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ILLUSTRATED NEWS



CONWAY CAPTURES Grand Prix of Long Beach

■ *By Bruce Martin*

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STARTING GRID

Volume 2 | Issue 12

April 16, 2014

Motorsport Illustrated News



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on the cover

Mike Conway celebrates winning the Grand Prix of Long Beach, April 13, 2014.

Photo by: Dan R. Boyd / LAT Photo

this page

Fans at the NASCAR race at Darlington Raceway on Saturday, April 12 are enjoying the excitement... well, all but one.

Photo by Scott R LePage / LAT Photo USA

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AUTO RACING SCHEDULE

April - May 2014

Formula 1

April 20 China
May 11 Spain
May 25 Monaco

IndyCar

April 27 Barber
May 10 Indianapolis
May 25 Indianapolis
May 31 Detroit #1

United SportsCar Championship

May 4 Mazda Raceway
May 31 Belle Isle

Sprint Cup

April 26 Richmond
May 4 Talladega
May 10 Kansas
May 16 Sprint Showdown
May 17 All-Star Charlotte
May 25 Charlotte

Nationwide

April 25 Richmond
May 3 Talladega
May 18 Iowa
May 24 Charlotte
May 31 Dover

Camping World

May 9 Kansas
May 16 Charlotte
May 30 Dover

ARCA

April 27 Salem
May 3 Talladega
May 18 Toledo

World Rally Championship

May 8-11 Argentina

World Endurance Championship

April 20 England
May 3 Belgium

DTM

May 4 Hockenheimring
May 18 Oschersleben

GP2

May 9-11 Spain
May 22-24 Monaco

GP3

May 9-11 Spain

Indy Lights

April 26 Barber #1
April 27 Barber #2
May 9 Indianapolis #1
May 10 Indianapolis #2
May 23 Indianapolis

Pro Mazda Championship

April 26 Barber #1
April 27 Barber #2
May 9 Indianapolis #1
May 10 Indianapolis #2
May 24 Indianapolis

USF2000

April 26 Barber #1
April 26 Barber #2
May 9 Indianapolis #1
May 10 Indianapolis #2
May 24 Indianapolis

Continental Tire SportsCar Challenge

May 2-3 Mazda Raceway
May 23-24 Lime Rock

Other

April 24-27 Mitty, Road Atlanta
Australian V8 Supercars

April 24-27 Auckland
May 16-18 Perth

F2000 Championship Series

May 16-18 Watkins Glen
F1600 Formula F Series

May 16-18 Watkins Glen
Pirelli World Challenge

April 25-27 Barber
May 16-18 Canadian Tire

May 30-June 1 Detroit
May 30-June 1 New Jersey

Intercontinental Trophy Cup

May 16-18 New Jersey
Formula 3

April 18-20 Silverstone
May 2-4 Hockenheim

May 9-11 France
May 30 - June 1 Hungaroring

WTCC

April 20 France
May 4 Hungaroring

May 11 Slovakia Ring
May 25 Salzburgring

May 15-17 Mille Miglia
Rally America

May 2-4 Portland, OR
May 30-31 Wellsboro, PA

Mazda MX-5 Cup

May 2-4 Mazda Raceway
Atlantic Championship

May 16-18 Watkins Glen
Trans Am

May 9-10 Road Atlanta
May 16-18 Canadian Tire

May 30-June 1 New Jersey
Formula Off-Road

May 23 Indianapolis
May 31 Detroit

Southern Whelen Modified

April 19 Caraway
K&N Pro Series East

April 25 Richmond
May 17 Iowa Speedway

May 31 Bowman Gray Stadium
K&N Pro Series West

May 3 Stockton 99 Speedway
May 17 Iowa Speedway

May 24 Kern County Raceway Park
Whelen Modified

April 27 Stafford
May 23 Stafford Motor Speedway

NASCAR Mexico Series

May 11 Autodromo Potosino
May 25 Autodromo del Exocentro de la

Union Ganadera

NASCAR Canadian Tire

May 18 Canadian Motorsport Park

World of Outlaws Late Model Series

May 24 Tyler County Speedway
May 25 Tyler County Speedway

World of Outlaws Sprint Car Series

April 18 Devil's Bowl Speedway
April 19 Devil's Bowl Speedway

April 25 Salina Highbanks Speedway
April 26 Federated Auto Parts Rcw

May 2 Eldora Speedway
May 3 Eldora Speedway

May 7 Jacksonville Speedway
May 9 Wilmot Raceway

May 10 Tri-State Speedway
May 14 Lincoln Speedway

May 16 Williams Grove Speedway
May 17 Williams Grove Speedway

May 18 Orange County Fair Speedway
May 20 New Egypt Speedway

May 23 The Dirt Track at Charlotte
May 26 Lawrenceburg Speedway

May 30 Attica Raceway Park
May 31 I-96 Raceway

USAC Southwest Sprint Car

April 26 Canyon Speedway Park
May 3 Prescott Valley Raceway

May 10 Arizona Speedway
May 24 Canyon Speedway Park

May 25 Canyon Speedway Park
USAC Silver Crown

May 17 Lucas Oil Raceway at
Indianapolis

May 22 Indiana State Fairgrounds
USAC National Sprint Car

April 19 Eldora Speedway
April 25 Gas City I-69 Speedway

April 26 Tri-State Speedway
May 2 Eagle Raceway

May 3 Junction Motor Speedway
May 21 Terre Haute Action Track

USAC National Dirt Midget
May 9 Tri-City Speedway

May 10 Belle-Clair Speedway
USAC/CRA Sprint

May 3 Perris Auto Speedway
May 10 Ventura Raceway

May 24 Perris Auto Speedway
USAC West Coast Sprint Car

April 25 Kings Speedway
April 26 Thunderbowl Raceway

May 16 Ocean Speedway
May 17 Thunderbowl Raceway

May 31 Thunderbowl Raceway
USAC Western Classic Sprint Car

April 25 Kings Speedway
April 26 Thunderbowl Raceway

May 16 Ocean Speedway
May 17 Thunderbowl Raceway

USAC Western Dirt Midget
May 3 Bakersfield Speedway

May 31 Thunderbowl Raceway
USAC National Midget Pavement

May 24 Lucas Oil Raceway
USAC .25 Next Gen

April 25-27 San Antonio, TX
May 16-18 Nashville, TN

RESULTS

NASCAR Nationwide Series, April 11, 2104, Darlington Raceway

POS	Driver	11	Brian Scott	22	Brendan Gaughan	33	Mike Harmon
1	Chase Elliott	12	Landon Cassill	23	Dylan Kwasniewski	34	Chris Buescher
2	Elliott Sadler	13	Ryan Reed	24	Carlos Contreras	35	David Starr
3	Matt Kenseth	14	J.J. Yeley	25	James Buescher	36	Matt Carter
4	Kyle Busch	15	Josh Wise	26	Joey Gase	37	Ryan Sieg
5	Joey Logano	16	Mike Bliss	27	Tanner Berryhill	38	Matt DiBenedetto
6	Kyle Larson	17	Mike Wallace	28	Todd Bodine	39	Jeff Green
7	Kevin Harvick	18	Dakoda Armstrong	29	Derrick Cope	40	Blake Koch
8	Regan Smith	19	Kevin Lepage	30	Tommy Joe Martins		
9	Trevor Bayne	20	Jeffrey Earnhardt	31	Jeremy Clements		
10	Ty Dillon	21	Eric McClure	32	Cale Conley		

RESULTS

United SportsCar Championship, April 12, 2014, Streets of Long Beach

POS	PIC	Class	
1	1	P	Pruett / Rojas
2	2	P	R.Taylor / J.Taylor
3	3	P	Barbosa / Fittipaldi
4	4	P	Pla / Yacaman
5	5	P	Westbrook / Valiante
6	6	P	Sharp / Dalziel
7	7	P	Brown / van Overbeek
8	1	GTLM	Magnussen / Garcia
9	2	GTLM	Müller / J.Edwards
10	3	GTLM	Gavin / Milner
11	4	GYLM	Tandy / Lietz
12	5	GTLM	P. Long / Christensen
13	6	GTLM	Auberlen / Priaux
14	7	GTLM	D.Farnbacher / Goossens / Bom
15	8	GTLM	Henzler / Sellers
16	9	GTLM	Fisichella / Cameron
17	8	P	Miller / Nunez
18	10	GTLM	Bomarito / Wittmer / Goossens
19	9	P	Pew / Negri Jr.
20	10	P	Curran / Said
21	11	P	Tremblay / T.Long

IndyCar, April 13, 2014, Streets of Long Beach

POS	Driver
1	Mike Conway
2	Will Power
3	Carlos Munoz
4	Juan Pablo Montoya
5	Simon Pagenaud
6	Mikhail Aleshin
7	Oriol Servia
8	Marco Andretti
9	Sebastian Saavedra
10	Carlos Huertas
11	Helio Castroneves
12	Scott Dixon
13	Graham Rahal
14	Sebastien Bourdais
15	Jack Hawksworth
16	Justin Wilson
17	Ryan Briscoe
18	Tony Kanaan
19	Josef Newgarden
20	Ryan Hunter-Reay
21	James Hinchcliffe
22	Takuma Sato
23	Charlie Kimball

Pirelli World Challenge, April 13, 2014, Streets of Long Beach

POS	Class	Driver
1	GT	Johnny O Connell
2	GT	Andy Pilgrim
3	GT	Anthony Lazzaro
4	GT	Andrew Palmer
5	GT	James Sofronas
6	GT	Mike Skeen
7	GT	Alex Figge
8	GT	Tim Bergmeister
9	GT	Mike Hedlund
10	GT	Michael Mills
11	GT	Henrick Hedman
12	GT	Jeff Courtney
13	GT	Tim Pappas
14	GT	Dan Knox
15	GT	Bret Curtis
16	GT	Bent Holden
17	GT	Nick Mancuso
18	GT	Tomy Drissi
19	GT	Bill Ziegler
20	GT	Robert Thorne
21	GTS	Nic Jonsson
22	GTS	Tony Buffomante
23	GTS	Mark Wilkins
24	GTS	Jack Roush Jr.
25	GTS	Alec Udell
26	GTS	Drew Regitz
27	GTS	Andy Lee
28	GTS	Tony Gaples
29	GTS	Brad Adams
30	GTS	Nick Esayan
31	GTS	Buz McCall
32	GTS	Jorge De La Torre
33	GTS	Erik Davis
34	GTS	Don Istook
35	GTS	Mitch Landry
36	GTS	Ric Bushey
37	GTS	Geoff Reeves
38	GTS	Lawson Aschenbach
39	GTS	Jack Baldwin
40	GTS	David Sterckx

NASCAR Sprint Cup, April 12, 2014, Darlington Raceway

POS	Driver
1	Kevin Harvick
2	Dale Earnhardt Jr
3	Jimmie Johnson
4	Matt Kenseth
5	Greg Biffle
6	Kyle Busch
7	Jeff Gordon
8	Kyle Larson
9	Tony Stewart
10	Ryan Newman
11	Austin Dillon
12	Clint Bowyer
13	Carl Edwards
14	Marcos Ambrose
15	AJ Allmendinger
16	Jamie McMurray
17	Brad Keselowski
18	Casey Mears
19	Denny Hamlin
20	Ricky Stenhouse Jr
21	Josh Wise

F1600, April 12-13, 2014, Road Atlanta

Race 1, April 12, 2014

POS	Driver
1	Skylar Robinson
2	Kevin Kopp
3	Tim Minor
4	David Grant
5	Sergio Pasion
6	Thomas McGregor
7	James Libecco
8	Sam Beasley
9	Timothy Paul
10	John Mccusker
11	Steve Bamford
12	Eric Presbrey
13	Dan Denison
14	Dean Baker
15	Dave Weitzenhof
16	Christopher Gumprecht
17	Paul Farmer
18	Alan Guibord
19	Jason Rabe
20	Beau Borders
21	Davy D'addario
22	Steve Jenks
23	Bob Reid
24	Doug Stout
25	James Belay
26	Robert Wright
DNF	Charles Finelli
DNF	Quinlan Lall
DNF	Conner Kearby
DNF	Brent Gilkes
DNS	Kem Lall

Race 2, April 13, 2014

POS	Driver
1	Tim Minor
2	Skylar Robinson
3	Thomas McGregor
4	Steve Bamford
5	John Mccusker
6	Timothy Paul
7	Eric Presbrey
8	Sergio Pasion
9	Jason Rabe
10	Charles Finelli
11	Dan Denison
12	Brent Gilkes
13	Beau Borders
14	Doug Stout
15	Dean Baker
16	Quinlan Lall
17	Dave Weitzenhof
18	Christopher Gumprecht
19	Davy D'addario
20	Kem Lall
21	Bob Reid
22	James Libecco
23	Paul Farmer
24	Kevin Kopp
25	David Grant
DNF	Steve Jenks
DNF	Robert Wright
DNS	Sam Beasley
DNS	James Belay
DNS	Conner Kearby

F2000, April 12-13, 2014, Road Atlanta

Race 1, April 12, 2014

POS	Driver
1	Skylar Robinson
2	Kevin Kopp
3	Tim Minor
4	David Grant
5	Sergio Pasion
6	Thomas McGregor
7	James Libecco
8	Sam Beasley
9	Timothy Paul
10	John Mccusker
11	Steve Bamford
12	Eric Presbrey
13	Dan Denison
14	Dean Baker
15	Dave Weitzenhof
16	Christopher Gumprecht
17	Paul Farmer
18	Alan Guibord
19	Jason Rabe
20	Beau Borders
21	Davy D'addario
22	Steve Jenks
23	Bob Reid
24	Doug Stout
25	James Belay
26	Robert Wright
DNF	Charles Finelli
DNF	Quinlan Lall
DNF	Conner Kearby
DNF	Brent Gilkes
DNS	Kem Lall

