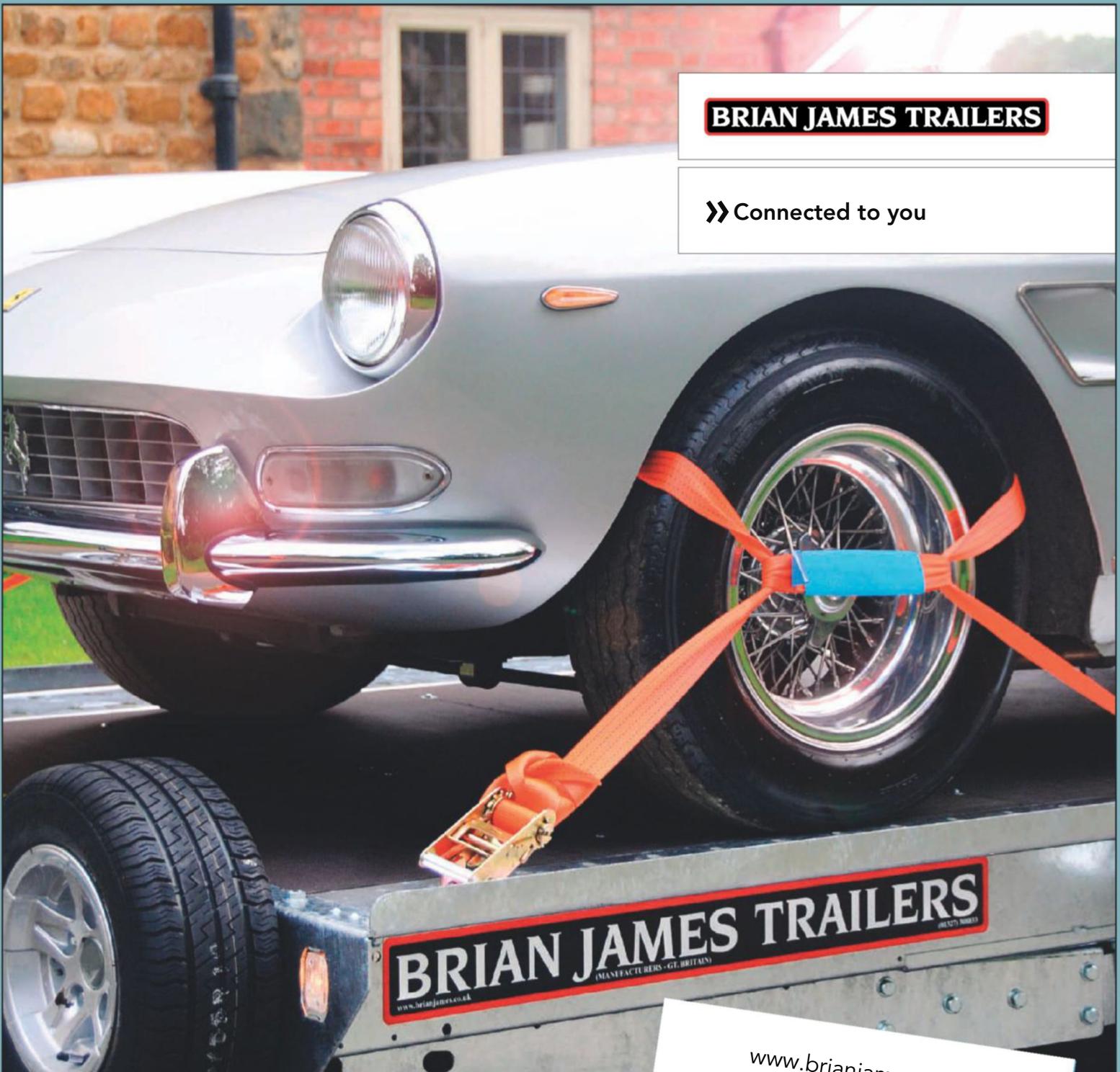
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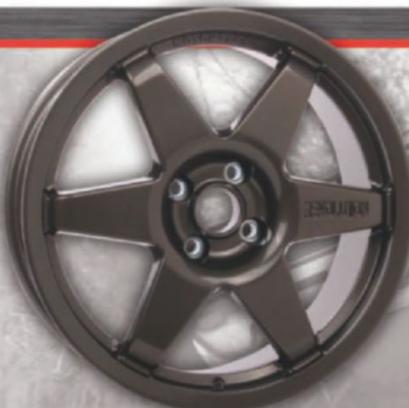
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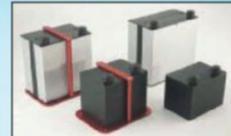


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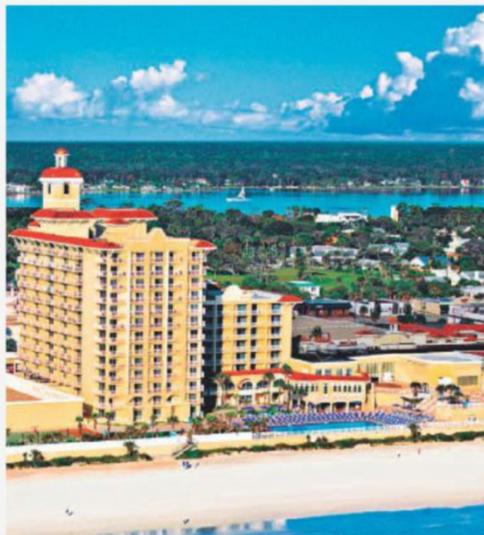
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# CLUB AUTOSPORT

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Arden has run cars in GP2, GP3 and Formula Renault 3.5

**SCOTT MITCHELL**  
ASSISTANT EDITOR

scott.mitchell@haymarket.com  
@ScottMitchell189



## THE GENERAL CONSENSUS

from participants in last week's Race of Remembrance at Anglesey is that stopping a race for a memorial service was a touch odd, but added substantial poignancy to an already emotional event.

On paper, you can see why – when races start, they usually run to the chequered flag! But the Mission Motorsport-organised Anglesey event was anything but conventional and looks set to return in 2015. And that's brilliant news, because all credit to Jon Earp, James Cameron and the team at Anglesey for putting on a unique event for a great cause.

You can read the thoughts of the Mission duo, plus those of Marino Franchitti, Tom Onslow-Cole and Calum Lockie – who were just some of the drivers who braved the cold November conditions last weekend – on page 72.

There is a feel-good factor among those involved with MSA Formula this week as well, following the news that 32 cars have been sold for its inaugural season. That still needs to translate to bums in seats, but the momentum continues for British Formula Ford's successor – and with another big-name addition in Arden.

Speaking of junior racing, talking to Adrian Newey earlier this week about the delicate balance between testing, racing and education for young drivers was fascinating. Newey is best known for donning his Formula 1 thinking cap and designing some of the most successful cars in the sport's history, but with son Harrison making his UK race debut at the weekend and committing to BRDC Formula 4 in 2015, he's also a racing parent. And a coup for Jonathan Palmer, too.



Newey's son is racing in F4

## MSA Formula sells 32 cars

Arden International joins in as series sets sights on full 2015 entry

### LEADING INTERNATIONAL TEAM

Arden Motorsport is among the 12-squad provisional entry for MSA Formula in 2015, as organisers confirmed 32 cars had been sold for its debut season.

The new championship, which will be the UK variant of the FIA's Formula 4 concept, will comprise 12 teams running two or three cars each.

Arden has not competed in British junior single-seater racing before and team boss Garry Horner said helping to feed the Young Racing Driver Academy, a young-driver programme Arden helped found, was a factor in changing that with MSA Formula.

"I wasn't desperate to go into the lower formulas, but this opportunity came up and we had a lot of drivers up for it, so it seemed interesting," Horner told AUTOSPORT.

"We spoke a lot about it in the team because we don't want to detract from what we're already doing, but we feel it can be a help to the business. We're looking forward to doing it."

### FORTEC, CARLIN CONFIRMED

Arden joins fellow single-seater powerhouses Fortec Motorsport and Carlin on the entry list, while Formula 3 squad Double R Racing has secured three EcoBoost-powered Mygales as well.

Several teams had targeted four-car entries but organisers reduced the limit to three in the wake of a substantial number of deposits after its launch at Silverstone in September.

Leading TOCA operations JHR Developments and Team Pyro, which are both champion teams on the BTCC package, will also contest the series as

it replaces British Formula Ford.

Champion FFord team JTR and race-winning outfits MBM Motorsport and Falcon Motorsport have secured chassis, as have fellow Ford squads Richardson Racing and SWB Motorsport, and Formula Renault team Scorpio Motorsport.

Gerard Quinn, Head of Ford Racing in Europe, claimed the series attracted 70 provisional orders and 50 cash deposits in total.

### KART STAR AHMED COMMITS

Karting sensation Enaam Ahmed will make his car-racing debut in the category next season.

Ahmed's management company Edge revealed last month (see AUTOSPORT, October 9) that the 14-year-old was set to graduate from karts after securing the European and World KF Junior titles.

The latter resulted in a prize French F4 test alongside seven-time Formula 1 world champion Michael Schumacher's son Mick and Mauricio Baiz, and father Shami said Ahmed's performance was convincing enough to commit to stepping up.

"Enaam's performance really made us sit up and seriously consider single-seaters," added Ahmed Sr, whose son has since tested a Double R Formula 3 car. "It was a surprise for us all how quick he was against some experienced opposition."



MSA Formula has sold 32 new cars

EBREY/PAT

EBREY



### Race of Remembrance

# Remembrance race to continue

**THE MISSION MOTORSPORT-**organised Race of Remembrance will run again in 2015.

The eight-hour race, held at Anglesey last Sunday, was part of a three-day event at the Welsh track to commemorate those who have served in the Armed Forces.