Race 2, April 14, 2014

POS	Driver
1	Tim Minor
2	Skylar Robinson
3	Thomas McGregor
4	Steve Bamford
5	John Mccusker
6	Timothy Paul
7	Eric Presbrey
8	Sergio Pasion
9	Jason Rabe
10	Charles Finelli
11	Dan Denison
12	Brent Gilkes
13	Beau Borders
14	Doug Stout
15	Dean Baker
16	Quinlan Lall
17	Dave Weitzenhof
18	Christopher Gumprecht
19	Davy D'addario
20	Kem Lall
21	Bob Reid
22	James Libecco
23	Paul Farmer
24	Kevin Kopp
25	David Grant
DNF	Steve Jenks
DNF	Robert Wright
DNS	Sam Beasley
DNS	James Belay
DNS	Conner Kearby

Atlantic Championship, April 12-13, 2014, Road Atlanta

Race 1, April 12, 2014		Race 2, April 13, 2014	
POS	Driver	POS	Driver
1	Daniel Burkett	1	Daniel Burkett
2	Jimmy Simpson	2	Conner Kearby
3	Keith Grant	3	Keith Grant
4	Conner Kearby	4	Ethan Ringel
5	Gaston Kearby	5	Jimmy Simpson
6	Matt Miller	6	Matt Miller
7	Michael Mallinen	7	Gaston Kearby
8	Richard Zober	8	Michael Mallinen
9	Bruce Hamilton	9	Bruce Hamilton
10	Tyler Hunter	10	Tyler Hunter
11	Bruce Crockett	11	Bruce Crockett
12	Dwight Rider	12	Dwight Rider
13	Ethan Ringel	13	J.R. Smart
14	Bob Corliss	14	Bob Corliss
DNF	J.R. Smart	DNF	Richard Zober

Indy Lights, Streets of Long Beach, April 13, 2014

POS	Driver
1	Gabby Chaves
2	Zach Veach
3	Matthew Brabham
4	Jack Harvey
5	Luiz Razia
6	Alex Baron
7	Juan Piedrahita
8	Juan Pablo Garcia
9	Scott Anderson
10	Zack Meyer
11	Lloyd Read
12	Vittorio Ghirelli

Intercontinental Trophy Cup, April 13, 2014, Homestead-Miami Speedway

POS	Drivers
1	Mark Sandridge
2	Rick Stovola
3	Robert Booth
4	Joe Catania
5	Tom Keivit
6	Ralph Marra
7	Ben Leonhardt
POS Drivers	
1	(Q1) Mark Sandridge / Joe Varde
1	(Q2) Robert Booth / Claudio Rodriguez
2	(Q2) Joe Catania / Lukas Catania

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World Touring Car Championship, April 13, 2014, Circuit Moulay El Hassan

Race 1

POS	Driver
1	Jose Lopez
2	Sebastien Loeb
3	Yvan Muller
4	Tom Chilton
5	Tiago Monteiro
6	Dusan Borkovic
7	Mehdi Bennani
8	Hugo Valente
9	Norbert Michelisz
10	James Thompson
11	Mikhail Kozovskiy
12	Franz Engstler
13	Pasquale Di Sabatino
14	John Filippi
15	Gianni Morbidelli

Race 2

POS	Driver
1	Sebastien Loeb
2	Jose Lopez
3	Hugo Valente
4	Tom Chilton
5	Mikhail Kozlovskiy
6	Gianni Morbidelli
7	Franz Engstler
8	John Filippi
9	Pasquale Di Sabatino
10	Tiago Monteiro





SNAP SHOTS

The #01 Ford, Riley DP, Prototype of eventual race winners Scott Pruett and Memo Rojas lead the field to the start of the Tudor United SportsCar Championship race on the Streets of Long Beach, April 12, 2014.

Photo by: Michael L. Levitt / LAT Photo

Check out this week's

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SNAP SHOTS

The NASCAR Sprint Cup series race at Darlington Raceway heads into sunset, April 12, 2014. Kevin Harvick won the race to capture his second victory of the year.

Photo by: Scott R LePage / LAT Photo USA

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SNAP SHOTS

#2 Juan Pablo Montoya, Verizon Team Penske during the Verizon IndyCar race on the Streets of Long Beach, April 13, 2014. Montoya went on to finish fourth.

Photo by: Dan R. Boyd /
Lat Photo USA

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Chase Elliott

Elliott goes two-in-a-row

After scoring his first-career NASCAR Nationwide Series win a week earlier at Texas Motor Speedway near Fort Worth, Chase Elliott made it two in a row by winning the VFW Great Clips Help

a Hero 200 at Darlington (S.C.) Raceway on Friday. It was the second win in only seven-career series starts for the 18-year-old high school senior.

"Just blessed to be here; this is unreal," Elliott said. "I couldn't believe last week, much less here at Darlington."

Elliott was followed across the finish line by three Joe Gibbs Racing drivers, with Elliott Sadler finishing second, Matt Kenseth in third, and Kyle Busch in fourth. Joey Logano rounded out the top-five.

Sadler got the race lead by getting off pit

road first after taking only two tires during the seventh and final caution of the race that came out with seven laps to go in the 147-lap event. Kyle Larson also took only two to restart second. Elliott was running second to Busch prior to the caution, but a slow pit stop resulted in Elliott restarting the race sixth with only two laps of green-flag racing to go.

When the race restarted for the final time, Kenseth quickly moved from fourth to second, and then Elliott moved up quickly to take second from Kenseth as Larson dropped back, eventually finishing sixth. Sadler was able to maintain the lead, despite taking on only two tires until Elliott was able to get him loose and get by him on the final lap.

"That was crazy," Elliott said of the final two green-flag laps. "That had to have been fun to watch. It was fun to be a part of."

Busch led a race-high 84 laps, while Elliott led most of the others for a total of 52 laps led.

Lamb, Hunter dominate Ace Speedway features

Chris Lamb took the lead on lap two of the first 25-lap HPD USAC Eastern Midget feature race at Ace Speedway in Altamahaw, N.C., on Saturday and remained up front for the win. Blaine Leydig was second, and Tyler Corriher, who led the first lap, took third. In the second feature, Lamb finished second, and Corriher finished third, again, after leading lap one.

Corriher won the first eight-lap heat race, followed by Hunter and Nikki Carroll in second and third. Lamb won the second heat, with Leydig finishing second and Calvin Carroll third.

Lamb is the points leader with 193 points, Hunter is in second, seven points back. The next race for the HPD USAC Easter Midget will be at Ace Speedway on May 9.

Bassett gets Late Model win at Hickory

Dillon Bassett claimed the Late Model feature win at Hickory (N.C.) Motor Speedway on Saturday, followed by William Byron and Landon Huffman in second and third. In Limited Late Model action, Dexter Canipe Jr. was the winner while Trent Barnes finished second and Charlie Watson third.

Marshall Sutton won the Street Stocks feature race, with Ben Ebeling and Jonathon Smith taking second and third. Spencer Boyd won in Super trucks, while Mark Johnson finished second and Whitney Lail third.

Matthew Elledge won in 4-Cylinders, followed by Chase Pollard and Robert Trivette in second and third. Jeffrey Melton was the winner in Classic Sportsman action, while Shane Brafford finished second and Don Fenn third.

Gordon victorious at Long Beach



photo by Formula Off-Road

When the battle for the lead between E.J. Viso and Sheldon Creed got physical heading into the final lap of the SPEED Energy Formula Off-Road presented by TRAXXAS race in Long Beach, Calif., on Sunday, Robby Gordon went by them both to take the lead and then the win.

"I saw what was going on in front of me and it was cool to see two great young drivers going hard and putting on a great show for the fans," Gordon said. "That's what's great about these trucks – we can beat and bang and keep going which is what the fans want to see. It was great to have E.J. a part of the series and we know Sheldon is going to be a great driver and one to keep an eye on for many years."

Viso wound up second after leading most of the race, and Creed was third. P.J. Jones and Gavin Garlien were fourth and fifth. Creed fell back to fourth behind Jones after the incident with Viso, but drove hard from the inside line and moved Jones out of the racing lane to claim third.

"Had to do it," Creed said. "Last lap and I saw an opening and had to take it. That's what makes these trucks so awesome."

The series races again May 23 in Indianapolis.

Gardner dominates at Perris

Damion Gardner dominated the USAC/CRA Sprint Car feature at Perris (Calif.) Auto Speedway on Saturday, taking the lead on lap four of the 30-lap race and remaining up front the rest of the way en route to the win. Mike Spencer was second, and Matt Mitchell, who led the first three laps, finished third.

A.J. Bender won the first 10-lap heat race, with David Bezio and Brody Roa taking second and third. In the second heat, Gardner was the winner, while Seth Wilson was second and Gary Taylor third.

Cory Kruseman won the third heat, followed by Nic Faas and Rickie Gaunt in second and third. Ronnie Gardner took the win in the 12-lap semi, with Austin Williams finishing second and Cody Swanson third.

Damion Gardner leads the way in the Amsoil USAC/CRA Sprint championship standings with 215 points. Faas is 31 points back in second. The series returns to action at Perris on May 3.

Noble takes late lead to win at Madera

Dylan Noble took the lead on lap 25 of the 30-lap HPD USAC Western Pavement Midget feature on Saturday at Madera (Calif.) Speedway and stayed up front to claim the win. Cody Jessup, who led five laps, finished second, and Toni Breidinger was third. Shawn Buckley finished fourth after leading the first 19 laps.

Noble also won the first of two eight-lap heat races. Duke Love and Jessop finished

second and third in the first heat. Buckley won the second heat, followed by Breidinger and Tom Patterson in second and third.

Buckley is the HPD Western Pavement Midget points leader with a tally of 303 points. Breidinger is a distant second, 124 points back.

The next race on the schedule is an April 26 date with the Las Vegas Motor Speedway Bullring.

Brunnhoelzl wins at Langley

George Brunnhoelzl III claimed his 21st-career NASCAR Southern Whelen Modified Tour win on Saturday, taking the checkered flag in the Courtyard by Marriott/Pepsi 150 at Langley Speedway in Hampton, Va., after holding off Andy Seuss on a green-white-checker restart. Seuss finished second, 0.210 seconds behind Brunnhoelzl.

After starting on the pole, Ryan Preece lost the lead to Seuss on the first lap but retook the top spot on lap three and led until lap 62 when he was passed again by Seuss. Brunnhoelzl took the lead on lap 84.

David Calabrese finished third, Luke Fleming fourth, and Preece rounded out the top-five.

Seuss is the Southern Whelen Modified points leader by a four-point margin over Brunnhoelzl. The Tour returns to action April 19 at Caraway Speedway.



George Brunnhoelzl, credit Mark Rogers Jr. - NASCAR

Bruns wins at Kokomo

Patrick Bruns led the entire 12-lap distance of the HPD USAC Midwest Dirt Midget Kokomo Grand Prix feature at Kokomo (Ind.) Speedway on Saturday to claim the win. Aaron Schuck and Austin Nemire finished second and third.

Schuck won the preliminary eight-lap heat race, with Bruns finishing second and Nemire third.

Bruns leads the way in the championship points standings with 135. Nemire is 15 points back in second. The HPD Midwest Dirt Midgets race again April 25 at Gas City (Ind.) I-69 Speedway.

Harvick becomes first repeat winner of 2014



Kevin Harvick

Kevin Harvick became the first repeat winner in the first eight races of 2014 on Saturday night in the Bojangles' Southern 500 NASCAR Sprint Cup Series race at Darlington (S.C.)

Raceway, and he did so in dominant fashion, leading a race-high 238 laps.

"It feels great," Harvick said. "It's allowed us with the way the points system is to go for wins and not have to worry about the bad weeks too much. Really proud for these guys and looking forward to the last 10."

Dale Earnhardt Jr. finished second, Jimmie Johnson was third, Matt Kenseth fourth, and Greg Biffle rounded out the top-five.

Harvick started on the pole, but didn't lead his first lap until the restart following the first caution that came out on lap 40. Instead, Joey Logano, who started next to Harvick on the front row, took the lead on lap one and led the first 37 laps. Jeff Gordon then led a handful of laps before Harvick took over after the lap 40 caution.

For the remainder of the race, Harvick would occasionally lose the lead and sometimes a few more positions on pit road, usually because of pit strategy, sometimes because of a few teams opting to change only two tires to his four. But it would only be a matter of a few laps before Harvick would be back up front.

Johnson started the race 26th and struggled early, but he made his way toward the front in the later laps to find himself second to Harvick after a cycle of green-flag pit stops completed soon after lap 320. Johnson got the lead by taking only two tires during a caution that came out on lap 357.

Other drivers, including Earnhardt, Kenseth and Gordon, also took two. Harvick restarted fifth, the first driver with four fresh tires. When the race restarted, Harvick quickly moved up to third and the yellow flag promptly waved again. On the first green-white-checker restart, he pushed Earnhardt by Johnson and moved up to the second position. The yellow waved again, creating a restart with Earnhardt and Harvick on the front row. Just before the white flag, Harvick was able to move by Earnhardt for the win.

MWR honors FSU for football title

Michael Waltrip Racing, along with sponsor Aaron's, will honor the 2013 BCS National Champion Florida State University Seminoles when the NASCAR Sprint Cup Series races at Daytona (Fla.) International Speedway on July 5, according to a recent press release from MWR.