Club racer and soldier Jon Earp, who organised the event – which attracted 27 teams – and produced the regulations himself, said he was keen for it to grow.

“I think we’ve learned a lot, the rules and regulations,” he said. “I wrote the regs from the heart as opposed to the mind, which is never a good thing to do.

“There’s a lot of room for error, but one thing we’ve been told, confirmed, is that we’re here again next year, we’re running this again. Because of what we have learned this year, we can carry that through to next year.”

Major James Cameron, who has

co-ordinated the Help for Heroes-supported Mission Motorsport charity since returning from Afghanistan in 2011, said he was delighted with the response.

“What we’ve ended up with is an extraordinary event with incredible numbers of cars and teams with variety and quality,” he said.

“We’re absolutely made up and so is Anglesey. We’re going to be here next year and it’s going to be bigger and shinier and better.”

## DRIVER REACTION



**Marino Franchitti**  
Sebring 12 Hours winner

“It’s amazing to see what they do with the car, but it’s amazing to see what motorsport does for them in a mental way. I can’t imagine how good it’s going to be next year when we get more drivers, more teams, more fans. It’s going to be really cool.”



**Tom Onslow-Cole**  
Tin-top ace-turned-GT racer

“It’s been really cool, the whole weekend has been great, the camaraderie of everyone here has been really good. It was actually very odd to have the service in the race because it’s hard not to get caught up in it. It’s been a great event.”



**Calum Lockie**  
Former British GT champion

“It’s a great concept. I love the circuit, it’s my sort of place – I’d love to come more often. The service was great, a few people choked up, including myself. I thought it was a really nice thing to do. I don’t think we remember those who gave that sacrifice enough.”

### Mini Challenge

# Vaulkhard in Mini Challenge move with Power Maxed

**FORMER BRITISH TOURING CAR** driver Harry Vaulkhard will contest next year’s Mini Challenge, spearheading an assault on the series by BTCC team Power Maxed Racing.

The Warwickshire-based team, which ran a Chevrolet Cruze in the BTCC for Chris Stockton this year, will enter four of the new F56-shape cars in Mini Challenge in partnership with the ExcelR8 Motorsport outfit.

Vaulkhard, who has focused on club racing since his part-season in WTCC in 2010 for Bamboo Engineering, winning this year’s VAG Trophy, will lead the team.

“We want to increase our presence in the BTCC and national motorsport, and we saw Mini Challenge as the best

way to do that,” explained Power Maxed team boss Adam Weaver.

“Harry is the perfect driver to lead our challenge – he has masses of experience and will help us push forward with set-up. It would be great to get him back in the BTCC one day.”



### BRDC Formula 4

# Main-season BRDC F4 campaign for Newey in 2015

**HARRISON NEWEY WILL RACE IN** the BRDC Formula 4 Championship in 2015, after confirming a main-season campaign following his UK single-seater debut last weekend.

The son of Formula 1 technical guru Adrian secured a best finish of fourth in the BRDC F4 Winter Series opener at Snetterton last weekend, having made his car-racing debut in the French F4 Championship in October.

The 16-year-old will continue with the HHC Motorsport team with



which he raced at Snetterton.

“The guys at HHC are really nice people and the decision was vindicated at the weekend,” said Dave Boyce, who helps manage the youngster. “The team did a superb job.”

Newey Sr ran Harrison in his formative single-seater tests himself and was at Snetterton last weekend. “It was pretty easy [to decide] to be honest,” he said. “This was a realistic budget. In MSA Formula or Italian F4 it was two or three times as much.”

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Ginetta GT4 Supercup

# Perez makes circuit debut

**NATIONAL RALLY ACE STEVE**

Perez made his circuit-racing debut last weekend at Snetterton, ahead of a planned full-time entry in next year's Ginetta GT4 Supercup.

Perez took pole position and a best finish of third in the Allcomers races at the Norfolk track, using a Ginetta G55 loaned to him by the Yorkshire marque.



Perez led early on his debut

He intends to participate in the 2015 Supercup in 2015 using his own recently-acquired G55, after his son Sebastian made his debut on the TOCA support package in the Ginetta Juniors season finale at Brands Hatch last month.

"I've been in talks with Sebastian's team from this year, Dansport, but I may end up running the car myself," said the BTRDA champion, who will pilot a Lancia Stratos in this weekend's Rally GB.

"I was able to take advantage of the wet weather to take pole for Sunday morning's race. Sadly the track dried out and I dropped to third, and then I spun in the final race. It would have been good if it had been wet all weekend, but it was a great learning experience."

# HUMBLE PYE

## The voice of club racing



Homewood was a Brands Hatch star

# Nobody was quicker than John Homewood in an Imp

The Special Saloon fraternity – never stronger than in its 1970s heyday, when hotly contested championships and ingeniously-conceived cars abounded – will be saddened to learn that Impmeister John Homewood, one of its most prolific winners, died on November 2. He was 67, and had recently had a growth removed from his chin. Sadly, it proved to be cancerous.

A farmer from Charing, abutting Kent's North Downs, Homewood starting autocrossing his road-going Hillman Californian (Imp coupe) in 1967. Having subsequently run an ex-Peter Harper saloon, he switched to circuit racing in the early '70s. John's spectacularly-driven, self-built yellow Imps were soon frontrunners at Brands Hatch, where he conquered Ray Calcutt.

Homewood won the Brands-based, Kent Messenger newspaper-backed 1000cc championship in 1972, then blitzed it over the next three seasons, despite rolling his first car (by then sporting KM's colours) to destruction in '74. Undeterred, John bounced back with a new Imp – another steel-shelled confection with fibreglass wings; he considered the spaceframe trend dangerous – and never stopped winning.

After four straight titles the KM series regulations were re-drafted to exclude former champions – read JH! That only sharpened John's appetite and took him further afield. The legends 'Here Comes Homewood' and 'There Goes Homewood' on the nose and tail of his cars struck fear into rivals' hearts and equally thrilled spectators wherever he raced.

John designed his last Imp – "the Plastic Pig", based on one of Adrian Evans' fibreglass monocoque Davrian sportscar chassis – and won the

BRSCC's '77 Hitachi championship with it. Replica bodies were sold to amortise costs, and indeed can still be seen on some period survivors. He tried his hand at Sports 2000 in '79, but found the bar set too high for an amateur whose racing was fitted around a demanding farming calendar.

While Rootes Group/Chrysler fans rightly revere 1970-'72 British Saloon

"Five titles in six years

in self-built cars

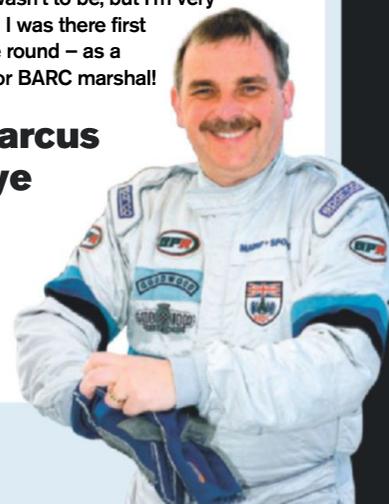
earned John the

Impmeister tag"

Car champion Bill McGovern, who won the titles based on class points in George Bevan's superbly-engineered Sunbeams, nobody was quicker in an Imp than John Homewood.

He won 70-plus races at Brands alone, and claimed many lap records. Ironically, living quietly following the breakdown of his third marriage, John was reported to be building another Imp at the time of his death. One last go wasn't to be, but I'm very glad I was there first time round – as a junior BARC marshal!

## Marcus Pye



British GT

# Bell, Johnston get TF Sport Aston for 2015 British GT

**BRITISH GT RACE WINNER MATT**

Bell will return to the series next season in a TF Sport Aston Martin Vantage.

Having spent the past four seasons campaigning an Audi R8 LMS for United Autosports, Bell will be joined at Tom Ferrier's team by Derek Johnston, who moves across from Triple Eight.

The pair tested the car at Donington Park last week and Bell was impressed by its performance.

"The Aston shocked me when I first drove it as the straightline speed is so

strong," said the 25-year-old. "It has a lot of driver aids, but they're less intrusive than they are in the Audi."

Johnston added: "TF Sport is a great operation, and I know that Matt is one of the strongest pro drivers on the grid."

TF Sport ran a V12 Vantage GT3 for Paul Bailey and Andy Schulz and the V8 GT4 version for class runners-up Andrew Jarman and Devon Modell in 2014.



Johnston and Bell tested last week

GT Cup

# UA to run Audi R8 in GT Cup

**UNITED AUTOSPORTS WILL RETURN**

to the GT Cup in 2015, fielding the series' first full-time Audi R8 LMS ultra entry for Phil Burgan.

Jim Geddie clinched the title for the team, which is yet to confirm whether it will continue to compete in British GT, at the wheel of a McLaren MP4-12C at last month's season finale at Oulton Park, while Burgan took a podium finish in the car he will campaign next year on his return to racing.

"After a long lay-off it has been a baptism of fire getting up to speed in the Audi," admitted Burgan. "However, the ingredients are there to get the best out

of the car and myself going forwards."

Team owner Zak Brown added: "The Audi is a great car and Phil did a really good job at Oulton, so I'm confident he will be challenging for wins and the title."



Audi appeared at Oulton Park



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Henry Surtees Foundation would like to extend special thanks to all those who made this year's Henry Surtees Challenge possible, and the event itself, such a success - Paul Hollywood, Steve Rider, Ford Shell, Bridgestone, Buckmore Park, Club 100 and all the prize donors your generosity is very much appreciated.

A star-studded line-up of drivers put on a spectacular and close day's racing – thank you!

### Prizes were awarded as follows:

- A tour of Carlin racing facility, seat fitting, simulator testing session with race engineer and a Formula 3 Dallara Volkswagen test, with **Carlin Motorsport** - **JACK AITKEN**
- A Formula Renault 2.0 two day test with **Manor Competition** - **ROSS GUNN**
  - A test day in the **Ginetta G40 GRDC** - **BOBBY THOMPSON**
  - A FIA Formula 4 Ford test, with **Falcon Motorsport** - **PIERS PRIOR**
  - A BRDC Formula 4 test with **Hillspeed** - **KYLE FOWLIE**
- A tour of the Red Bull Racing facility, simulator session and evaluation by a race engineer. A full website package and online branding, plus a three month social media package by **5G Creative** - **SCOTT MALVERN**
  - An **Arai GP-6S** helmet in white finish - **JACK BARLOW**
  - A complete hearing health check by **Hearing Electronics Limited**, a pair of custom-fit driver communication earpieces and filtered noise plugs - **DAVE WOODER**
- A two hour training session at **iZone Driver Performance**, and a full motorsport fitness assessment at **Porsche Human Performance** - **DAVID PITTARD**
  - A supply of **Teng Tools** to the value of £1,000 - **WILL VAN ES**
- A simulator session at the **Ferrari Driver Academy** and a Ferrari Racing Department factory tour for two people (travel by **Travel Places**) - **JACK O'NEILL**

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**Voyazides shook down new car at Donington last Thursday**



WALKER

**Historics**

# Voyazides to race Shelby in '15

**LEO VOYAZIDES PLANS TO RACE** his new Shelby American Daytona Coupe in the GT & Sports Car Cup and Masters Gentlemen Drivers Pre-1966 GT events next season after shaking down the Ford V8-powered car at Donington Park last week.

The Greek described the car, built on one of two prototype chassis made by Kirkham in the USA, as "a perfect 100 per cent replica of the works Daytona Cobra Coupes".

The car, which Voyazides will share with regular co-driver Simon Hadfield, was authorised by Carroll Shelby's organisation and granted the chassis number CSX 2604, which follows on from the originals in a sequence planned but not allocated in period.

Initiated by Leo's long-time crew chief Bruce Stevens, who died in June 2013, the ambitious project boasts the specification of Carroll Shelby's 1965 World GT Championship winners.

Its red livery mirrors that of the ex-works Alan Mann CSX 2602 entered by Ford under Scuderia Filipinetti's banner at Le Mans in 1965. Voyazides is confident it will be competitive.

"It handled superbly out of the box, much better than the roadster, probably because side exhausts enable it to run lower," he enthused. "We are changing the sump, to cure oil surge in right-hand corners, and plan to test the car again before the winter."



GIBSON/LAT

**Wiltshire will race ex-Bottas Dallara**

## In brief

### Ex-Bottas car to F3 Cup

F3 Cup racer Stuart Wiltshire will run an ex-Valtteri Bottas Dallara F308-11 in the series next year after buying the car from Double R Racing. Wiltshire's entry is the first to be made with a newly eligible car from the 2008-2011 F3 chassis cycle, and will be run by Chris Dittmann Racing.

### Jock Russell obituary

Longtime Scottish Formula 5000 racer Jock Russell has passed away. Russell made three appearances in non-championship F1 races, taking third in the Madrid Grand Prix at Jarama in an ex-Jim Clark Lotus 43 and contesting both the Race of Champions and BRDC International Trophy in F5000 machinery in 1973.

### Mitchell in Clio run

Ginetta Junior champion Jack Mitchell will test a Renault Clio Cup car with the SV Racing squad as he weighs up his options for 2015. Team boss Danny Buxton said: "He's got a couple of options but it's a big opportunity for him. He's expressed an interest in moving up all year. Hopefully it will be with us."

### Hall to run FF1600 team

Walter Hayes Trophy runner-up Rob Hall has announced the launch of his own Formula Ford team in partnership with USF2000 team owner Richard Morgan. "We have spent this season getting the infrastructure in place and already have one driver signed up for FF1600," said Hall.

### German series for TARC

Track Attack Race Club will run the Deutsche Marques Cup series next season dedicated to German-made saloons, coupes and sportscars. Club co-ordinator Steve Vince said the new series was the result of a strong reception of its new-for-2014 Tricolore Trophy for French cars.

**BRDC F4**

## Shunt rules Gill out of F4 debut

**ALEX GILL'S PLANNED BRDC F4** debut at last weekend's winter series races at Snetterton was called off after the Formula Renault BARC race winner crashed his Mark Godwin Racing-entered car during testing on Thursday. "Alex damaged the car, but his financial situation meant he couldn't pay for it to be repaired. So we were forced to pull out," explained Godwin, who says his team may continue in the series.



**Gill did not race at Snett**

EBREY/LAT



FAST COMPANY/DARREN SYMONDS

## Tweedie has rivals in his pocket

Australian Formula 3 and Porsche Carrera Cup frontrunner Tom Tweedie won two of the three 2014-15 MSC F5000 Tasman Revival Series openers at Sandown Park last weekend in father Robert's Chevron B24. Kiwi Steve Ross (McRae GM1) won the other.

**Jupp has switched to Mectech**



STYLES

**BRDC F4**

# Mectech to enter BRDC F4 with three cars

**MULTI-TITLE WINNING RADICAL** outfit Mectech plans to enter three cars in BRDC Formula 4 next year, having made its single-seater debut in the Winter Series opener last weekend.

Connor Jupp took Mectech's sole entry to a brace of fourth places at Snetterton,

missing out on a podium finish in the opening race by just four tenths of a second, and the Essex-based team has bought a second chassis to add to its existing ex-KBS Motionsport purchase.

Mike Smith described the MSV-run championship as a "natural progression"

for his team, which completed a hat-trick of Radical titles in this year's Euro Masters.

"It's value for money and cost-effective, which it has to be with kids at this young age," said Smith Sr. "I'm confident the new Tatuus chassis will be successful when it is adopted by BRDC F4 in 2016."

# Palmer and Caroline in winter wonderland

**WILL PALMER AND GAETANO DI MAURO** emerged from the opening weekend of the BRDC F4 Winter Series as the pacesetters, with the impressive Palmer securing a hat-trick of wins.

Di Mauro seized the early initiative in the first of four races, converting a dominant pole into an early lead. Meanwhile, Palmer made up for a hesitant start by quickly relieving Connor Jupp of second before setting about catching the leader.

However, di Mauro would incur a 10-second post-race penalty for a jump start, which would in effect rule him out of contention for victory. Palmer closed to within half a second of his rival but, having been informed of the situation, was content to follow him home and still take the win.

Di Mauro was sufficiently clear of the rest to keep second after his penalty, while Rodrigo Fonseca also passed Jupp and fought off both the Mectech racer and Adrian Newey's debuting son Harrison to secure third in a tight three-way battle.

Palmer got away well from pole in race two and went on to secure an unflustered win. Di Mauro avoided any penalties this time en route to a lonely second. Meanwhile, Jordan Albert chased down third-placed Jupp in the closing minutes before pulling off a great move round the outside of Riches and Montreal to snatch the final podium place.

Palmer extended his winning streak in race three by leap-frogging di Mauro at the start to lead, taming the wet track to win comfortably. Fonseca meanwhile sealed third from Newey, whose fourth place proved his best result of the weekend.

Palmer surged ahead of di Mauro at the start of the final race, while the latter held second from Fonseca after braving it around the outside of Riches. An emboldened di Mauro proceeded to reel in Palmer through the infield section and down Bentley Straight, and the under-pressure leader then succumbed with a grassy moment into Brundle.



Palmer (3) leads Di Mauro en route to one of three wins

STYLES

Di Mauro duly capitalised and snatched the lead, and although Palmer showed flashes of speed thereafter, the Petrolball racer's consistent pace was enough to secure a comfortable victory as Albert completed the podium in a distant third. Palmer was justifiably satisfied with his weekend's work, taking a 12 point lead over Di Mauro to the final round at Brands Hatch later this month.

There was no stopping Jamie Caroline in the Ginetta Juniors Winter Series, who took a clean sweep of wins to take the championship in style.

He set the ball rolling in race one by hunting down polesitter Dan Zelos on the opening lap and moving ahead through Hamilton bend to lead, holding off Zelos and Senna

Proctor after a safety car period.

Caroline and Zelos lined up together on the front-row again for race two, but this time their fight only lasted to the first corner. The pair collided sweeping into Riches for the first time, with Zelos spinning out of contention. Unhindered, Caroline controlled the race ahead of Proctor, who withstood race-long attentions from Patrick Matthiessen to earn second. Meanwhile, a fine recovery drive saw Jonathan Hadfield burst from 16th to finish fourth.

When racing resumed after a red flag in the third race, Caroline eased away from Zelos to win once again, and Caroline clinched the crown by making it four from four later on.

Despite losing the lead after slowing when he thought he'd been black-flagged, Salih Yoluc (Ginetta



Bennett won the Allcomers finale

STYLES

G55) won both Saturday's well-supported Allcomers races, before being edged out by Ben Scrivens' G50 in Sunday's wet opener.

With both Scrivens and Yoluc absent from the finale, Anthony Bennett (Caterham) held off Richard Green's similar car to win.