The No. 55 Toyota driven by Brian Vickers will carry a special paint scheme honoring the champions, and Vickers will wear a special firesuit, also honoring FSU.

"Everyone in America knows about Florida State's tradition of success especially in athletics," Vickers said. "Aaron's and I really want to continue that tradition at Daytona in July and give Seminole fans a chance to see their car and colors celebrate in victory lane. I'm excited to be representing my home state on the car for Daytona. We're hoping it will give us a 'home field' advantage we need."

The car will be unveiled at the Florida State Spring Game on April 12.

In the past, MWR and Aaron's have recognized NCAA Men's Basketball Champions from the University of Kentucky and University of Louisville at Sprint Cup races at Kentucky Speedway in Sparta and other BCS National Championships won by Auburn (Ala.) University and the University of Alabama at races at Talladega (Ala.) Superspeedway.

Bell has ride for Indy 500

KV Racing Technology will field a No 4 Chevrolet/Dallara/Firestone entry sponsored by Robert Graham for Townsend Bell for the May 25 running of the Indianapolis 500 at Indianapolis Motor Speedway. It will be a part of a three-car effort for the team, joining

the No. 11 driven by Sebastien Bourdais and the No. 17 driven by Sebastian Saavedra.

"I want to thank Kevin Kalkhoven, Jimmy Vasser and Robert Graham for the chance to compete with KV Racing Technology at this year's Indianapolis 500," Bell said. "In 2001, Jimmy was my teammate in my first Champ Car event, and in 2009, I had my best finish at Indy racing with KVRT, so coming back to the defending Indy 500 champions is special. I will be working with one of my favorite engineers, Gerald Tyler, so that is also

a big plus. Finally, I want to express my gratitude to Robert Graham for their support. Without them, this would not be possible, I wear Robert Graham clothing, as most of you know from last year's fedora, and I am proud to represent the company."



Townsend Bell

The 2014 Indianapolis 500 will be Bell's eighth start at IMS. He has three top-10 finishes, with a best finish of fourth in his previous seven races.

"Townsend is a proven talent who will provide valuable experience and knowledge to the team during the month of May," KVRT co-owner Kevin Kalkhoven said.

Bell currently works as a Verizon IndyCar Series broadcast analyst for NBC Sports and mentors young drivers. He also drives for AIM Autosport with Ferrari in the TUDOR United SportsCar Championship.

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Speeds high during Michigan test

NASCAR Sprint Cup Series teams headed to Michigan International Speedway in Brooklyn, Mich., for two days of Goodyear tire testing April 8 and 9.

Speeds weren't official during the test, but several reports had Greg Biffle at speeds of near 220 mph on the first day of testing. Clint Bowyer claimed to get up to 217 mph during the morning session on Wednesday. Dale Earnhardt Jr. said he got up to somewhere between 212 to 215 mph on the straightaways and 180 mph in turns.

"That's white-of-your-eyes-fast," Bowyer said.

There have been tire issues the past several weeks on older track surfaces. It's a problem that Goodyear has blamed on teams beginning runs on tire pressures lower than recommended. Michigan has one of the newer surfaces on the circuit, as the track was repaved in 2012.

Teams will return to MIS for competition on June 15 and then again a couple months later on Aug. 17.

"I enjoy racing here," Earnhardt said. It's a fun track. The asphalt is really aging well and it's just going to keep getting better and better over the next couple of years."

Weller plans Nationwide debut

Jimmy Weller is slated to make his NASCAR Nationwide Series debut at Richmond (Va.) International Raceway on April 25. He'll be driving a No. 55 Chevrolet entry through a joint effort between Viva Motorsports and SS Green Light Racing.

"I'm looking forward to making my NASCAR Nationwide Series debut later this month at Richmond International Raceway," Weller said. "It means a lot to me to be able to take the next step in my career and finally compete in the Nationwide Series. I'm also really excited that I'll get to race at Richmond—it's a fun track and one that I've had success at in the past, so I'm excited to get back there."

Weller, a native of Hubbard, Ohio, has competed at Richmond twice in the NASCAR K&N Pro Series East, finishing 12th and 17th. In all, Weller has a total of 20-career starts in K&N competition, resulting in two top-10



Jimmy Weller

Abreu gets feature win at Kokomo

Rico Abreu took the lead on lap 14 of the 40-lap Honda USAC National Midget feature in the Kokomo Grand Prix at Kokomo (Ind.) Speedway on Saturday night and remained up front to take the win. Tanner Thorson finished second, and Christopher Bell was third.

Steve Buckwalter won the first of four eight-lap heat races, with Chris Windom and Dave Darland finishing second and third. Spencer Bayson won the second heat, while Bryan Clauson was second and Thorson third.

Jake Blackhurts won the third heat race, with Michael Pickens and Austin Brown in second and third. Colten Cottle was the winner in the fourth heat, while Brady Bacon finished second and Tracy Hines third.

Jake Newman won the 10-lap qualifying race, followed by Chett Gehrke and Justin Peck in second and third. Bell was the winner in the 12-lap semi, followed by Kevin Thomas Jr. and Darren Hagen in second and third.

After the Kokomo Grand Prix, Abreu is the National Midget points leader with 139 points. Bell is in second, 14 points back. Up next on the schedule is the Hut Hundred on May 9 at Tri-City Speedway in Granite City, Ill.

Campbell wins at Toledo

Brian Cambell won the 7-UP 150 at Toledo (Ohio) Speedway on Saturday after fending off a late-race charge from Anderson Bowen. In the end, Bowen wound up second, three car-lengths behind Campbell. Chad Finley finished third, Ross Kenseth fourth and Donny Wilson fifth.

"This feels great," Campbell said. "I don't think we have any tires left, so it's a good thing the race is over. We had just enough to get here."

Cambell moved into the lead on lap 69, just before a hard crash on lap 70. On the restart that followed, Campbell pulled away to a lead of nearly a straightaway, but Bowen was able to close in lapped traffic.

"Those restarts have always been tough for me," Campbell said. "I'm not all that good at it, but this one worked out for us today. That kid (Bowen) is one talented racer. He's got a bright future in front of him."

Lamb wins Friday feature at Ace Speedway

Chris Lamb led the entire 25-lap distance of the HPD USAC Eastern Midget feature race at Ace Speedway in Altamahaw, N.C., on Friday on his way to the win. Scott Hunter finished second, and Blaine Leydig was third. Hunter was the leader in qualifying, followed by Leyding and Lamb.

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SCCA opens Super Tour at Thunderhill Weekend



Brian Linn, F Production race winner, Credit Chuck Koehler Photography

The SCCA U.S. Majors Tour event at Thunderhill Raceway Park in Willows, Calif., got underway on Saturday for rounds five and six of the Western Conference Majors Tour point championship with 284 cars competing in 27 runoffs-eligible classes. seven groups ran 30-minute races on Saturday afternoon.

Saturday winners included Aaron Bailey

in American Sedan, Kyle Keenan in B-Spec, Tony Jimerson in E Production, Brian Linn in F Production, Jason Isley in H Production, Lance Spiering in Formula 500, J.R. Osborne in Formula 1000, Vince Gaddini in Formula Atlantic, Yufeng Luo in Formula Continental, Brandon Aleckson in Formula Enterprises, Thomas Merrill in Formula F, Mel Kemper in Formula Mazda, Terran Swanson in Formula Vee, Rob Davis in GT-1, Spencer Trenery in GT-2, Collin Jackson in GT-3, and Joe Huffaker in GT-Lite.

Also winning were Chris Farrell in Prototype 1, David Ferguson in Prototype 2, Brian Ghidinelli in Spec Miata, Todd Harris in Spec Racer Ford, Spencer Trenery in Super Touring Lite, Rylan Hazelton in Super Touring Under, William Brinkop in Touring 1, David Ray in Touring 2, Tom Wickersham in Touring 3, and Lance Stewart in Touring 4.

Record number of cars at SCCA event at Thunderhill

The Sports Car Club of America BF Goodrich Tires Thunderhill Super Tour

continued on Sunday at Thunderhill Raceway Park in Willows, Calif., with 27 more winners crowned and Western Conference Majors Tour points awarded. On Sunday, a record 290 cars competed in eight race groups that each ran 16-lap races on the 2.866-mile track.

Winners included: Dylan Olsen in American Sedan, Derrick Ambrose in B-Spec, Aaron Downey in E Production, Joe Huffaker in F Production, Jason Isley in H Production, Lance Spiering in Formula 500, J.R. Osborne in Formula 1000, Vince Gaddini in Formula Atlantic, Bob Negron in Formula Continental, Jeff Read in Formula Enterprises, Ethan Shippert in Formula F, Mel Kemper in Formula Mazda, Quinn Posner in Formula Vee, Rob Davis in GT-1, William Brinkop in GT-2, Collin Jackson in GT-3, Joe Huffaker in GT-Lite, Jim Davenport in Prototype 1, Fabian Okonski in Prototype 2, Charlie Hayes in Spec Miata, Todd Harris in Spec Racer Ford, Spencer Trenery in Super Touring Lite, Rylan Hazelton in Super Touring Under, William Brinkop in Touring 1, Don Van Nortwick in Touring 2, Scotty B. White in Touring 3, and Lee Niffenegger in Touring 4.

F1600

Futrelle wins F1600 season opener



Franklin Futrell. Photo by Dennis Valet

Franklin Futrell opened the 2014 F1600 Formula F Championship season with a win on Saturday at Road Atlanta in Braselton, Ga. It was his fifth-career start in the series.

Jim Goughary finished second after dominating the race. Garth Rickards was

third.

"Garth popped on Jim in turn one, going to the inside, and I went to the outside," Futrelle said. "I was able to stay on the outside and got to turn three, by Jim, and then took Garth in turn 10. Being in the lead here, you're basically a sitting duck.

Goughary had led almost the entire race and had a lead of up to three seconds at one point before a late-race caution that led to him losing the lead on a restart.

"I really didn't want to see that yellow come out," Goughary said. "Ski is working so hard to give me a good car, and it was fast today."

The race ended under caution because of an incident between Esteban Garzon and Sam Chastain in turn 10 as the two battled for seventh position.

Goughary wins at Road Atlanta

Jim Goughary notched a F1600 Formula F Championship Series win at Road Atlanta in Braselton, Ga., on Sunday after starting on the pole and enduring a battle with Garth Rickards in the closing laps. Jack Mitchell finished second and Ayla Agren was third.

"We were side-by-side down the back straight," Goughary said of racing Rickards. "He was on the outside and I drove him deep

into the breaking zone. He couldn't make the turn and spun it."

Goughary and Rickards traded the lead back and forth before the two drivers dueled on the final lap. Mitchell almost got to Goughary just before the checkered flag after starting the race 17th.

"It was a nice workout today," Mitchell said. "It was a good way to end the weekend. We had some adverse situations, but we worked through them. Exclusive gave me a great car."

Rickards wound up fifth after a last-lap spin and a drive through the gravel trap. Steve Bamford was fourth.



(l-r) Jack Mitchell, James Goughary, Ayla Agren. Photo by Dennis Valet

Burkett gets dominating win at Road Atlanta



(l-r) Keith Grant, Daniel Burkett, Jerry Simpson

Daniel Burkett started from the pole and ran up front for the entire Atlantic Championship Series race at Road Atlanta in Braselton, Ga., on Saturday to claim the win in the first race of the 2014 season. Jimmy Simpson finished second, and Keith Grant was third.

"The car was perfect today, and I can't thank K-Hill Motorsports enough," Burkett said. "It was really, really good. The consistency in this car is something I've never felt before."

Simpson started the race from second and maintained the position behind Burkett for the entire race. Grant moved into third by passing Ethan Ringel.

"We were able to get around Ethan when something happened to his car, but otherwise, I'm happy with the podium," Grant said. "It's a good way to start the season."

Ringel ran in the top-five for the entire race, but pulled off the track in the late-going because of a mechanical issue.

Burkett gets second win at Road Atlanta



(l-r) Conner Kearby, Daniel Burkett, Keith Grant

After a dominating performance in Atlantic Championship Series action at Road Atlanta in Braselton,

Ga., on Saturday, Daniel Burkett stole the show again on Sunday by starting on the pole after a track record qualifying lap of 1:16 and claiming another convincing win. Conner Kearby finished second and Keith Grant was third.

"That was spectacular today, to win by 20 seconds, the car has to be perfect, and

K-Hill gave me a perfect car," Burkett said.

Kearby started the race from the fourth spot, but moved up to second in the opening laps, leaving Grant to battle with Ethan Ringel and Jimmy Simpson for third. Grant's third-place finish matched his result from Saturday.

"I had a good race running with Conner (Kearby)," Grant said. "He got past me early but I was able to stay with him and challenged him a few times. It was a good clean race there with him and also Jimmy Simpson."

The Atlantic Championship Series will return to action in May with a companion event to the F2000 Championship Series and F1600 Formula F Championship Series at Watkins Glen (N.Y.) International.



Daniel Burkett, #4, leads the field up the esses at Road Atlanta on his way to winning Round 2 of The Atlantic Championship Series.



Bob Corliss, #17, makes liberal use of the curbing at Road Atlanta during Round 2 of The Atlantic Championship Series.



Connor Kearby, #56, leads the battle for second in Round 2 of The Atlantic Championship Series at Road Atlanta.