● Oliver Timson



Caroline (leading) took four wins

STYLES

## RESULTS

**BRDC F4 WINTER SERIES (10 LAPS) 1 Will Palmer 18m54.806s (94.18mph);** 2 Gaetano Di Mauro +9.482s; 3 Rodrigo Fonseca; 4 Connor Jupp; 5 Harrison Newey; 6 Jordan Albert. **Fastest lap** Palmer 1m51.761s (95.63mph).  
**RACE 2 (10 LAPS) 1 Palmer 18m46.132s (94.90mph);** 2 Di Mauro +4.648s; 3 Albert; 4 Jupp; 5 Newey; 6 Fonseca. **FL** Palmer 1m51.438s (95.91mph).  
**RACE 3 (9 LAPS) 1 Palmer 21m17.568s (75.29mph);** 2 Di Mauro +15.350s; 3 Fonseca; 4 Newey; 5 Zubair Hoque; 6 Jupp. **FL** Palmer 2m10.761s (81.73mph).  
**RACE 4 (10 LAPS) 1 Di Mauro 20m06.510s (88.58mph);** 2 Palmer +5.923s; 3 Albert; 4 Jupp; 5 Fonseca; 6 Newey. **FL** Palmer 1m56.786s (91.51mph).  
**GINETTA JUNIOR WINTER SERIES (6 LAPS) 1 Jamie Caroline 15m20.547s (69.66mph);** 2 Dan Zelos +0.285s; 3 Senna Proctor; 4 Matt Chapman; 5 Patrick Matthiessen; 6 Lewis Brown. **FL** Zelos 2m22m.158s (75.18mph).  
**RACE 2 (6 LAPS) 1 Caroline 14m16.334s (74.88mph);** 2 Proctor +6.693s; 3 Matthiessen; 4 Jonathan Hadfield; 5 Geri Nicosia; 6 Billy Monger. **FL** Caroline 2m20.833s (75.89mph).

**RACE 3 (3 LAPS) 1 Caroline 7m54.422s (67.58mph);** 2 Zelos +9.771s; 3 Proctor; 4 Nicosia; 5 Alex Day; 6 Matthiessen. **FL** Caroline 2m35.966s (68.52mph).  
**RACE 4 (6 LAPS) 1 Caroline 16m19.364s (65.47mph);** 2 Zelos +5.331s; 3 Nicosia; 4 Hadfield; 5 Brown; 6 Proctor. **FL** Caroline 2m31.359s (70.61mph).  
**ALLCOMERS (10 LAPS) 1 Salih Yoluc (Ginetta G55) 21m02.499s (84.65mph);** 2 David Krayem (Ginetta G50) +6.654s; 3 Brad Fincham (Caterham R400); 4 Pascal Green (Caterham C400); 5 Anthony Bennett (Caterham R300); 6 Richard Green (C400). **FL** Bennett 2m03.123s (86.80mph).  
**RACE 2 (8 LAPS) 1 Yoluc 16m46.895s (84.91mph);** 2 P Green +2.785s; 3 Krayem; 4 Fincham; 5 R Green; 6 Ben Scrivens (G50). **FL** Yoluc 2m03.786s (86.34mph).  
**RACE 3 (9 LAPS) 1 Scrivens 21m10.888s (75.68mph);** 2 Yoluc +8.795s; 3 Steve Perez (G55); 4 Andy Thompson (Seat Leon); 5 Bennett; 6 Krayem. **FL** Yoluc 2m18.237s (77.31mph).  
**RACE 4 (10 LAPS) 1 Bennett 22m03.396s (80.76mph);** 2 R Green +6.255s; 3 Tom Eden (Caterham CSR 260); 4 Gary Bate (Caterham Supertight); 5 Fincham; 6 Thompson. **FL** Bennett 2m08.608s (83.10mph).



Onslow-Cole, Edwards and White (centre) took victory

BOURNE

**RACE OF REMEMBRANCE ANGLESEY, NOVEMBER 8-9**

## Onslow-Cole leads Strata to Remembrance enduro glory

A THRILLING FINALE CAPPED OFF A fantastic inaugural Race of Remembrance, as former British Touring Car star Tom Onslow-Cole led the Strata team to victory.

Onslow-Cole and team-mates Paul White and Jade Edwards found themselves on pole after Saturday's wet qualifying session, but it was the Jota Mazda MX-5 of Calum Lockie that surged into the lead at the start.

As the track began to dry Onslow-Cole retook the advantage as Lockie started to drop back with numerous issues. The Remembrance Sunday

service brought racing to a halt at 10.30am, and when proceedings resumed, Onslow-Cole managed three hours in the Strata Golf before handing over to White.

Emerging as the team's main challenger was the CTR Motorsport Lotus Elise, which was as much as five seconds a lap quicker than the Golf, but needed to pit every hour and had a difficult start to the race.

The gap between the lead cars had been as much as six laps early on, but with 50 minutes to go it was down to two laps and falling. The Golf,

suffering on worn tyres in the hands of Edwards, came under attack as the Elise eroded its rivals' lead lap by lap. But as darkness fell the race was shortened, thwarting the CTR charge.

"Brilliant finish, but quite tight," enthused Edwards. "We were on our last legs with tyres. I got in the car, got told to keep off the kerbs and take it steady."

Rounding out the top three was the Sheard Motorsport MX-5 of Darren Standing, Anthony Nield, Liam Murphy and Paul O'Neill.

● Jack Benyon

**RESULTS (265 LAPS) 1 Strata Motorsport:**

**Tom Onslow Cole/Paul White/Jade Edwards (VW Golf TDI) 7h36m31.08s (66.26mph);**

2 CTR Motorsport: Richard Chamberlain/Matthew Chamberlain/John Atherton (Lotus Elise) +37.63s;

3 Sheard Motorsport 2: Darren Standing/Anthony Nield/Liam Murphy/Paul O'Neill (Mazda MX-5 Mk3);

4 Sheard Motorsport 1: Paul Sheard/Geoff Gouriet/Jim Hart/Nick Doughall (MX-5 Mk3);

5 GGR Motorsport: George Grant/Jonathan Cryer/Shawn Hollamby/Rob Boston (MX-5 Mk3);

6 Team Caterham: Steve McCulley/Paul Aram/Matt Bird/Barry Moore (Caterham 7).

FL CTR Motorsport 1m15.64s (73.77mph).

77

**DONINGTON 1000KM DONINGTON PARK, NOVEMBER 8 BRSCC**

## Racelogic rounds off year with 1000km domination

**NEWLY CROWNED FUN CUP**

champion squad Team Racelogic ended its season with a dominant victory in the first BRSCC Donington 1000km race.

The crew of Julian Thomas, Nigel Greensall and Jon Tomlinson led for most of the eight-and-a-half hour duration after early pacesetter Truman's had problems towards the end of the first hour.

During the six-hour stint in daylight Racelogic led the majority as the DespatchBay.com and JPR teams settled into the top three, barring the odd exchange during pitstops. But JPR broke a driveshaft in the sixth hour and that brought Team Honeywell back into the frame, after they lost time early on with a wiper problem.

As night fell, it was Honeywell's

Guy Wenham who was setting the pace. He caught and passed the fading DespatchBay.com car to take second before reducing the gap to the leaders to a minute, despite a grassy excursion at the Old Hairpin.

Thomas handed the lead car back to Greensall to complete the race, while Neil Plimmer took over from Wenham to secure second for Honeywell. Jay Shepherd consolidated for DespatchBay.com, while Team OBR consolidated their hold on fourth over the final hour.

Global Racing's John Gilbert secured fifth, while the JPR team rounded out the top eight finishers with its three cars, its lead entry recovering to sixth by the end.

Three Mazda MX-5s also took part alongside the Fun Cup runners, and it was Sam Smith and Steve Hart who



WALKER

Racelogic (1) again had the measure of the opposition

took class honours. Will and Roy Stephenson's Team Stevo entry, which completed most of the night running with one headlight, ended up second in class after a couple of extra stops to try to fix the issue.

● Peter Scherer

**RESULTS (294 LAPS) 1 Team Racelogic:**

**Julian Thomas/Nigel Greensall/Jon**

**Tomlinson 8h34m02.907s (67.91mph);**

2 Team Honeywell: Neil Plimmer/Geoff Fawcett/Guy Wenham +1m24.534s;

3 DespatchBay.com: Andy Bicknell/John Griffiths/Jay Shepherd;

4 Team OBR: Mark Burton/Graham Pattle/Tom Pattle;

5 Global Racing: John Gilbert/Scott Kavanagh/Sarah Reader;

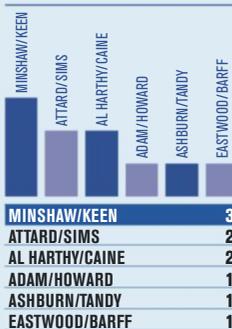
6 JPR: Nick Whitehead/Anthony Gaylard/Graham Roberts. **Class winners** Pink Peril: Sam Smith/Steve Hart. FL JPR 1m35.063s (74.94mph).



Attard ended up on top

1	MARCO ATTARD	Ecurie Ecosse BMW Z4	148.5
2	MICHAEL CAINE/AHMAD AL HARTHY	Motorbase Aston Martin Vantage V12	138
3	ALEXANDER SIMS	Ecurie Ecosse BMW Z4	129.5
4	PHIL KEEN/JON MINSHAW	Trackspeed Porsche 991 GT3-R	121.5
5	ANDREW HOWARD/JONNY ADAM	Beechdean Aston Martin Vantage V12	98
6	GARY EASTWOOD	FF Corse Ferrari 458 Italia	91.5
7	PASIN LATHOURAS	AF Corse Ferrari 458 Italia	74
8	MATT BELL	United Autosports Audi R8 LMS ultra	58.5
9	RORY BUTCHER	Motorbase Aston Martin Vantage V12	55.5
10	PAUL WHITE/TOM ONSLOW-COLE	Strata 21 Aston Martin Vantage	53.5
11	DAVID ASHBURN/NICK TANDY	Trackspeed Porsche 991 GT3-R	46.5
12	MARK PATTERSON	United Autosports Audi R8 LMS ultra	44.5
13	RICHARD LYONS	AF Corse Ferrari 458 Italia	44
14	DEREK JOHNSTON	Triple Eight BMW Z4	41.5
15	ADAM CARROLL	FF Corse Ferrari 458 Italia	39
16	LUKE HINES	Triple Eight BMW Z4	38.5
17	JEFF SMITH	Motorbase Aston Martin Vantage	37.5
18	PHIL DRYBURGH	PGF-Kinfaun Aston Martin Vantage	34
19	RICHARD ABRA/ MARK POOLE	MP Motorsport Aston Martin Vantage	33
20	CHRIS HOY	JRM Nissan GTR-NISMO	29
=	JOE OSBORNE	Triple Eight BMW Z4	29

## WINS



## QUALIFYING



\*Based on the best overall qualifying time from each weekend

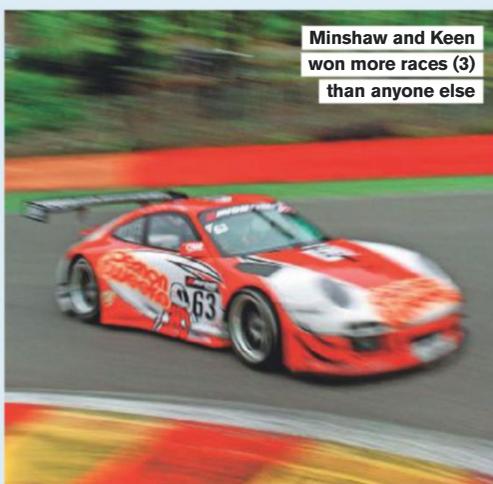
## FASTEST LAPS



## POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers in each class. For races of two hours or more, the points are multiplied by 1.5 to give: 37.5-27-22.5-18-15-12-9-6-3-1.5. The GT3 class decides the overall title irrespective of the points scores of those in the other classes.

Minshaw and Keen won more races (3) than anyone else



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FORIX

# Attard beats the Aston hordes

With Alexander Sims at his side, Marco Attard won a fiercely contested British GT title battle.

SCOTT MITCHELL looks at how he did it

For the second year running an Amateur landed the British GT crown, and like Andrew Howard in 2013 Marco Attard found it wasn't a simple run to the title. That he agonisingly watched the final round of the 2014 season on the sidelines, helplessly waiting for fate to deliver the title to him, is a testimony to that.

"I'd packed my bag and put my stuff in the car," admits the champion, who was forced to retire from the finale with a gearbox failure. "Everyone realised how pissed off I was. It was a nightmare!"

Being partnered by factory BMW driver Alexander Sims meant success was always a possibility, though Attard ended up with a standalone championship honour after Sims' chances of victory disappeared when he had to skip the Snetterton races owing to works team duty at the Nurburgring 24 Hours.

With a horde of Aston Martins, Ferrari (both AF and FF Corse), Porsche (Trackspeed) and Nissan returning, and two new Bentleys on the grid, this season was tougher than ever before. And Attard and his Barwell-run Ecurie Ecosse BMW Z4 GT3 trumped the lot.

## HOW IT WAS WON

Attard spent the majority of the season refusing to talk about title permutations, but it was clear from the start that he and Sims formed a formidable partnership. While the year was bookended by mechanical failures,



Caine and Al Harthy opened with a win

the middle was barely shy of outstanding. Their Z4 started on the front row for seven of 10 races and was on the podium in five of the eight it finished. Five pole positions only translated into two wins – Oulton Park and the second Spa race – but Attard made a serious mistake just once, spinning at Snetterton while being partnered by Jonny Cocker in Sims' absence and dropping to 10th. It was the only race he finished outside the top four.

"I think I have improved," he admits sheepishly, "and I'm very proud to have won the championship. But the team is so good. I learned so much from them, it's been hard work over the course of the year. Alexander is a star, all credit goes to him. I don't listen a lot in life but I listened to everything he said."

Attard's own pace and consistency is something his factory co-driver is keen the champion, who is reluctant to praise himself highly, should take credit for.

"I think Marco was genuinely one of if not the

Barwell-run Ecurie  
BMW beat the rest



ALL PICTURES: EBREY/LAT



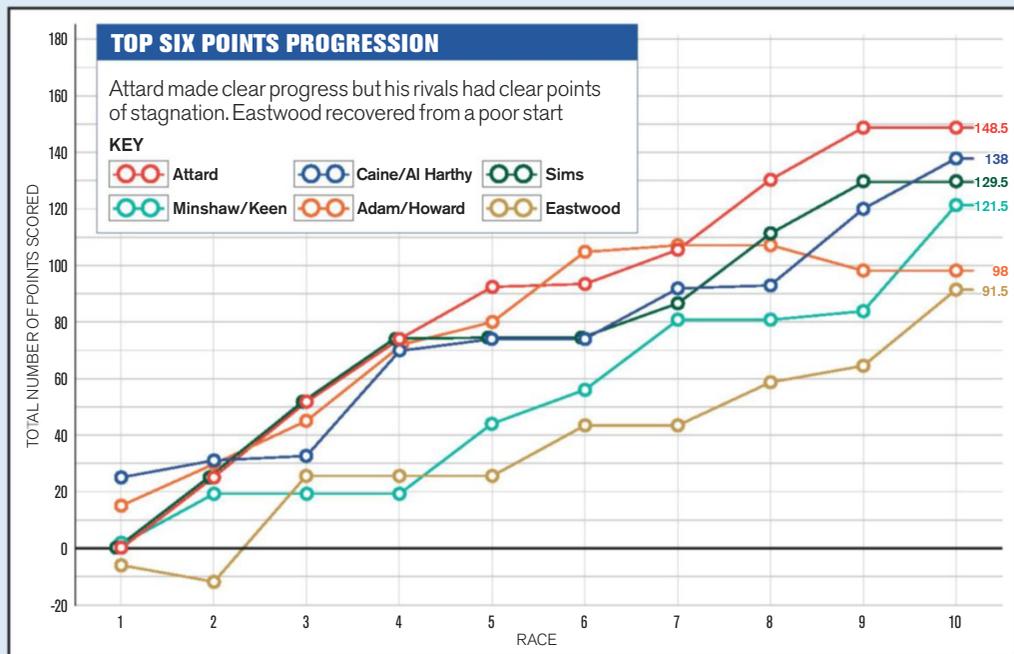
FF Corse took first  
British GT triumph

quickest Ams at most weekends this year," reflects Sims. "We started at the front and stayed at the front. It's not been really straightforward but a really nice mix of success and hard work."

They didn't start the year in front in the points, though – the Oulton retirement saw to that. In fact, only two teams came close to Barwell over a season – the AMR-affiliated Motorbase and Beechdean outfits – and both of those made better starts to the year.

Motorbase's switch from Porsche to Aston machinery was vindicated on the opening weekend of the season, when Ahmad Al Harthy and Michael Caine took victory as Attard retired with an exhaust problem. Beechdean duo Howard and Jonny Adam joined the Motorbase pair on the podium and racked up the points in style in the early stages of 2014.

Two thirds at Oulton were followed by fifth at Rockingham (Attard and Sims were second), second behind Caine and Al Harthy in the three-hour Silverstone showpiece, and then



seventh place and a first (and only) win of the season at Snetterton.

Attard's error in Norfolk handed Adam and Howard an 11.5-point cushion over the Barwell man, but Caine and Al Harthy struggled as the series' success penalties consigned them to a cycle of scoring big then scoring small (if at all).

Belgium proved to be the turning point in the season. Attard and Sims dominated qualifying,

each claiming pole, but race one was defined by a damp-but-drying Spa track. Attard was one of several drivers to opt for slicks after leaving the pits and thus forfeited his grid slot to start from the pitlane on dry tyres. That allowed Caine and Al Harthy to claim a third podium of the year, as Phil Keen and Jon Minshaw – victorious in the opening race at Snetterton – charged through to take win number two as Sims salvaged fourth. ▶

# THE SIX DRIVERS WHO STOOD OUT



## 1 ALEXANDER SIMS

Won twice and set four fastest laps across eight races, and was quickest in three of the year's seven qualifying sessions. He was the benchmark driver and, much like Adam last year, is a champion in all but name.



## 2 JONNY ADAM

The disastrous run-in skews his efforts. Matched Sims for raw pace in qualifying and ended the year with the best average qualifying performance, an astonishing 1.7. Had the best car and used it very well.



## 3 PHIL KEEN

Probably the most underrated driver on the grid. He won three times, and that would have been four if not for the Brands puncture, though Trackspeed's restrictor break had a lot to do with just how strong the end was.



## 4 MICHAEL CAINE

Showed just why he's graded Gold with a string of fine drives. Qualifying was his weak point, but against a horde of factory drivers that's not surprising. In combat he was exemplary, but he just missed out on the title.