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Chaves gets Indy Lights win



Gabby Chaves

Gabby Chaves dominated Sunday's Long Beach 100 Indy Lights race on the streets of Long Beach, leading all 45 laps of the event en route to the win. Zach

Veatch finished second, 0.6344 seconds behind Chaves. Matthew Brabham was third.

The race ran caution free and was completed in just over 57 minutes at an average speed of 92.885 mph. Veatch turned in the fastest lap on lap 15, a lap that took 75.6723 seconds at a speed of 93.625 mph. Chaves' fastest leader lap came on lap 13 with a time of 75.8428 seconds and a speed of 93.414 mph.

Veatch started the race from the pole and is tied with Chaves for first in the championship standings with his second-place finish. Prior to the race he had a one-point lead over Chaves.

"Here in Long Beach, it's all about the start," Veatch said. "Something happened, so I don't know if we had different wing setting than Gabby. He was able to get us going into turn one. You run such low downforce here because of the long straightaways, so if you're behind someone, you really can't get close to them. I made a couple mistakes at the beginning of the race; then, I was able to get settled in, catch back up to Gabby and ended up with the fastest lap of the race."



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Abreu leads every lap of Kokomo feature

Rico Abreu led all 30 laps of the Honda USAC National Midget Friday feature of the Kokomo Grand Prix at Kokomo (Ind.) Speedway en route to the win. Dave Darland finished second, and Christopher Bell was third.

Chris Windom was the winner in the first eight-lap heat race of the day, followed by Kevin Thomas Jr. and Dave Darland in second and third. Shane Cottle won the second heat, while Bell finished second and Brady Bacon third.

Colten Cottle won the third heat race, followed by Tyler Courtney and Abreu in second and third. Davey Ray was the winner in the fourth heat, while Bryan Clauson and Tracy Hines finished second and third.

Darren Hagen won the 10-lap qualifying race, followed by Andrew Felker and Seth Motsinger in second and third.

F2000

Photos by Dennis Valet

Robinson starts off season with win



Skylar Robinson

Skylar Robinson moved from third to first on a late-race restart to claim victory in his first F2000 Championship Series race and the first race of the season at Road Atlanta in Braselton, Ga., on Saturday. Robinson got by Kevin Kopp and then drafted by pole-sitter Tim

Minor for the win.

Kopp also got by Minor to finish second. Minor, meanwhile, wound up third.

"I messed up a bit in turn seven, locked up the brakes and Minor was able to get by on the last lap, and then I was able to draft past him for the lead and win," Robinson said.

Kopp's runner-up finish was his best-career F2000 finish, bettering two third-place finishes in 2012. He led several laps on Saturday before he dropped as low as third late in the race.

David Grant finished fourth, the same position in which he started, while Sergio Pasian finished fifth after starting third and leading at the start.

Minor ends weekend with win

Tim Minor closed out the Road Atlanta weekend on Sunday with an F2000 win after taking the lead from Skylar Robinson early in the race. Minor started on the pole, but had to contend with Robinson for a few laps before finally being able to take command of the lead.

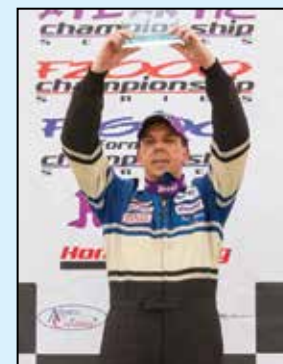
"It's good to be here. Skylar raced me clean, we are teammates, and the goal here is to win a Championship," Minor said. "There are 14 races this year and now it's onto Watkins Glen."

Robinson, Saturday's race winner, finished second, while Thomas McGregor finished third. With his win and second-place finish, Robinson moved into the points lead.

"It was a bit of a tough race for us," Robinson said. "Tim got by early and I couldn't quite keep him at bay. As the race went on I was able to wheel him in but I wasn't quite close enough."

Sergio Pasian also joined the battle for the lead in the early-going before he spun on the front-straight. After not hitting anything, he recovered to finish eighth.

The F2000 Championship Series races next at Watkins Glen (N.Y.) International on May 16-18.



Tim Minor

Intercontinental Trophy Cup at Homestead-Miami

The second round of Intercontinental Trophy Cup Sprint Races at Homestead-Miami proved to be just as exciting as the first. In his first 2014 ITC race, Robert Booth, sponsored by Hi-Tech Air Shipping Racing, quickly took the lead Saturday afternoon, passing both Rick Stavola and Mark Sandridge; first place was not set in stone, though, as Sandridge battled fiercely and ultimately came out on top.

Sunday's race was again a bumper-to-bumper competition between Booth and Sandridge, in the end though, Sandridge's Porsche Cayman ultimately overpowered Booth's, claiming first once again. Newcomer to ITC, Joe Catania, sponsored by New York Spine & Wellness Center, put up a battle

against both Booth and Stavola for second, only after overtaking fellow ITC recruit Tom Keivit for fourth. In the end Sandridge took first place in the GTP class; in the P2 class, Stavola came in first, Booth placed second, and Catania took third; Tom Kievit placed first in the P1 class.

The North American Endurance Series race held late Sunday afternoon ended in disappointment for Team Catania. The father-son duo climbed the ranks early to dominate over the returning Q1 Race

Group Team Salad, piloted by Mark Sandridge and Joe Varde, sponsored by Grandma's Potato Salad, and the team of Robert Booth and Claudio Rodriguez.

Team Catania held their spot ahead of the pack in the early part of the race, but due to mechanical issues ended their run early to finish second to Booth and Rodriguez in Q2.

The next ITC/NAECS event will be held at New Jersey Motorsports Park in Millville, New Jersey May 16-18.



(l - r) Joe Catania, Rick Stavola, Robert Booth with Lisa Justice from ITC. Photo by Ken Hills

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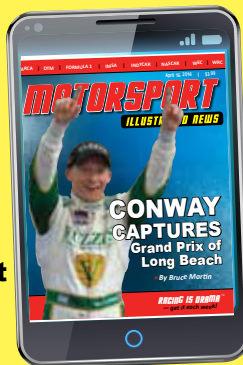
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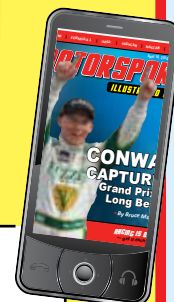
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CONWAY CAPTURES

Grand Prix of Long Beach



■ **By Bruce Martin**

Photos by LAT Photographic

*Mike Conway driving the Fuzzy's Vodka/
Ed Carpenter Racing car to victory on the
Streets of Long Beach, April 13, 2014*

ach

There was a time not so long ago when Ryan Hunter-Reay was about to be crowned a champion and Mike Conway's career as an IndyCar Series driver appeared to be coming to an end. That was back in September 2012 when both drivers arrived at Auto Club Speedway and Hunter-Reay was battling Will Power for the series championship. Conway was driving for A.J. Foyt Enterprises at that time but after a long period of self-doubt and evaluation the driver from England admitted to something that usually ends a career for any race driver.

Fear.

Conway no longer wanted to put himself at risks driving a high-speed racing machine on an oval speedway.

Rather than go out and give the team less than his best effort he climbed out of the race car and confirmed that fear had won and if it meant he would never get a chance to compete in the IndyCar Series again

he was prepared to accept that fate.

Two days later, Hunter-Reay would win the 2012 IndyCar Series title in a race that was won by Ed Carpenter – an owner/driver in the series that was highly competitive on oval tracks but lacked the skills and experience to win races on the street and road courses of the series.

All three drivers that were major storylines in that racing event in California were once again intertwined in last Sunday's 40th Toyota Grand Prix of Long Beach – the second event on the 2014 Verizon IndyCar Series schedule.

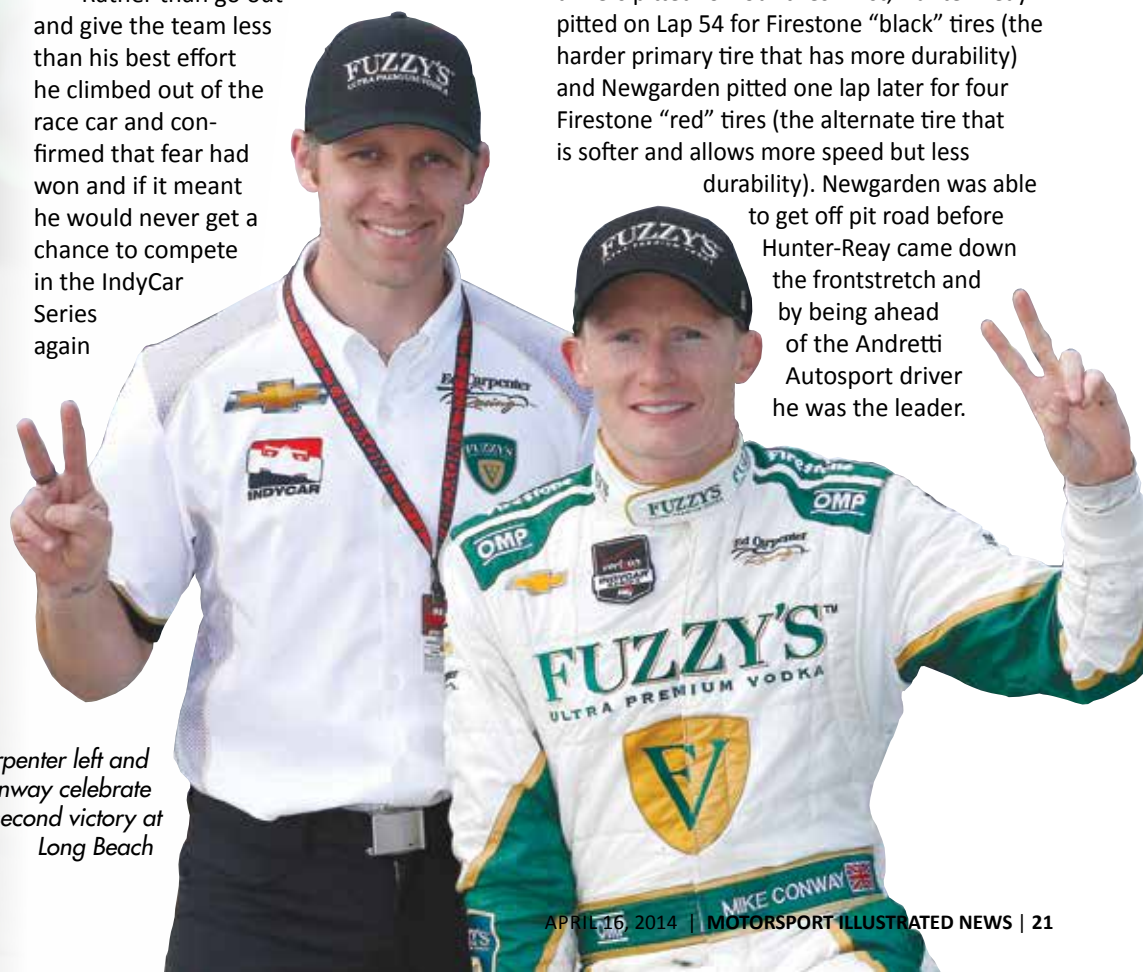
For a good portion of Sunday's Toyota Grand Prix of Long Beach it looked like a near certainty that a Verizon IndyCar Series driver was going to win the most prestigious street course race in the series for the second time in his career as pole-winner Hunter-Reay was in firm control.

In the end, a driver did become a two-time winner of the Toyota Grand Prix of Long Beach but it was Mike Conway, the road and street course specialist for Ed Carpenter Racing. And the driver that appeared in control of winning the race when he was out front two times for 51 laps was in the Paddock area waiting for his damaged Dallara/Chevrolet to be brought back to the team transporter.

Hunter-Reay triggered a seven-car crash in Turn 4 after a pit stop exchange where both drivers pitted for four tires. First, Hunter-Reay pitted on Lap 54 for Firestone "black" tires (the harder primary tire that has more durability) and Newgarden pitted one lap later for four Firestone "red" tires (the alternate tire that is softer and allows more speed but less durability). Newgarden was able

to get off pit road before Hunter-Reay came down the frontstretch and by being ahead of the Andretti Autosport driver he was the leader.

Ed Carpenter left and Mike Conway celebrate Conway's second victory at Long Beach



Hunter-Reay pushed the issue, however, in Turn 4 as he attempted to retake the lead but instead the two cars collided into each other. Hunter-Reay's teammate, James Hinchcliffe, had nowhere to go and was sucked into the crash.

But more cars would be involved when drivers claimed INDYCAR officials did not have the yellow flags waving by the corner marshals in that area of the race course. By the time it was over, Tony Kanaan, Takuma Sato, Helio Castroneves and Jack Hawksworth would pile into each other and block that part of the race course.

Drivers who were able to get through the crash included Will Power, Carlos Munoz and Conway.

Green-flag racing did not resume for another 10 laps and Scott Dixon was in front of the field but attempting to stretch his fuel mileage to the end. He needed one more yellow flag lap to make that work and when he had to drive down pit road two laps from the finish, Conway was in front of the field and never looked back. The 2011 Toyota Grand Prix of Long Beach winner for Andretti Autosport defeated Power by .6208-seconds.

It was the third win of Conway's career and the second in this prestigious race.

Conway has made the most of his second chance in IndyCar after he climbed out of A.J. Foyt's race car before the season's final race in 2012 at Fontana, California and announced he didn't want to drive on oval tracks any more. By admitting to his fear of high-speed ovals it could have been the end of Conway's IndyCar career.

But he was a part-time driver last year for Dale Coyne Racing and won one of the two double-header races at Belle Isle in Detroit last year. He was able to get a street and road course-only deal with Carpenter for 2014.