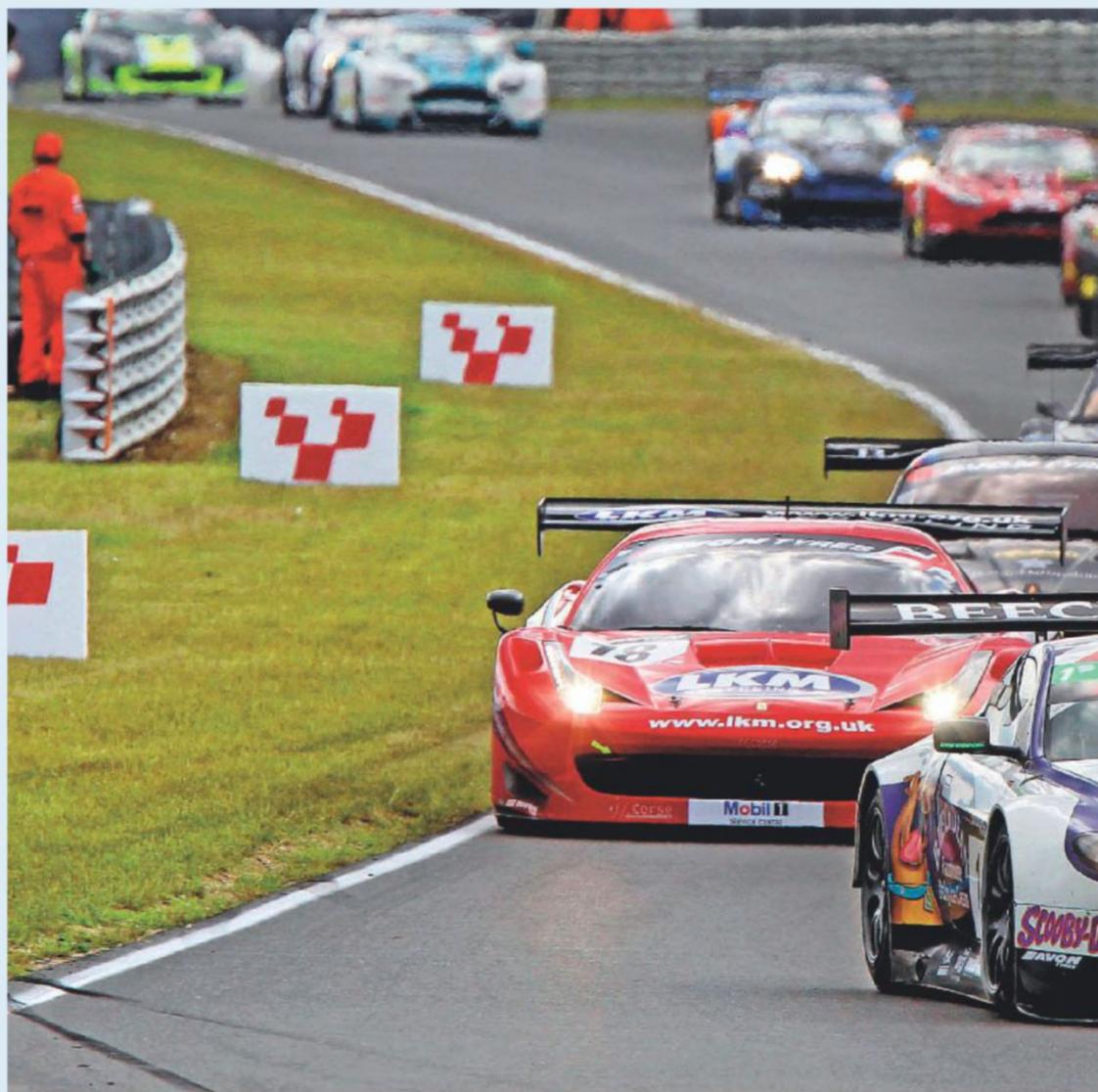
## 5 MATT BELL

Lady Luck went missing but he was on top form in 2014. He led United Autosports' trusty Audi R8 LMS ultra to five top-eight finishes from seven trouble-free races, and would have won at Oulton but for being taken out.



## 6 JOE OSBORNE

Missing the opener at Oulton didn't help his cause but the grid's sixth-best qualifying average shows how quick the Triple Eight driver was. Handled a late-season change of co-drivers with no fuss. Deserved more.



► One place off the podium put Attard and Sims in the driving seat for race two, with no pitstop penalty to serve, but Caine and Al Harthy toiled with their extended time in the pits and only managed 10th.

That, though, was more than Adam and Howard managed – ninth in race one and race-ruining contact in race two was all they had to show for their trip across the Channel. A disaster at Brands Hatch and retirement at Donington Park meant their total would actually decrease before the season's end.

Sims and Attard struggled for outright pace at Brands Hatch, where the Barwell BMW and Triple Eight-run Z4s were wrongly given extra ballast as part of series organiser SRO's Balance of Performance. Still they emerged with a fourth-place finish and, for Attard, with one hand firmly on the title. Al Harthy and Caine grabbed second place behind the returning Trackspeed Porsche duo of David Ashburn and Nick Tandy late on, when Minshaw and Keen retired from the lead, but having started from pole Beechdean failed

to finish and picked up a points penalty for contact early on between Howard and Triple Eight's Derek Johnston.

Al Harthy and Caine had an outside shot of the title at Donington Park, in which Attard's gearbox expired with more than an hour to run after a hasty pre-race engine change.

Motorbase led the early stages and it looked for a short while as though the title would change hands at the last moment, but their Brands success penalty dropped them down the order and crowned Attard champion as Minshaw and Keen wrapped up win number three.

## MEMORABLE MOMENTS

Rob Barff helped FF Corse claim its maiden British GT victory, but lasted just one more round before being replaced. Shrewd pit strategy handed Barff and Gary Eastwood a huge lead at Rockingham but Barff jumped the red light at the end of the pitlane and the subsequent drive-through penalty cut the advantage to around 18 seconds. A fine drive followed as Barff comfortably kept the chasing Sims at bay.

Sadly, he made contact next time out attempting to pass a GT4 car at Silverstone and retired on the spot, leading to an irate Eastwood, who also felt Barff's heavy testing schedule was compromising his performance, replacing him with GP2 race winner Adam Carroll. The former A1GP champion helped Eastwood to finish with a flourish, bagging second at Donington. That helped Eastwood pip Asian youngster Pasin Lathouras to sixth in the points, as FF Corse again outshone its illustrious AF namesake.





## GT4

In 2014 the GT4 entry was often double the size of last year's, with full-time Porsche and Lotus entries joining the usual Ginettas and Aston Martins.

Emerging as the standouts were Beechdean juniors Ross Wylie and Jake Giddings, who added the GT4 crown to team owner Andrew Howard's 2013 GT3 title. The Aston Martin pair took three wins, but it was their consistent scoring that proved decisive, never finishing lower than fifth all season.

"Consistency was definitely the key," explained Wylie. "Our game plan was to score good points every weekend and let the championship look after itself."

Andrew Jarman and Devon Modell had been level on points with fellow Aston men Wylie and Giddings after taking their second win of the year in the first race at Spa for Tom Ferrier's TF Sport outfit. But their title hopes were effectively extinguished at Brands Hatch, where an ill-timed safety car intervention left Jarman and Modell a lap behind the victorious Beechdean duo.

Adrian Barwick and former overall champion Bradley Ellis added a win at Snetterton to their victory in the three-hour enduro at Silverstone in their Team Parker Ginetta, but lacked the consistency to take the title fight to the Astons.

It was a similar story for the Century car of reigning champion Rick Parfitt Jr and Tom Oliphant, which was perennially plagued by mechanical woes. The pair were at least able to round off a bruising season with a win at Donington, while the equally unreliable Evora of Oz Yusuf and Gavan Kershaw took a sole victory at Snetterton.

He wasn't the standout stand-in of 2014 though. Jody Firth and Warren Hughes, who had a difficult season with their 75kg Gold-Silver success ballast, switched from Trackspeed to a Triple Eight BMW, bringing former champion David Ashburn back to the grid with Porsche factory driver Nick Tandy alongside him. Tandy topped his qualifying session with ease in Kent and, having charged onto the tail of Keen in the closing stages of the race, secured victory when his team-mate suffered a puncture.

The big pre-season story of British GT in 2014 was the involvement of Sir Chris Hoy. It was a bold move by the cycling legend given his level of car racing experience, and a points finish on his debut and podium at Spa were the obvious highlights. Elsewhere he looked as out of his depth as you would expect of a driver with just one season of racing under his belt; you can't help but think a second GT season would be smarter than the LMP move that's on the cards.

Another high-profile series debutant was British Touring Car race winner Tom Onslow-Cole. He and Strata 21 team-mate Paul White lasted just one race in a Nissan GTR-NISMO before joining the legion of Aston Martin, and they grabbed a podium in race two at Snetterton en route to 10th in the points. Fellow Aston driver Rory Butcher, another GT rookie, also clinched a maiden rostrum with Motorbase.

### STRIKING THE RIGHT BALANCE

Balance of Performance is supposed to be a recipe for equalisation but it invariably ends up as a guarantee for controversy.



The Aston Martin Vantage V12 was clearly the car to have in 2014, though the car's performance was a source of contention throughout the paddock. It was far from all-conquering, though, registering just one win all year, and with only one team putting together a season-long title bid (though Beechdean was in the mix until Brands).

A lack of transparency was the biggest issue on this front, and this led to questions over whether changes were being made correctly. Trackspeed was unhappy for most of the season with its small restrictor, and won three of the final four races when it finally received a BoP break.

The BMWs of Triple Eight and Barwell were hampered by unfair weight penalties which were not removed when they should have been. "Had we not had the results we had early on, we might feel a bit more aggrieved," is Sims' verdict.

BoP is going to be even more crucial in 2015, when the new Silver Cup for all-Silver pairings is introduced. Fail to balance that properly and an all-Silver duo could walk away with the title.

### TOP SIX POSITIONS

1	ROSS WYLIE/JAKE GIDDINGS	207.5
	Beechdean Aston Martin Vantage V8	
2	ANDREW JARMAN/DEVON MODELL	190
	TF Sports Aston Martin Vantage V8	
3	ADE BARWICK/BRADLEY ELLIS	140
	Twisted Team Parker Ginetta G55	
4	TOM OLIPHANT/RICK PARFITT JR	121.5
	Century Motorsport Ginetta G55	
5	MORTEN DONS/ALEKSANDER SCHJERPEN	105
	Century Motorsport Ginetta G55	
6	OZ YUSUF/GAVAN KERSHAW	100
	Lotus Evora	



### WINS





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# THIS WEEK

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

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



These fans love F1 the sport, not the business

COURTESY/LAT

## Who are the real fans of F1?

With talk of Red Bull and Ferrari providing three cars in 2015, and the possibility of customer cars in 2016, I ask who are the real fans of Formula 1?

When the top five teams get bonuses for being who they are, and for promising to be on the grid until 2020, while the middle and bottom teams struggle and go under, it makes you wonder: is F1 still a sport for us to enjoy, or just a business to make money and sell on?

When Brabham introduced its new venture, where the public could donate

and be part of the team, it was said to be innovative; when the public starting donating to keep Caterham afloat, it was classed as ridiculous. As I write, I believe £1 million has been raised, so I ask again, who are the real fans?

Were we asked if we wanted double-points races? Were we asked if social media was the way forward? Do we want sterile race tracks at the expense of the classic circuits? I was not asked, but then I am only a fan, not a businessman.

**Kevin Friday, By email**

**The loss of two F1 teams means** too few ways for drivers/teams/bosses/engineers to come through the system and develop the required skills.

Why not allow four one-car teams to compete using one-year-old cars from one of the existing teams? Although someone will draw the short straw and get this year's Ferrari.

**Colin Charman**  
Tenterden, Kent

**Talks to wholly or partially lift** the F1 engine freeze appear to be coming to nothing. We hear that a complete lift isn't financially viable. Maybe it's time to run the world drivers' championship for GP2 cars and to simple GP2 races.

It's not ideal, but I'd much prefer it to what we have now, and at least they look and sound like proper racing cars. Could it be a way to see off the big manufacturers with their costly reputations and CVC as well because it would no longer be F1?

**John Fox**  
East Bridgford, Nottinghamshire

**AUTOSPORT opined, vis-a-vis F1,** 'You'll miss us when we're gone' (October 30). Really? On Planet Motorsport, F1 for the past 10 years has been the most over-hyped, avaricious, egocentric and self-serving of any FIA championships. If it falls flat on its face, good riddance.

**Dr Mike Rushton**  
Little Budworth, Cheshire

**What a totally untenable** position McLaren has put its drivers in, all down to the whims of Honda, the mindset of Fernando Alonso (with whom the team had such a harmonious relationship), and that nice Mr Dennis.

Kevin Magnussen has little choice being an inexperienced youngster, but if I were Jenson Button I would tell them to put their job where the sun don't shine.

**John Reekie**  
By email

**So, F1 lap records were nearly** broken at Interlagos last weekend. Are F1 cars still too slow?  
**Benjamin Greig**  
By email

# In pictures

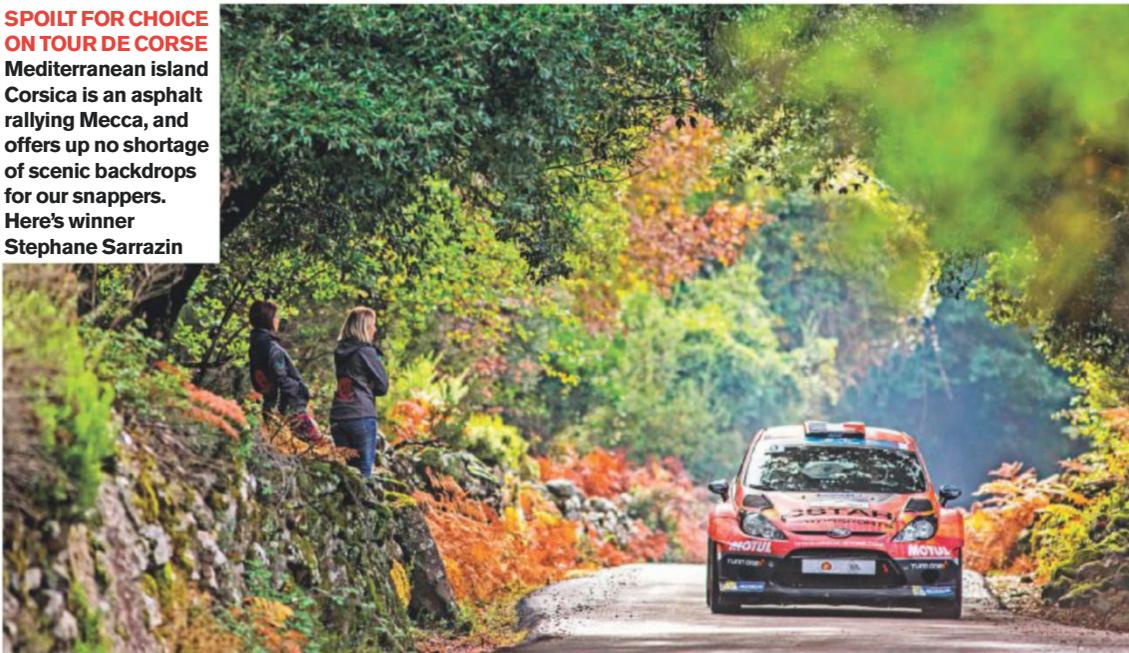
Images around the globe, from Phoenix to Corsica, via Interlagos & Aragon

**BURNING THE HOUSE DOWN...**  
There are post-race tyre burnouts, and then there's this: Kevin Harvick melted his rubber down to the wheelrims after his crucial NASCAR Sprint Cup victory at Phoenix



KINRADE/LAT

**SPOILT FOR CHOICE ON TOUR DE CORSE**  
Mediterranean island Corsica is an asphalt rallying Mecca, and offers up no shortage of scenic backdrops for our snappers. Here's winner Stephane Sarrazin



**DON'T YOU KNOW WHO I AM?**  
Brazilian F1 star Felipe Massa's son Felipinho grabbed some serious airtime over the weekend at Interlagos, helped by this ingenious T-shirt!



THOMPSON/GETTY

**PRYCE IS RIGHT FOR FONTANA**  
GP3 racer Alex Fontana made his FR3.5 test debut last week, a great excuse to show his Tom Pryce-tribute helmet design that he's worn all through his career



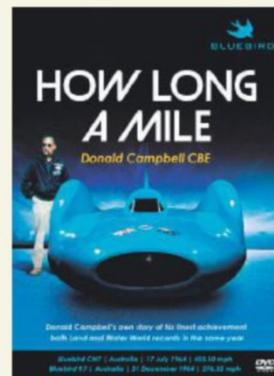
## In the shops

Desirable new releases

### DONALD CAMPBELL DVD

£16.41 – amazon.co.uk

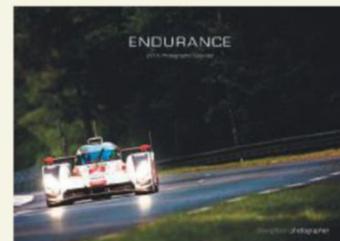
Narrated by speed-record king Donald Campbell himself, this previously unseen footage celebrates, in glorious colour, his unique double – world records broken on land and water – in 1964. Produced to celebrate the 50th anniversary of Campbell's feats in Australia, it's only half an hour long, but it's captivating stuff.



### 'ENDURANCE' CALENDAR

£29.99 – drew-gibson.co.uk/shop

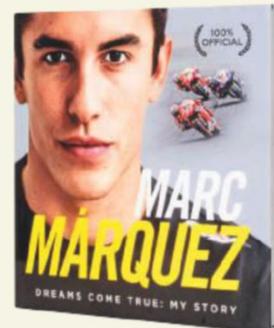
Motorsport photographer Drew Gibson is a regular contributor to AUTOSPORT during the season, and for the second year running he has put together his 12 favourite images from the World Endurance Championship, plus the Dubai and Nurburgring 24 Hours, into a large calendar measuring 42cm x 30cm.



### MARC MARQUEZ BOOK

£20 – autosport.com/shop

This is the first official biography of the youngest top-class motorcycle world champion and tells the story of the Spanish star's rise to such a level that he's already broken numerous records at the age of just 22. The book, written by Emilio Perez de Rozas, also features pictures by top bike snapper Mirco Lazzari.



# WHAT'S ON

## ON TRACK AROUND THE WORLD

84



The cream of the F3 crop heads to the Far East

### MACAU F3 GP

Macau, China  
November 15-16  
[macau.grandprix.gov.mo](http://macau.grandprix.gov.mo)

### WORLD TOURING CARS

Rd 12/12  
Macau, China  
November 16  
[fiawtcc.com](http://fiawtcc.com)

### NASCAR SPRINT CUP

Rd 36/36  
Homestead, Florida, USA  
November 16  
[nascar.com](http://nascar.com)

### SUPER GT

Rd 8/8  
Motegi, Japan  
November 16  
[supergt.net](http://supergt.net)

### WORLD ENDURANCE CHAMPIONSHIP

Rd 7/8  
Sakhir, Bahrain  
November 15  
[fiawec.com](http://fiawec.com)

### MRF CHALLENGE

Rd 2/3  
Sakhir, Bahrain  
November 14-15  
[mrfacing.in](http://mrfacing.in)

### V8 SUPERCARS

Rd 13/14  
Phillip Island, Australia  
November 15-16  
[v8supercar.com.au](http://v8supercar.com.au)

### V8 STOCK CARS

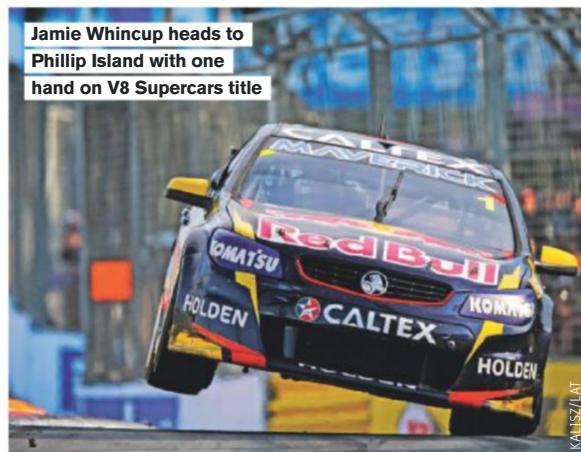
Rd 11/12  
Salvador, Brazil  
November 15  
[stockcar.com.br](http://stockcar.com.br)