"At the end of 2012, I wasn't sure if I'd make it back," Conway said. "But I managed to pick up some rides last year and kind of showed that I've still got a lot of speed, and we won in Detroit as well. I still wasn't sure at the end of last year what was going to happen. To be able to pick this up is a dream come true. It couldn't have worked out any better between me and Ed. I'm very thankful for the position I'm in and trying to make the most of it."

Carlos Munoz finished third for Andretti Autosport in a Honda after that company was set to score a sweep of all the top positions in the 80-lap race before most of the leading contenders were involved in the crash that changed the course of this race.

Juan Pablo Montoya finished fourth after starting 16th and showed signs that he still knows how to drive an IndyCar while Simon Pagenaud rounded out the top five in a Honda.

It was a big victory for team owner Carpenter, who made the decision to step out of his race car for the street and road course races in order to get a more experienced road racer in the seat while Carpenter will be the driver in the oval races.

"We felt really good about our team and won a race and won a pole at Indy and I thought the car was better than me on these tracks," Carpenter said on pit road after the victory. "I wish I could have been in a position to help our team win every race but we are trying to grow the business and wanted to put someone in to help us get more wins and Mike did that today."

While Carpenter and Conway celebrated the victory Hunter-Reay tried to reflect on what happened that turned his ride of an apparent second win in the Toyota Grand Prix of Long Beach to seeing his car brought back on a flat-bed truck in the garage area.

"Newgarden came out of the pits on Red Tires and I was on Blacks and I knew my opportunity to get him would have to be in the next corner or two or he would be at the advantage," Hunter-Reay said. "I went for it when I had the opportunity and he was on cold tires but in hindsight I could have waited a couple corners more. You never know. As a racing driver you make decisions in split seconds and you go for it."

"It's always hindsight. I feel bad for everybody that I took out today including two Andretti cars – myself and James Hinchcliffe – and three Honda drivers with Newgarden. It's a hard one to swallow at the moment. He came out of pits on Reds and I was on Blacks and I had to go for it."

"It's horribly frustrating. The tire strategy was going to be interesting but it never played out."

Team owner Michael Andretti had a long talk with Hunter-Reay – the 2012 IndyCar Series champion – after the race at the team's hospitality area and believes his driver should have displayed more patience.

"I told Ryan he had no patience," Andretti said. "He just didn't have enough patience. I think he could have passed him in the next corner. We were really looking good. James was a victim and he should be upset – rightfully so."

"We can't take away from Carlos' race."



He did a hell of a job. But when you give up a potential first and second like that it's frustrating. We were looking really good. This is Honda's backyard and we had them handled and then Chevy finishes 1-2. You have to take the points when you can get them and we didn't."

Conway won this race in 2011 for Andretti Autosport and Michael Andretti admitted he was happy to see him get the victory after the crash.

"But we knew what Mike had and looked at him and I was worried about him but he would have probably finished fourth if we didn't have our problems," Andretti said.

While it may be easy to speculate that Andretti's drivers would be in victory lane if not for the crash the race winner drove a very smart and calculated race to get the victory. He also overcome a broken front wing that did not seem to affect his race car in the closing stages as he was able to successfully keep Power's Chevrolet from passing him for position.

Once Dixon had to pit for fuel, Conway was able to keep Power in his side-view mirror and win the race after starting from way back in 17th position.

"We really had to fight for every position," Conway said. "The guys made a good call on strategy. We were able to bump past some people, and on race restarts we gained some positions as well.

"I know on that last restart I had to get by Will, because I knew he had one push to pass left, and I knew that Munoz behind me had four, and Munoz was very good all day, so it was hard it was going to be hard to keep him behind. So I managed to get by Will and then was kind of all over the back of Justin and Scott and they were battling it out as well. And they touched going into turn 8, and it got close to me and Scott. I was thinking of driving up both of those guys but thought better of it.

"Then Scott was kind of all over them, but when the safety car came out again, I thought maybe I'll have a chance to get by him here, but I knew at the same time he may not have enough fuel to get to the end. So I wasn't

Carlos Munoz, Streets of Long Beach, April 13, 2014

sure, because I could see he wasn't saving much fuel, and the guys are saying he's saving fuel because he can't make it. I was like, oh, I don't know. Maybe he saved enough.

"I was like, you know, this is it now. We can make this two times winning at Long Beach. Yeah, awesome. I can't believe it really. It's been a really tough day to be here. After, yeah, just a fantastic job by the team, and thanks to Long Beach again for putting on such a good show."

Conway was leading the race at St. Petersburg, Florida two weeks ago but didn't hear the call to "Pit" and failed to come down pit road. He pitted one lap later but fell far down the field because of the mistake and never found his way back to the front.

He made no such mistakes at Long Beach.

"I've got to say a big thanks to Ed for making it happen, and all the guys at Fuzzy's Racing to put me in this position," Conway said. "I think it's a great combination. I think everyone's quite excited about it. It's great to repay them this soon with a win.

"I think Ed's going to be awesome on the ovals, and he's really looking forward to the Texas test next week and Indy in May. It's great to be part of it."

When Power was unable to get past Conway on the final restart with 11 laps to go it was the Team Verizon drivers last chance to try to get the lead.

"Unfortunately, we didn't have much push-to-pass left and that was our downfall at the end of the race because that is how Conway got us," Team Penske president Tim Cindric said. "Here it didn't look like anyone was passing each other unless they were on the button going into Turn One. Overall, a good day but you want the win when it's out there.

"As for Juan's racing he was passing guys and going up through the field so for me he ran a solid first good race. Our goal was the top 10 for him so I guess he exceeded our expectation of him. I think Juan's progress will continue to build throughout the year but you are asking a lot from him to get back to the legendary status he had back in the CART days. That has yet to be seen or Roger wouldn't have had him."

Cindric was surprised that Dixon's fuel strategy of making it to the finish did not work. But Dixon knew that it was only a matter of time before he ran out of fuel before the checkered flag.

"It was a long-shot any way," said Dixon, who went from the lead to a 12th-place finish. "We had a crappy day. I got caught out by the yellow on the first stop and we just

**"I was like, you know, this is it now. We can make this two times winning at Long Beach. Yeah, awesome. I can't believe it really. It's been a really tough day to be here. After, yeah, just a fantastic job by the team, and thanks to Long Beach again for putting on such a good show."
—Mike Conway**



tried to push it as far as we could. Today we didn't really deserve it anyway because we made so many mistakes. We just needed one more lap of yellow so it was really close.

"Almost close – not close enough."

Dixon was involved in an incident earlier in the race when he was in the lead and Justin Wilson was second. The two cars were side-by-side and Dixon didn't realize Wilson was to his outside when the two cars touched in Turn 8.

"I feel bad for Justin but I didn't think he would go to the outside in Turn 8," Dixon said.



28 Ryan Hunter-Reay leads # 27 James Hinchcliffe during the Grand Prix of Long Beach

Great driving performances, unexpected turns of events and hot tempers – and this is only the second race of the 2014 Verizon IndyCar Series season as the series takes a weekend off before heading to Barber Motorsports Park for the Honda Grand Prix of Alabama on April 27

Wilson was ready for the battle for the victory but instead finished way back in 16th.

"The team did a fantastic job all day, had great pit stops, we had the fuel to make it to the end, we were making great fuel mileage under the yellows and great fuel mileage on track, and had a fantastic restart," Wilson said. "I had a couple of looks, tried to go down the inside in turn one and got blocked, which is fine, he moved first, I went to the outside and got squeezed on the outside. I was like 'hang on a minute.' Then coming out of five the same thing happened.

"He [Dixon] chose the inside so I took the outside and nearly got put in the wall then so I did the old switchback out of six climbing the hill to seven and then to eight Scott had the inside but he wanted the outside as well and I got sandwiched between him and the wall, bent both sides of the car and the end of our day.

"I just feel for the Boy Scouts of America guys. We worked so hard, had fantastic strat-

egy. We gambled and could make the mileage and we should have been at least on the podium. I think we are there and we have got what it takes. We have some great people and the car runs flawlessly and we are out there trying to win races. It is just frustrating when something like this is taken away from you."

Pagenaud also had an issue in the race with Power but was able to motor his way back to a fifth place finish.

"Our day was ruined by Will Power, and it's unfortunate because it was dirty driving on his part," Pagenaud said. "We'll move on, and I'm satisfied with fifth considering the spin and everything else we had to deal with today. We're off to a great start in the championship but the next time we have a car this good we're going to win. I'm very proud of our team for giving me a car to race with the fastest cars out there. We're showing that we're becoming one of the strongest teams in the series and that we can run up front every race weekend."

Power took some responsibility for the incident that left Pagenaud spun out although the driver from France was able to persevere. The two drivers spoke on pit lane but Pagenaud was visibly angry.

"Man, I'm really sorry about what happened," Power said. "I honestly thought he had a problem because he went back really slowly and so I went up his inside and then realized he was just going to turn and try to back out. I got him. My bad. I feel bad. I don't like to be raced like that and I'm surprised I didn't get a penalty. But I honestly thought he had a flat tire or something because he was really slow and I didn't understand why. My bad.

"He should be angry. I'd be the same."

Great driving performances, unexpected turns of events and hot tempers – and this is only the second race of the 2014 Verizon IndyCar Series season as the series takes a weekend off before heading to Barber Motorsports Park for the Honda Grand Prix of Alabama on April 27

"I like Barber a lot," Conway said. "It's a cool track, very fast flowing. The test was okay for us there. We've made some progress since then. So hopefully we'll come back stronger. Obviously, we have two weeks in between and we're going to keep pushing and make sure the car is quick for me to ride there. But it's always a good race. Qualifying is really cool around there. It is harder to pass, however, it's still possible.

"Hopefully, we'll have a good showing."

There are a lot of great drivers who have never won this race and now Conway has won it twice.

"It still hasn't sunk in yet," Conway said.

"I got that same feeling, that feeling in my stomach and not being able to get any words out because it kind of just meant so much -- probably the same as the first time. It's always tough the first time as well.

"It's just a really special place. It's so hard to win around here, and to do it twice, I've not done that on many tracks, so to do it here is really cool."

And while Conway maintains he will stick to the street and road course circuits on the schedule and leave the ovals to others the irony continues that Hunter-Reay, Carpenter and Conway were once again involved in a Racing Trinity in California should not be lost on anyone who witnessed this spectacular event.

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2014 INDYCAR SERIES SCHEDULE

MARCH	30	Street	Streets of St. Petersburg	3:30p	abc
APRIL	13	Street	Streets of Long Beach	4:00p	NBC Sports Network
	27	Street	Barber Motorsports Park	2:30p	NBC Sports Network
MAY	10	Street	Grand Prix of Indianapolis	3:30p	abc
	17	Oval	Indianapolis 500 Qualifying Day 1	4:00p	abc
	18	Oval	Indianapolis 500 Qualifying Day 2	1:00p	abc
	25	Oval	Indianapolis 500 Mile Race	11:00a	abc
	31	Street	The Raceway at Belle Isle Park (Detroit)	3:30p	abc
JUNE	1	Street	The Raceway at Belle Isle Park (Detroit)	3:30p	abc
	7	Oval	Texas Motor Speedway	8:00p	NBC Sports Network
	28	Street	Reliant Park (Houston)	3:00p	NBC Sports Network
	29	Street	Reliant Park (Houston)	3:00p	NBC Sports Network
JULY	6	Oval	Pocono Raceway	Noon	NBC Sports Network
	12	Oval	Iowa Speedway	8:00p	NBC Sports Network
	19	Street	Streets of Toronto	3:00p	NBC Sports Network
	20	Street	Streets of Toronto	3:00p	NBC Sports Network
AUGUST	3	Street	Mid-Ohio Sports Car Course	3:00p	NBC Sports Network
	17	Oval	The Milwaukee Mile	3:00p	NBC Sports Network
	24	Street	Sonoma Raceway	4:00p	NBC Sports Network
	30	Oval	Auto Club Speedway (Fontana)	9:00p	NBC Sports Network

Schedule subject to change.  Oval  Street/Road Course. All times Eastern.

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DARLINGTON RAC



■ **By Bill Whitehead**

Photos by LAT Photographic



Todd Gordon, left and Joey Logano

“This place is so tough. Earlier in practice the sun was out and it isn’t a good read for what you will have in the race, but you try to get that set in your mind of where you think the track will be and try to tune that way.”

—Joey Logano

When NASCAR Sprint Cup Series qualifying had ended Friday afternoon at Darlington Raceway, a close look showed the results most everyone was seeking.

The pole-winning speed of Kevin Harvick, who backed it up by winning the 374-lap Southern 500 Saturday night, was duly noted and written as the lead in stories. The fact that no Roush Racing driver qualified inside the top 12 was deemed noteworthy (Greg Biffle, starting 19th, was best in the Roush camp). And the starting

position of notables like Dale Earnhardt Jr., Jimmie Johnson and Danica Patrick were likely looked over, too.

But the stat that stood out the best and helps understand one driver’s first eight races of the 2014 season?

In the seven races that have featured knockout qualifying – remember, the



Joey Logano,
Darlington Raceway,
April 12, 2014

Daytona 500 used its usual format it has for every Speedweeks -- Team Penske's Joey Logano is the only driver to make the final round of all seven events.

"This place is so tough. Earlier in practice the sun was out and it isn't a good read for what you will have in the race, but you try to get that set in your mind of where you think the track will be and try to tune that way," said Logano, joined in the Darlington media center by Aric Almirola, who broke the sixth track record this year with one of his qualifying laps.

"Aric and I are up here talking about how fast this place is. It is insane. It is one of those places that takes a lot of guts to go fast here. It is such a cool place to qualify. That is probably the most fun you will have all

JOEY LOGANO

STARTING STRONG

in 2014

weekend. It gets tougher for the race."

Logano was right that his weekend would get tougher. Mechanical failure doomed his Saturday evening and prevented him from a good finish with just 10 laps to go around the egg-shaped track. He and his No. 22 Ford Fusion came home 35th, disappointing but not as bad as the season-worst 39th at Auto Club Speedway in California.

But not too much has gone poorly this season for Logano. Most importantly, he's been relevant from Friday throughout the weekend's remainder -- starting with strong qualifying runs and usually being equally good on Sunday.

Logano, 23, has really set the tone for the weekend on Fridays.

In the seven knockout qualifying events, the ex-Joe Gibbs Racing Toyota driver has started five times inside the top four and earned a pole at the Las Vegas race. His average starting position is eighth, which

is skewed dramatically by the 35th-place qualifying effort for the Daytona 500.

Come race day, Logano has been among the lead group most of the time. He's led every race but one -- California, where

last year he famously had run-ins with former teammate Denny Hamlin on the track and ex-Home Depot driver Tony Stewart on pit road after the race -- and has been a force to be reckoned with.

An 18-year-old Logano replaced Stewart at JGR and had very limited success on Sundays, though he performed well on Saturdays in the Nationwide

Series. He won just two Cup races in four years at JGR and never made an appearance in the Chase.

To make matters worse, the replacement in his No. 20 JGR Camry -- former Roush driver Matt Kenseth -- won a series-best seven races and was in the Chase for his



Joey Logano celebrates his win at
Texas Motor Speedway, April 6, 2014

second championship to the very end. Logano wasn't exactly chopped liver – he won one race, at Michigan and was eighth in his first Chase appearance – but his campaign was dwarfed by Kenseth's.

Entering the race at Darlington last weekend, Logano ranked third in both laps led and miles led, an indication that he and his No. 22 crew, along with teammate Brad Keselowski, have adjusted to the new rules put in place by NASCAR. Logano also has led laps in seven out of eight races.

He said that winning early in the season at Texas two weekends ago was a boost.

"When you get that win, especially with both Team Penske cars getting wins early in the year, you are able to switch your focus to Chase stuff, whether that is tests or new specs coming down the line. Don't get me wrong, we aren't trying to not win (the rest of the weekends). It is cool to see your name on the car with the winner sticker next to it," he said.

Like upstart drivers such as Kyle Larson and Chase Elliott, Logano received his fair share of talk of being the "next great thing" in stock car racing. At Darlington he even admitted to beginning his Cup racing career at too young of an age.

"I feel like it has taken me quite a number of years to figure out what I need to do in this sport and how to race against these guys and what I need in the race car here to run well. Did I start too soon? Yeah, no doubt I did. But it is an experience that I value a lot right now because I am 22 years old with six years of experience behind me and there is nobody else out here who has that," assessed Logano.

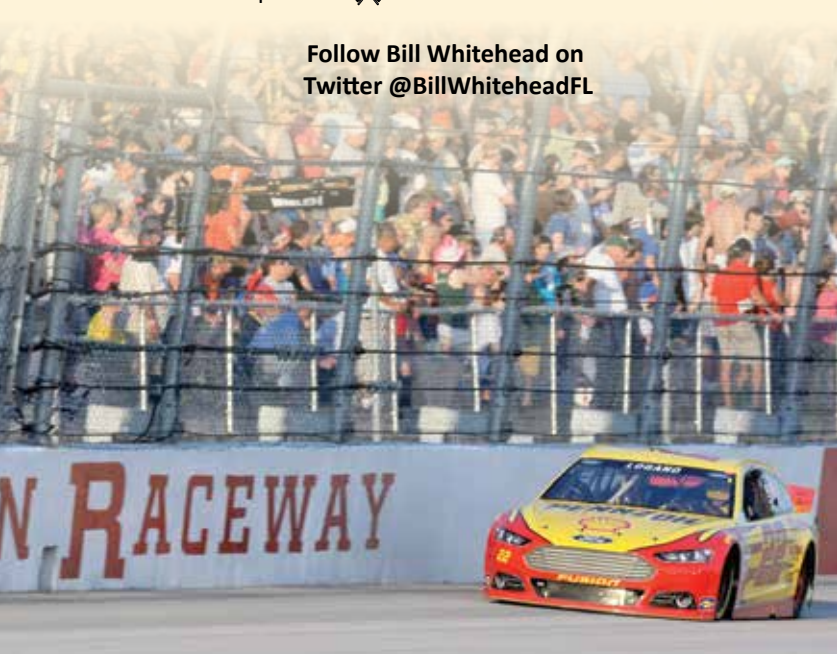
"I am thankful for that opportunity and the tough times I went through to figure it out. We have had a lot of fast cars lately and led laps in about every race. We have that win and we have a lot of top-fives.

"Things are going good right now. All the hard work is paying off."

If you're just strolling in to your living room, clicking on the TV and tuning in to a Cup race and want to find Logano, do you know where to find him?

Just look up front. ♦♦

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Joey Logano, Darlington Raceway, April 12, 2014



CONGRATULATIONS KEVIN HARVICK!

From dustups to side swipes, the NASCAR Sprint Cup Series™ competition at Darlington Raceway never disappoints.

As the laps dwindled down under the lights, Kevin Harvick made a last minute pass that proved no race is "Too Tough to Tame®" for the No. 4 team. Starting from the pole position, Harvick piloted the No. 4 Budweiser Chevrolet SS to his first-ever Darlington victory and his second win of the season.

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LIONEL[™] Racing

FIA WEC starts at Silverstone this weekend

■ *By René de Boer*

Photos by Rebocar Automotive Productions



2014 launches a new era for the WEC with LMP1 cars from (left-right) Porsche, Audi and Toyota

START OF A NEW ERA

In its third year, the FIA World Endurance Championship (WEC) has three manufacturers competing in the top-level LMP1 class for the first time. This weekend's season opener at Silverstone in the UK also marks the start of a new era with the introduction of new regulations in the top category.



Tom Krsitensen, 2013 LMP1 drivers champion and nine-times Le Mans 24 Hours winner

This is the moment Porsche addicts and motorsport fans all over the world have been waiting for. For the first time in 16 years, the German sports car manufacturer is back in competition at the highest level of endurance racing. On Sunday, two Porsche 919 Hybrids will be racing for outright honors

in the Six Hours of Silverstone, the opening round of the 2014 FIA World Endurance Championship. For the first time since 1998, the brand that has won more at Le Mans than any other manufacturer will be competing against its rivals from Audi and Toyota and its return to competition will be watched

by many.

But Porsche's comeback isn't the only thing to look out for in the season opener at Silverstone. The race also marks the introduction of a new set of technical regulations, based on allocation of a set amount of energy for the manufacturer teams in

the LMP1 class. Hybrid technology is the keyword and the combination of hybrid and combustion power will give the cars a maximum output of around 1,000 horsepower. Of course, each of the three manufacturers is following its own philosophy. Audi remains loyal to diesel technology, running a four-liter V6 turbocharged diesel engine with direct fuel injection. Toyota has opted for a 3.7-liter V6 gasoline engine, also with turbo technology, while Porsche chose a two-liter V4 engine, commonly regarded as one of the most complicated constructions in terms of vibrations and stability. Indeed, Porsche is known to have constructed a second engine last autumn as the previous one used for testing simply vibrated too much.

Not in a laboratory, but in a race car

Just like in Formula 1, not only the amount of fuel is restricted, but also the fuel flow at any given time during the race. This will all be monitored by officials during the race, with a range of penalties available for those who are consuming too much energy. WEC LMP1 prototypes are using the same 'Fuel Flow Meter', commissioned by the FIA, as Formula 1 teams, and various troubles with the operation of the devices were reported after the series' official two-day test at Paul Ricard in France at the end of last month. "But let's face it, it isn't easy. Normally, you would have such a device in a laboratory, and here we have it built in race cars, going over 300 km/h, running over kerbstones and all that. And then we still expect adequate readings," said Audi's head of competition engine development, Ulrich Baretzky.

Defending the drivers' and manufacturers' title, Audi will be running two R18 e-tron quattros for the full season. Loïc Duval and Tom Kristensen will be out in the No. 1 car, while retired Allan McNish has been replaced in the title-winning team by Lucas di Grassi. Marcel Fässler, André Lotterer and Benoît Tréluyer are the line-up in the No. 2 car, the combination remaining unchanged for the third straight WEC season. Toyota has entered two TS040-Hybrids, the No. 7 car for Alexander Wurz, Stéphane Sarrazin and Kazuki Nakajima and the No. 8 car for

Anthony Davidson, Nicolas Lapierre and Sébastien Buemi. Porsche is bringing two 919 Hybrids, the No. 14 car for Romain Dumas, Neel Jani and Marc Lieb and the No. 20 machine for Timo Bernhard, Mark Webber and Brendon Hartley. New-Zealander Hartley set the fastest time in the pre-season test at Paul Ricard.

Privateers with question marks

Only the manufacturer teams are obliged to run hybrid technology, the privateer LMP1 teams can still run like they did in the past. Three cars were entered for Silverstone. Graduating from the LMP2 ranks, the Lotus team has changed its nationality from German to Romanian and had entered

intends to be present for the second round of the season at Spa. Swiss team, Rebellion Racing, did take part in the Paul Ricard test with its two Lola-Toyotas, the No. 12 car with Nicolas Prost, Nick Heidfeld and Mathias Beche and the No. 13 entry with Dominik Kraihamer, Andrea Belicchi and Fabio Leimer. Originally, Rebellion had planned to run its new LMP1 car at Silverstone, but this will now be making its competition debut at Spa, May 3.

Seven cars have been entered for the LMP2 class. Eagerly awaited, Strakka Racing's new Dome-Nissan prototype was destined to make its competition debut in the hands of Nick Leventis, Danny Watts and Jonny Kane, but the team announced on Monday that it had been forced to postpone the debut to Le Mans in June. Millennium Racing have entered a pair of Oreca-Nissans with Fabien Giroix, Oliver Turvey and John Martin and Stefan Johansson, Mike Conway and Shinji Nakano, the latter having set the fastest LMP2 time in the Paul Ricard test. Russian team, G-Drive Racing, are running one



Rebellion Racing will continue to run their LMP1 car from last year

a T129-AER for Dutch ex-Formula 1 driver Christijan Albers, Brit James Rossiter and German Thomas Holzer, but team and car were absent at the Paul Ricard test and announced on Friday that they wouldn't be participating at Silverstone either, citing problems due to a late change of engine supplier (from the initially-planned Neil Brown-Audi V8 to an AER-V6) as the reason for its absence. The team stated that it

Morgan-Nissan for Roman Rusinov, Olivier Pla and Julien Canal while their compatriots from SMP Racing are out with two Oreca-Nissans, to be driven by Sergey Zlobin, Nicolas Minassian and Maurizio Mediani and Kirill Ladygin, Viktor Shaitar and Anton Ladygin. KCMG from Hong Kong has entered an Oreca Nissan for Matthew Howson, Richard Bradley and Tsugio Matsuda.

Porsche, Ferrari and Aston Martin in GTs

Both GT classes (LMGTE-Pro and LMGTE-Am) are filled with entries running Porsches, Ferraris and Aston Martins. In the Pro class, AF Corse are competing with two Ferrari 458 Italias with driver pairings Gianmaria Bruni/Toni Vilander and Davide Rigon/James Calado. RAM Racing is running a Ferrari for Matt Griffin and Alvaro Parente. Porsche's works team, fastest in testing at Paul Ricard, has entered a pair of 991 RSRs for Patrick Pilet/Jörg Bergmeister/Nick Tandy and Marco Holzer/Fred Makowiecki/Richard Lietz. Prior to last year's season finale, Porsche was the only manufacturer to present a heavily revised version of its GTE race car, a major improvement over its predecessor and already good for Daytona and Sebring class wins this year. Aston Martin Racing's No. 97 car is entrusted to Darren Turner and Stefan Mücke while ex-WTCC drivers Alex MacDowall and Darryl O'Young and Fernando Rees are racing the No. 99 entry. In GTE-Am, there are Ferraris from RAM Racing (Johnny Mowlem/Mark Patterson/Ben Collins), AF Corse (Luiz Perez-Compagnon/Marco Cioci/Mirko Venturi and Stephen Wyatt/Michele Rugolo/Sam Bird) as well as 8 Star Motorsports, the only American team on the grid, with Vicente Potolicchio, Gianluca Roda and Paolo Ruberti. Belgian team Prospeed Competition is running an old Porsche 911

GT3 RSR for French drivers François Perodo, Emmanuel Collard and Matthieu Vaxivière while German outfit Proton Competition has entered a new 911 RSR for Christian Ried, Klaus Bachler and Khaled Al-Qubaisi. The two works-Aston Martins are raced by Kristian Poulsen/David Heinemeier Hansson and Nicki Thiim as well as Canadian Paul Dalla Lana, Pedro Lamy and Christoffer Nygaard.