It's WTCC argy-bargy time in Macau



The penultimate WEC event takes place in the desert of Bahrain



Jamie Whincup heads to Phillip Island with one hand on V8 Supercars title

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

**ON TELEVISION**

**THURSDAY NOVEMBER 13**

2030-2100 **BT Sport 2**  
WRC Rally GB preview

**FRIDAY NOVEMBER 14**

0730-0815 **Eurosport LIVE**  
WTCC: Macau qualifying  
2100-2145 **Sky Sports F1**  
Classic F1: 1986 British GP  
2235-2305 **Motors TV**  
WRC: GB day 1 highlights  
2300-2330 **BT Sport 1**  
WRC: GB day 1 highlights

**SATURDAY NOVEMBER 15**

0315-0430 **BT Sport 2 LIVE**  
V8 Supercars: Phillip Island race 1  
0545-0645 **BT Sport 2 LIVE**  
Macau F3 GP: Qualifying race  
0930-1130 **Motors TV**  
V8 Supercars: Phillip Island highlights  
1130-1835 **Motors TV LIVE**  
WEC: Bahrain  
1000-1100 **ESPN**  
V8 Supercars: Phillip Island race 2  
1600-1800 **Eurosport LIVE**  
WEC: Bahrain race finish  
1630-2030 **BT Sport 2 LIVE**  
Motorsport Tonight special  
2100-2130 **Motors TV**  
WRC: GB day 2 highlights  
2130-0050 **Motors TV LIVE**  
NASCAR Nationwide: Homestead  
2200-2230 **BT Sport 1**  
WRC: GB day 2 highlights

**SUNDAY NOVEMBER 16**

0100-0200 **BT Sport 2 LIVE**  
Macau GT Cup race

0300-0500 **Eurosport LIVE**  
WTCC: Macau races 1 & 2  
0445-0630 **BT Sport 2 LIVE**  
V8 Supercars: Phillip Island race 3  
0730-0830 **BT Sport 2 LIVE**  
Macau F3 GP  
1145-1315 **BT Sport 2 LIVE**  
WRC: GB Powerstage  
1215-1400 **Motors TV**  
V8 Supercars: Phillip Island race 3  
1615-2000 **BT Sport 2 LIVE**  
Motorsport Tonight special  
1835-2000 **Motors TV**  
Macau F3 GP  
1900-2330 **Premier Sports LIVE**  
NASCAR Sprint Cup: Homestead  
2100-2145 **Sky Sports F1**  
Classic F1: 1984 Austrian GP  
2235-2305 **Motors TV**  
WRC: GB day 3 highlights

**MONDAY NOVEMBER 17**

0930-1030 **ESPN**  
NASCAR: Homestead highlights  
2100-2300 **Sky Sports F1**  
Classic F1: 2008 Chinese GP  
2130-2230 **BT Sport 2**  
WRC: GB highlights

**TUESDAY NOVEMBER 18**

2000-2100 **BT Sport 1**  
Motorsport Tonight  
2100-2130 **Sky Sports F1**  
Classic F1: 1989 British GP

**WEDNESDAY NOVEMBER 19**

2100-2145 **Sky Sports F1**  
Classic F1: 1996 Spanish GP

**ONLINE**

**HOT ON THE WEB THIS WEEK**

YouTube 1985 LOMBARD RAC RALLY HIGHLIGHTS



**SEARCH FOR:** Top Gear Rally Report 1985 RAC Rally Part 2 (15:28)  
*Top Gear Rally Report's* golden girl Sue Baker gets more than she bargains for at the end of the 1985 Lombard RAC Rally when winner Henri Toivonen gives her a post-rally, finish-ramp kiss ahead of his interview. More details: *Rally of My Life*, page 86.

**AUTOSPORT +**

Iconic motorsport events take centre stage on [autosport.com](http://autosport.com)

What better way to fill the gap between the final two grands prix of the Formula 1 season than with our extensive coverage of Rally GB and the Macau Grand Prix. In Wales, our rally guru David Evans will be chasing the final WRC event of 2014 to provide live coverage all weekend.

**GET AUTOSPORT ON THE MOVE**

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM NASCAR & SUPER FORMULA, PLUS RALLY GB PREVIEW
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM [AUTOSPORT.COM](http://AUTOSPORT.COM)



**Revved up over what's on the box**

**Lewis Hamilton's face on the** Interlagos podium was already gloomy enough as Nico Rosberg babbled to the crowd. Luckily Nelson Piquet was on hand to... tell Lewis he was jealous of his girlfriend, ask him where she was, and then wander off to get excited with Felipe Massa without asking Hamilton anything about his race.

The year Pele failed to wave the chequered flag at the right car was a hint that Brazilian sporting legends' skills are not necessarily transferable, and Piquet's podium performance ranked alongside Placido Domingo's surreal 2012 Hungarian GP appearance among the great 'misses' of Formula 1's new podium interview procedure. In Piquet's defence,

when he did call Hamilton back, the press-release platitudes suggested we hadn't exactly missed much. The concept that speaking in front of the fans massing below the podium is a more atmospheric option than the tepid TV press conference interviews is a valid



one, and the spell in which FOM tended to call up ex-drivers-turned-media professionals worked pretty well (ex-team bosses turned TV 'professionals', less so).

Jenson Button's increasingly chilled-out but always insightful performances both in interviews and on team radio show he's poised for a fantastic media career when his driving days end, and handing him a mic to run straight up to do the podium interviews wouldn't be a bad idea either given his post-race quizzing of McLaren about how everyone else is getting on.

He'd also be the star turn if FOM ever fancied revisiting its one-off 1985 experiment of getting the drivers to commentate on the official season review themselves. That video is a

mixed, mumble-heavy bag, enlivened by the fact that few sound like they had a chance (or the inclination) to practise or watch the footage first. It's a case of 'say what you see'. Piquet performs here too, though he's on muted form compared with Keke Rosberg's bluntness, Nigel Mansell's impressive slickness, Stefan Johansson giggling at Rosberg's car control, or a surprisingly ironic Ayrton Senna referring to Andrea de Cesaris rolling over and over along an Austrian embankment as "a little accident there".

This idea has to be ripe for a reprisal, perhaps as a DVD extra, now drivers are more media savvy. And those who aren't (hello Kimi) would be even better value. **Revved Up**

# Sue Baker

“It took me by surprise when Henri jumped out of the car and kissed me”

■ Lombard RAC Rally, Nottingham ■ November 24-25 1985 ■ Savouring a kiss from the rally winner



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**THE 1985 LOMBARD RAC RALLY** was fantastic. We'd never seen the like of it before and we probably won't again. It was an incredible rally to witness – as an enthusiast and in my role as a roving reporter on the *Top Gear Rally Report* team.

My greatest personal motorsport achievement was winning the 1983 Audi Sport Rally alongside Michele Mouton in an Audi Quattro – although she would almost certainly have won whoever had been sitting next to her – but for sheer atmosphere and excitement, that '85 RAC was something else.

Over the years the details blur into a kaleidoscope of memories, but no one will ever forget the thrill of seeing the factory Martini-striped Lancia Delta S4s of Henri Toivonen and Markku Alen for the first time. The noise of their turbocharged and supercharged engines when they came wooshing through the forests was spine-tingling.

And, of course, Austin Rover gave its brilliant Metro 6R4 its world

championship debut on that event, with British heroes Tony Pond and Malcolm Wilson driving.

The rally was based in Nottingham and the crowds were massive. I think that's what we'll never see in rallying again: the huge numbers of spectators. With the amount of traffic on our roads now, it would never be allowed. We were on the wrong side of the road and up the

verge to get past people to get to our next filming location and no one seemed to mind – in fact, they positively encouraged it!

Once the rally got going there was this enthralling fight between Henri and Markku and the plucky Metro of Pond and Rob Arthur right up there in third. I remember at one point the 6R4s having problems and being shepherded into a garage

for repairs. The mechanics put brown paper up at the windows to stop us from seeing what was going on.

It was a great result in the end, even though it would've been sensational for Pond to have won, too. Toivonen was lovely and it took me quite by surprise when he jumped out of the car and kissed me at the finish in Nottingham [see *Hot on The Web*, page 85]. I didn't know him that well, but he was obviously caught up in the sheer joy of finally winning again five years after his first RAC win. He was an amazing character, as was Markku, who was less than a minute behind in the sister Delta after nine-and-a-half hours of driving over 63 stages.

I had a real affection for the RAC. We were friends in Kent with Jack Kemsley who was the brains behind the event in the '60s. He ran the local Hillman garage near us.

Happy, happy days! ☘  
Sue Baker was talking to Henry Hope-Frost

## PROFILE



### SUE BAKER'S CAREER BEGAN

as a reporter on the *Kentish Times* before a brief spell at Brands Hatch. She joined Fleet Street's *London Evening News* in 1972 and soon added television to her portfolio, including an 11-year stint on *Top Gear* and its *Rally Report* spin-off during the RAC Rally. Now vice-president of the *Guild of Motoring Writers*, she contributes to many leading magazines and websites.

**NEXT WEEK FULL RALLY GB REPORT**  
Plus: Abu Dhabi GP preview – it's a title shootout



# Winter is coming!

With the race season nearly over, and a chill in the air, it must mean one thing, that winter is on its way! It's time to start those winter re-builds to keep ahead of the game for next year and Anglo American Oil Company have a range of products to suit your needs...



**Sunoco Optima storage fuel** is an unleaded fuel blended from highly-refined hydrocarbon blendstocks. As Optima does not contain ethanol or MTBE, and is free of oxygen, it has excellent storage characteristics, making it ideal for storing vehicles and petrol powered-equipment, especially those requiring an exceptionally stable unleaded fuel. It is specially formulated to be easy on gaskets, o rings and other fuel system components, and remains storage stable for 3 - 5 years.



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