After Silverstone, the action continues on May 3 at Spa-Francorchamps in Belgium, followed by the Le Mans 24 Hours as the season highlight on June 14 and 15. After the long summer break, the Circuit of the Americas in Austin, TX, hosts the fourth round of the season on September 20, followed by rounds at Fuji in Japan (October 13), Shanghai in China (November 1), Bahrain (November 15) and the season finale at Sao Paulo in Brazil (November 29). ♦♦

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AF Corse is running two Ferraris each in the Pro and Am classes



Porsche's LMP1 return to competition debut is eagerly awaited



Toyota has its eyes set on the title for this year

8 Star Motorsport is
the only American
team in FIA WEC



CONVERSATION:

Didier Perrin & Dino Zamparelli:

Editorial & Photos by:
Cyril Nikitenko



GP2/GP3 technical director Didier Perrin. Photo by GP2 / GP3 Media

GP3 Series is back! And it's bigger and better than... Formula 1? That's the question I was asking myself on the pit wall in Estoril, Portugal as gorgeous racing cars were roaring down the main straight. I'd be using a totally different verb to describe Formula 1 cars' behavior if I was in Sepang for the Malaysian GP at the time and that phrase would look like "ugly monsters whistling down the main straight", but luckily I wasn't in Sepang! Forget about it!

Let me explain myself: the first of three official pre-season testing sessions took place at the Circuito do Estoril at the end of March and I took an interest in GP3. Not that I ever lost my interest in the series... it's so awesome!

2014 also marks a big anniversary for the sister competition, GP2, which turns 10 this year and is famous for producing plenty of memorable races and extremely fast future F1 drivers. GP3 is following in the footsteps of its older sibling in that sense: Esteban Gutiérrez, Valtteri Bottas and Daniil Kvyat all made it into the ferociously whistling world of Formula 1 (well, Valtteri and Esteban still caught a bit of proper F1 noise/noses). By the way, did you know Kvyat became the youngest points scorer in Formula 1?

The formula for success is very simple: keep it real as GP2/GP3 technical director Didier Perrin told me in this exclusive Q&A:

Motorsport Illustrated News:

So, we spotted some new bits and pieces on the car after the pit walk: new winglets on the front wing, skirts are gone...

Didier Perrin: Yes, the purpose, the sole target of the change that we implemented for 2014 was only for one reason and that's to improve overtaking capabilities of the car. We had a feeling we saw less overtaking



: Jann Mardenborough, Arden International, followed by Dean Stoneman, Marussia, Manor Racing

in 2013 in GP3 than in GP2, so we looked at it carefully, we tried to understand why and then we decided to react by playing at two levels.

The first level, the first change, is not that visible but it's the biggest change: we increased the front tire dimension. The front tires are now 20 millimeters wider and 5 millimeters bigger in diameter. It maybe doesn't look big but that has a massive effect on the car's behavior. GP3 cars tend from the beginning to be naturally understeering, which doesn't help drivers to overtake, especially in case of heavy tire degradation during the race; it means the front is sliding and doesn't encourage you to overtake. Therefore, by increasing the front tire dimension, we increased the ratio of front mechanical grip vs. rear mechanical grip. This gives us a car that will be less understeering in all circumstances and the tire degradation should be more on the rear than the front. Subsequently, during races, as the tire degradation starts to kick in, the car should become more and more oversteering and not more and more understeering. This should really improve the ability of the driver to have a positive front, to get the front active and have the confidence to overtake.

So, that's the first change we've made and the second part is we've done a lot of aero research and simulation, CFD (computational fluid dynamics) and we modified the aero of the car. We removed the skirts and added two small winglets to the front wing, call it as you want. The idea was to find a way (to modify the aero package), not a very expensive one because we didn't want the teams to spend too much money. We never

thought of changing the front wing because it would've been too expensive, instead we needed to come up with an affordable change to achieve the target of diminishing the sensitivity of the car when it's following the car in front. So now, with these modifications, the reduction of downforce when the car is following another one is less than last year, in turn meaning it will be easier to follow the car in front.

"It's not only about tire management, it's got to be tire management, aggressive driving and overtaking, fighting... We want dog fight on the track! "
— Didier Perrin

MIN: *That's what you did at the previous test in Abu Dhabi last year?*

DP: Exactly! That's what we tried in Abu Dhabi with two cars following each other, we tried to understand and gather some data from it and that's allowed us to modify the aerodynamics of this 2014 GP3 car. So globally the maximum downforce is reduced but due to the wider front tires the overall

peak performance of the car should be the same and I suspect that in qualifying the lap time is going to be the same as in 2013, while the races will be a bit more attractive.

MIN: *Racing seemed to be on the level last year, it went down to the last round...*

DP: Yes, it's the secret of GP2/GP3 operation: we want some action on the track, we don't want to see boring races where the driver in front leads and wins the race.

Well, maybe 2013 for GP3 was not that bad compared to other series, but... we want similar level of on-track action as in GP2. It is in our genes, DNA, we want track action!

MIN: *Yep! You still got the reigning GP3 champion (Dani Kvyat) racing in Formula 1...*

DP: Yeah, we want GP3 Series to teach the drivers how to manage tires, then obviously attack and overtake. It's not only about tire management, it's got to be tire management, aggressive driving and overtaking, fighting... We want dog fight on the track! It will be good for the drivers, good for the series and our audiences. Drivers will be much better prepared for the next step and it's going to be much more pleasant to watch.

MIN: *Let's concentrate on the tires – will they last longer due to the harder compound or is it more or less the same stuff?*

DP: More or less the same, yes. Just due to the fact that the fronts are wider, the degradation should affect the rear more during races. This is what we want.



Dino Zamparelli's ART Grand Prix team, day 1 of testing in Estoril

Although it's fairly difficult to select the compound at the beginning of the season. We know obviously the roughness of the track but we never can tell what's the ambient temperature is going to be like, whilst the latter is going to affect the tire wear a lot. It's always a guess... which makes the job funny.

MIN: *Do you allow the teams to do whatever they want during pre-season testing or do you have a number of items to go through?*

DP: They are free to do whatever they want. We have three 2-day sessions before the season starts. They need to discover new parts and adapt the set-up to the new characteristics of the car, the new tires, the new aero and also prepare the drivers for the season.

Normally during pre-season testing the teams are running different set-ups and race simulations in order to understand the behavior of the tires, degradation levels, which set-up to apply for qualifying runs, which set-up to apply for races. They're two very different set-ups, you are not looking for the same thing.

MIN: *One last question then: Kimi Raikkonen tested a GP3 car last year, so how did it go from your perspective? Was it good fun?*

DP: It was good for us, yes (laughs).

Apparently, it was good for him as well which made us extremely happy because he gave us some very good feedback, he enjoyed driving one of our cars and he also found the car "fun to drive". That's enough for me – I'm happy with that!

MIN: *You made the Iceman happy!*

DP: Yeah, we got the Iceman smiling which is good!

Dog fight and a smiling Iceman? C'mon, nobody can beat that! Anyway, let's talk all things GP3 2014 now.

Our American readers would instantly recognize Dallara stickers on the cars. Yes, Dallara is everywhere these days, they're just good at what they do. The 400 BHP 6 cylinder 3.4 lt. naturally (born singer) aspirated engine is provided by AER, a specialist firm from the UK, they'll supply new engines to the Indy Lights championship in 2015 or at least that's the plan. The GP3 package complies with every possible FIA rule and I gotta tell ya: FIA officials were busy "testing" drivers at Estoril test by stopping them in the pit lane while holding a terrifying "Engage Reverse Gear" sign. Son, once you're into motor racing, you can't engage reverse gear!

There's great variety of team rivalry in GP3 as well: my personal favorites have got

to be ART (France), Arden and Carlin (both UK). I guess you could remotely compare them to Ganassi/Penske/AJ Foyt, just not sure who is GP3's Dario Franchitti, generally they don't race for more than 3 years in the series... Unless 1 year in GP3 is worth 4 in IndyCar? Finally, with 3 drivers per team, GP3 is making Ferrari's boss Luca Montezemolo's F1 dream a reality, albeit in a support series (why no "di" in Montezemolo – ask Peter Windsor).

After my pit wall Estoril adventure (lovely noise!), I paid a polite visit to the ART garage at the end of almost entirely slippery and wet day 1 and it felt right because Dino Zamparelli (Dino is from Bristol, UK), who in 2014 switched to ART from Marussia Manor Racing, set the pace on the first day. And let me add a quick note here on huge professionalism of the drivers – no major incidents during that heavy downpour in the afternoon session, I'm impressed!

MIN: *Could you sum up the first day of testing for us? A lot of new things to learn: new team, new car...*

Dino Zamparelli: Yeah, it was good. It was the first day since last November, since I last drove the car. It takes a while to get back into it and (adjust) driving, the seat position, make sure that everything feels comfortable. We had good with morning with ART and we ended up P1 in the end which is a nice start obviously. It's the best way to start, isn't it? There's still a long way to go, I'll have a lot of work to run through this afternoon and we're hoping it's gonna be dry. In case it's wet, we'll just get out in the rain and do a wet session. It's been a good day, hopefully we can continue like that tomorrow.

MIN: *We're hearing there are some new bits on the car, what's your impression?*

DZ: We only did a few runs in the morning, we haven't developed the set-up as fast as we possibly can, so I think eventually when we have more dry running we can go faster we'll be closer to where we want to be and we'll find out a little bit more about the car.

The feeling this morning was pretty similar to last year, it's only small tweaks to the front wing, slightly different tires. We'll find out when we start pushing a little bit harder.

MIN: *What's the secret of winning in GP3, is it the efficiency of the team or the driver's ability or both combined?*

DZ: I'll probably tell you at the end of the year! No, had a good season last year I learned a lot with Marussia; we had some tough times, but also some good races. Maybe it didn't quite work out last year. It was just a little bit of not getting where we wanted to be. So together with my backers we decided to move to ART just to change the scenery. We like the way that they operate, we like the way they work. With them being 4 times champions, clearly they're doing something right. We're working in a different way now to see how it can help me. We must carry on in the same vein as we did this morning (fastest time) and keep taking it race by race or step by step or test by test and keep improving, that's all we can do.

MIN: *How big of a challenge is GP3 for a driver?*

DZ: Yeah, absolutely. Because there's a lot of great drivers, a lot of experience and at the same time a lot of fast rookies.

They're all quick drivers who've been around for a while. I'm in my second year of GP3 for example and I've had a mixed career, some experience but not so much: even when I did full championships there was only 12 races in a year. I

mean some of the F3 guys do plenty of races plus Macau (F3 race), etc., so for me – I'm on a different level of experience even if I've been going for many years, like since 2008 in cars. I'm still learning, every day we, as drivers, we all learn.

I had a good year last year, as I said, learning the car, learning the environment, learning GP3 as a whole and I'm hoping it was a good experience to take into this year. We'll see. Some drivers can adapt straight away, some take a while, some never find it. I just gotta personally do what I can and keep improving and keep working with the ART.

MIN: *We all have this initial spark that pushed us towards motor racing, what was your spark early on?*

DZ: Umm, gotta go back in time now. You know, I started watching Formula 1 when I



Alex Lynn, Carlin, exiting the pits, keep an eye on Alex, Formula 3 Macau Grand Prix winner in 2013

was younger, 4 or 5 years old, and I watched Schumacher when he was winning titles, so that was the spark, that was what made me wanna get into it. Seeing him hungry and passionate to win all the time made me really wanna start racing and karting. I started getting into it and then driving forward from there, so really it was my inspiration, my hero was Schumacher and obviously there's been some bad news about him the last two months, I'm hoping his condition will improve and he's going to recover. It would be a great shame if he couldn't but let's keep the faith. 🍀

Follow Cyril Nikitenko on Twitter @knownasiberian

Robert Visoiu, Arden International, passes Carmen Jorda, Koiranen GP, on the main straight





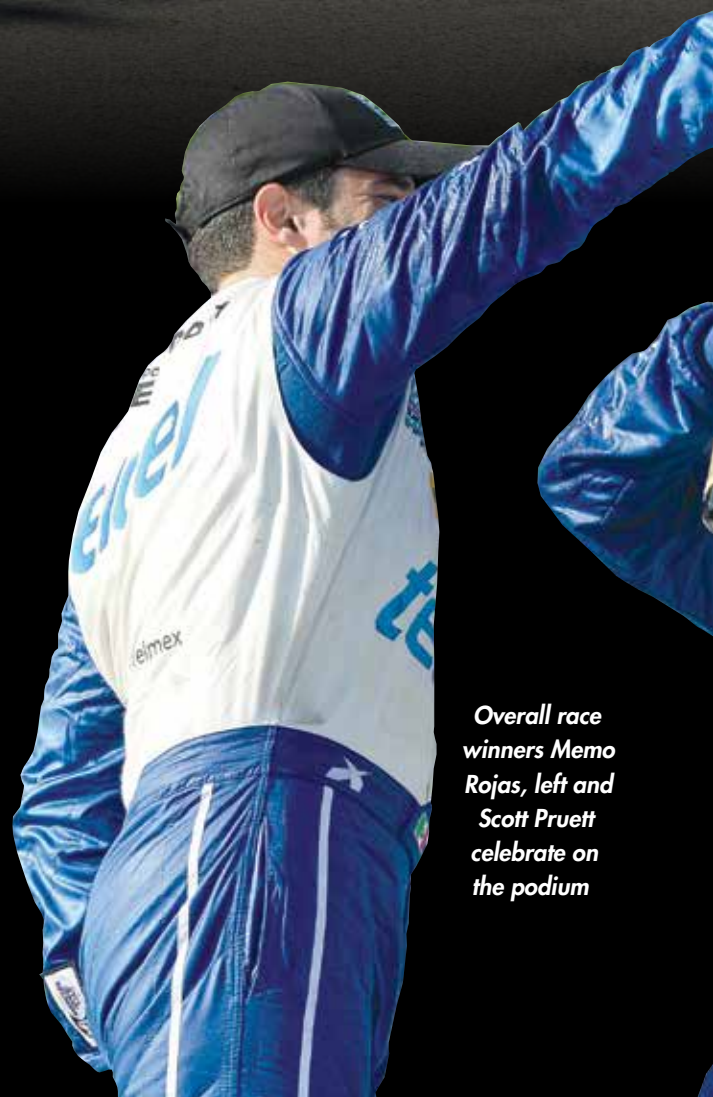
Chip Ganassi Racing

TAKES SECOND WIN

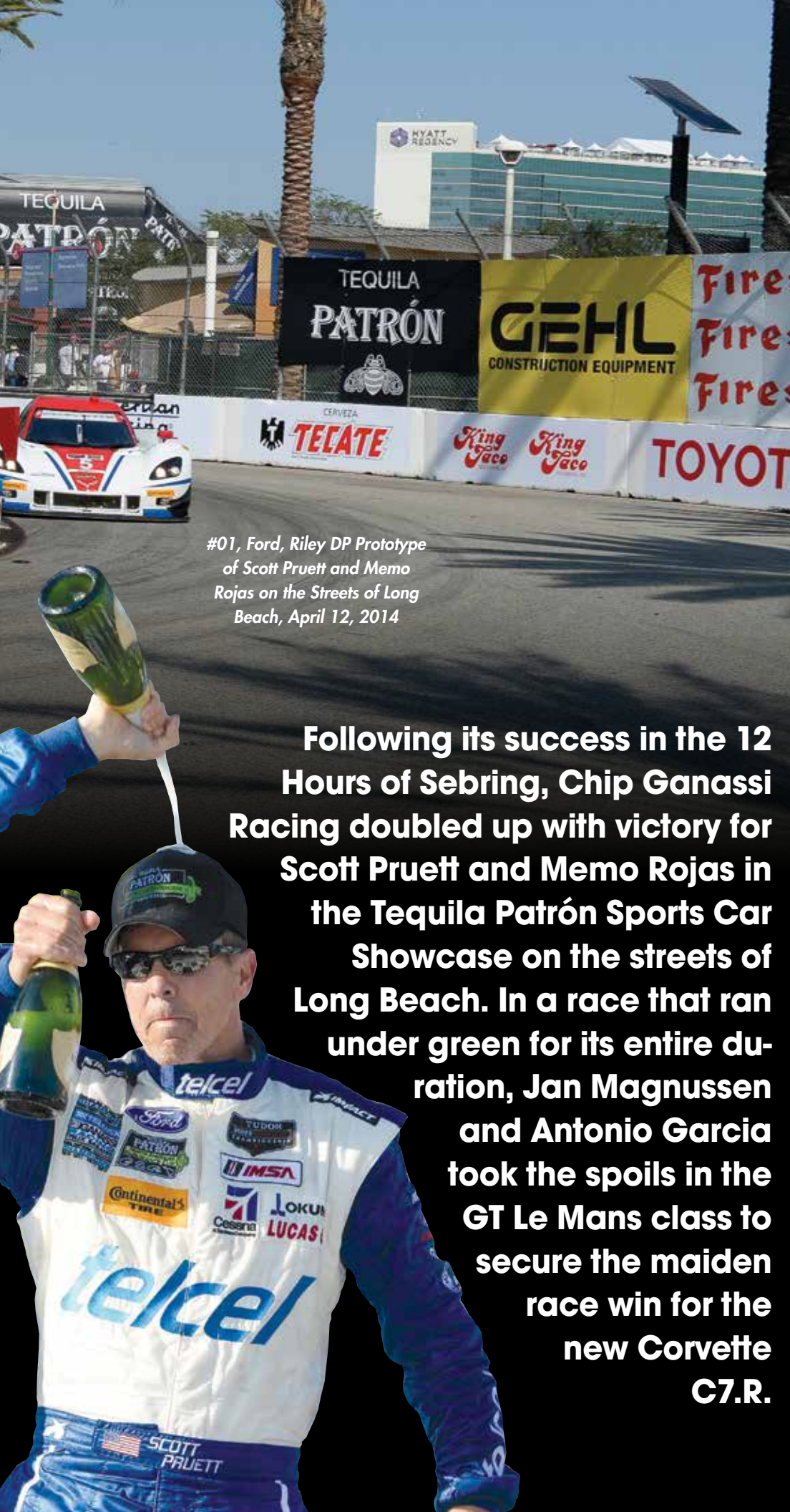
In A Row

■ *By René de Boer*

Photos by LAT Photographic



Overall race winners Memo Rojas, left and Scott Pruett celebrate on the podium



#01, Ford, Riley DP Prototype
of Scott Pruett and Memo
Rojas on the Streets of Long
Beach, April 12, 2014

Following its success in the 12 Hours of Sebring, Chip Ganassi Racing doubled up with victory for Scott Pruett and Memo Rojas in the Tequila Patrón Sports Car Showcase on the streets of Long Beach. In a race that ran under green for its entire duration, Jan Magnussen and Antonio Garcia took the spoils in the GT Le Mans class to secure the maiden race win for the new Corvette C7.R.

So it can be done after all. No yellows, no strange incidents, no controversial decisions. It was clean racing throughout. In this respect, the race definitely lived up to its 'showcase' moniker. Following the endurance classics at Daytona and Sebring to start the season, the 'Tequila Patrón Sports Car Showcase' as one of the two headline races at the 40th running of the Toyota Grand Prix of Long Beach was the shortest race of the Tudor United SportsCar Championship season. The 100 minutes' race on the streets of Long Beach promised plenty of action, even though the field, featuring prototypes and GT Le Mans cars only, included just 21 cars. And indeed, the fans weren't disappointed.

"We are getting a better understanding of the car all the time," Scott Pruett commented prior to the Long Beach race. Prior to the foundation of the Tudor United SportsCar Championship, Daytona Prototypes had only raced once on the streets of Long Beach, back in 2006, and Pruett was the driver who won that race. Boosted by victory at Sebring, he and team mate Memo Rojas were determined to do well at Long Beach, too. For Rojas, it was his first outing on the Californian track. "Long Beach was one of the few classic circuits still missing on my list, I am glad that I can finally add it now," he said. Pruett and Rojas set the pace in first free practice and were second-fastest in second free practice. Then, they went on to confirm their strong showing by claiming pole position in qualifying. With a time of 1:15.414 minutes, Pruett already was on top of the leaderboard for most of the time, but improved his own fastest time on his final lap to 1:15.325 minutes. Oswaldo Negri ended up second with 1:15.366 minutes in the No. 60 Michael Shank Racing Riley-DP, followed by Christian Fittipaldi in the No. 5 Action Express Corvette-DP. In fourth place with his No. 42 OAK Racing Morgan Nissan, Olivier Pla was the best-placed driver with an LMP2 car.

"A great day at the beach"

In the race, Memo Rojas led throughout the first 39 before turning into the pits for the driver change, immediately followed by Christian Fittipaldi. During the pit stops, Joao Barbosa took over the No. 5 Action Express car from Fittipaldi and got out of the pits just ahead of Scott Pruett, who had



Eventual second place finisher, the #10, Chevrolet, Corvette DP, Prototype of Ricky Taylor and Jordan Taylor

replaced Rojas behind the wheel of the No. 01 Chip Ganassi Racing entry. Two laps later, however, Pruett overtook Barbosa again to restore the order and the Portuguese driver lost another position to a charging Jordan Taylor in the No. 10 Wayne Taylor Racing Corvette DP with new sponsorship from Konica-Minolta. In that order, the three cars completed the race, so that Pruett was able to drive the second consecutive victory for Chip Ganassi Racing home. It was his 58th win in American sports car racing. "It was a great day at the beach," he commented. "I knew I had to make that move (on Fittipaldi) right away (after the pit stops). I had better traction and I took the chance. After that, it was just about managing traffic and bringing it home." Memo Rojas was delighted with his 29th sports car win, all achieved together with Pruett. "The car was great, it was a flawless, perfect race, but I was surprised by the lack of grip during the race, it was much less than in practice and qualifying."

Jordan and Ricky Taylor came second with the Wayne Taylor Racing Corvette-DP. "It was a great first race with Konica-Minolta on our car," Jordan Taylor said. His brother

42 Oak Racing Morgan-Nissan. It cost him almost a lap before he could get going again. Later on, Pew was in the barriers again after Valiante had spun in the No. 90 Spirit of Daytona Corvette DP right in front of him. As Pew couldn't restart on his own, that was the end of the race for him. The dented Spirit of Daytona car came home fifth, followed by the two Extreme Speed Motorsports entries with Sharp and Ryan Dalziel, who turned 32 on race day, sixth and Brown and van Overbeek seventh.

Ricky added: "With the two pro classes here, it was really fun to drive. Everybody respects each other, it was a good, clean race." Repeating their result from Sebring, Joao Barbosa and Christian Fittipaldi came third with the Action Express Corvette DP. After three rounds, the two are leading the Tudor championship points standings. Gustavo Yacamán and Olivier Pla were fourth for Oak Racing, again finishing as the best LMP2 team. "We had hoped for a yellow and therefore had come in for an early pit stop, but at the end, we ran out of fuel," a somewhat disappointed Pla commented.

John Pew couldn't make much of his second-place start as his No. 60 Michael Shank Racing Ford Ecoboost-Riley was already in the tires in the first corner following contact with Gustavo Yacamán in the No.



#5, Chevrolet, Corvette DP, Prototype of Joao Barbosa and Christian Fittipaldi finished third

The troubled Mazda team reported its first top ten finish with eighth place in the prototype class for Joel Miller and Tristan Nunez, but the pair finished only 17th overall, six laps down on the race winners. However, by actually making it to the finish, they did much better than team mates Tom Long and Sylvain Tremblay: Long already parked the car in the pits with terminal engine problems after three laps. A little bit over 30 minutes into the race, the No. 31 Marsh Racing Corvette DP with Eric Curran and Boris Said also retired due to technical issues.

Corvette dominates GT

In the GT Le Mans class, the No. 3 Corvette with Antonio Garcia and Jan Magnussen already dominated proceedings in qualifying. Magnussen remained the only driver to set a lap time of under 1:18 minutes and claimed pole with 1:17.939 minutes. Next up were the RLL team's two works-BMWs, with the No. 55 car of Andy Priaulx and Bill Auberlen second and the No. 56 entry with Dirk Müller and John Edwards third on the grid. The No. 4 Corvette qualified fourth, followed by the two works-Porsches with Nick Tandy/Lietz fifth fastest after a last-gasp effort by Tandy, followed by team mates Patrick Long and Michael Christensen. Following class victories at Daytona and Sebring, the Long Beach weekend didn't start

too well for the CORE Autosports Porsche team: Long and Christensen didn't run at all in first free practice due to an engine problem while Tandy and Lietz lost valuable time following a driveshaft issue.

In the race, Antonio Garcia took the start

and led throughout the first 40 minutes, followed by the BMWs with John Edwards and Andy Priaulx. The latter however lost his chances of a possible podium finish as he damaged the right-hand rear view mirror of the car while coming into the pits, requiring

a replacement of the door that cost the team 20 seconds. After the pit stops, Jan Magnussen finished the job for the Corvette team and brought the No. 3 car home, securing the maiden class win for the new generation of the iconic sports car. "This victory really is an important one for the team," he said. "We were fast at Daytona and Sebring as well, but didn't always make the most of it, also because we were having some reliability issues. Now, we made it to the finish and won our class, which is great! Antonio built up a huge lead and it was for me to bring it home." Garcia returned the compliment: "Jan having claimed pole position was already 50 percent of the race, and making it through turn 1 and then the first three laps probably accounted for the other 50 percent."

With second place, BMW drivers John Edwards and Dirk Müller scored their best result of the season to date. "Sometimes, second places come easy, but this wasn't one of them," Dirk Müller said. "One of the prototypes (the No. 2 Brown/van Overbeek Extreme Speeds car) was between us and the class leaders, so first place was gone. There were no yellows, which was good for the spectators, but somewhat unlucky for us. I also had a lot of understeer, I wasn't really able to attack." The second Corvette finished

third in class in the hands of Oliver Gavin and Tommy Milner, followed by the two works-Porsches with Tandy/Lietz ahead of Long/Christensen. "Our car is better suited for faster tracks, but we scored valuable points and two cars in the top five isn't that bad," Tandy commented. Patrick Long, who had his home

race at Long Beach, said: "I didn't have any radio contact, which didn't make it easy, because I didn't know whether the BMW behind us was on the lead lap. I had a good fight with Bill Auberlen." In spite of the mishap during the pit stop, Auberlen and Priaulx are still leading the GT Le Mans points' standings, two points clear of Porsche drivers Lietz and Tandy.


In the No. 91 SRT-Viper, Marc Goossens made good progress: having started ninth

in class, he made his way up to fifth as the first GT cars started to pit, but with Dominik Farnbacher behind the wheel of the Viper, the car dropped back again with obvious handling problems to finish seventh in class.

The No. 91 sister car with Kuno Wittmer and Jonathan Bomarito retired with gearbox problems. Behind the Falken Porsche with Wolf



#3, Chevrolet, Corvette C7.R, GTLM winning car of Jan Magnussen and Antonio Garcia

Henzler and Brian Sellers, the Risi Ferrari with Giancarlo Fisichella and new signing Dane Cameron, who put in a fine performance, but missed out on a better result partly due to blisters on the left front tire. Tudor United Sports Car Championship action continues at Mazda Raceway Laguna Seca, May 4. 

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