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■ **By René de Boer**

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February 5, 2014

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on the cover

Eventual overall and Prototype winner, the #5 Chevrolet, Corvette DP of Joao Barbosa, Christian Fittipaldi and Sebastien Bourdais during the Rolex 24 at Daytona International Speedway, January 25-26, 2014. Photo by Richard Dole / LAT Photo USA

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Crew members run to the #49 Ferrari, 458 Italia, GTD of Piergiuseppe Perazzini, Gialuca Roda, Paolo Ruberti and David Rigon as it runs out of fuel just short of a pit stop during the Rolex 24, Daytona International Speedway. Photo by Paul Webb / LAT Photo USA

Weekly Auto Racing Magazine

Sales & Marketing Manager:

Bruce Burns | bruce@motorsportin.com

P: 828-280-7118

Advertising Sales:

Dan Reagen | daniel@torxgroup.com

P: 317-501-6991

Feature Writers:

Stewart Bell	Matthew Clayton
Pat Cocciadiferro	Russell Colvin
John Dagsy	John Davison
René de Boer	Tony DiZinno
Chris Estrada	Becca Gladden
Martin Holmes	John Jeppesen
Kyle Lavigne	Bruce Martin
Bruce Moxon	Cyril Nikitenko
Jeff Olson	Dimitris Papadopoulos
Tim Packman	Jeremy Scott
Hunter Thomas	Amanda Vincent
Bill Whitehead	Joseph Wolkin

To learn more about our Feature Writers,
check out their bios on our website,

motorsportin.com

Assistant Editor:

Amanda Vincent | info@motorsportin.com

Snap Shots Video Editor:

Jim Donohoo | jim@motorsportin.com

Photography:

Photography by LAT Photographic, unless
noted otherwise.

Graphics Designer:

Imagewerks Productions:
info@imagewerksproductions.com

Website Designer:

Boomer Sassman:
boomer@bigboomdesign.com

General and Subscription Information:

info@motorsportin.com

Publisher, Editor-in-Chief:

Rick Bradham | rick@motorsportin.com

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AUTO RACING SCHEDULE

February - April, 2014

Formula 1

March 16	Australia
March 30	Malaysia
April 6	.....	Bahrain
April 20	.....	China
April 27	.....	Korea

IndyCar

March 30	.....	St. Petersburg
April 13	.....	Long Beach
April 27	.....	Barber

United SportsCar Championship

March 15	.....	Sebring
April 13	.....	Long Beach

Sprint Cup

February 15	.....	Sprint Unlimited
February 20	.....	Duels
February 23	.....	Daytona 500
March 2	.....	Phoenix
March 9	.....	Las Vegas
March 16	.....	Bristol
March 23	.....	Auto Club
March 30	.....	Martinsville
April 6	.....	Texas
April 12	.....	Darlington
April 26	.....	Richmond

Nationwide

February 22	.....	Daytona
March 1	.....	Phoenix
March 8	.....	Las Vegas
March 15	.....	Bristol
March 22	.....	Auto Club
April 4	.....	Texas
April 11	.....	Darlington
April 25	.....	Richmond

Camping World

February 21	.....	Daytona
March 29	.....	Martinsville

ARCA

February 15	.....	Daytona
March 22	.....	Mobile
April 27	.....	Salem

World Rally Championship

February 5-8	Sweeden
March 6-9	Mexico
April 3-6	Portugal

GP2

April 4-6	Bahrain
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Indy Lights

March 30	St. Petersburg
April 13	Long Beach
April 26	Barber #1
April 27	Barber #2

Pro Mazda Championship

March 29	.....	St Pete #1
March 30	.....	St. Pete #2
April 26	.....	Barber #1
April 27	.....	Barber #2

USF2000

March 29	.....	St Pete #1
March 30	.....	St. Pete #2
April 26	Barber #1
April 27	Barber #2

World Endurance Championship

April 20	England
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Other

February 7-9	Bathurst 12 Hours
March 7-9	North American Motorsports Expo, Charlotte, NC
April 24-27	.....	Mitty, Road Atlanta

Australian V8 Supercars

March 1-2	.....	Adelaide
March 15-16	.....	Melbourne
March 29-30	.....	Tasmania
April 5-6	.....	Winton
April 26-27	Auckland

F2000 Championship Series

April 11-13	Road Atlanta
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F1600 Formula F Series

April 11-13	Road Atlanta
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Pirelli World Challenge

March 28-30	St. Petersburg
April 11-13	Long Beach
April 25-27	Barber

Intercontinental Trophy Cup

March 21-23	New Orleans
April 11-13	Homestead

Formula 3

April 19-20	Silverstone
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WTCC

April 6	Marrakech
April 20	Le Castellet

Rally America

February 21-22	Salem, MO
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Cooper Tires Prototype Lites

March 13-14	Sebring
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Continental Tire SportsCar Challenge

March 13-14	Sebring
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Stadium Super Trucks

March 7	Las Vegas
March 29-30	St. Petersburg

Southern Whelen Modified

February 18	.....	Daytona
March 9	.....	Caraway
March 15	.....	Southern National
March 29	.....	Caraway
April 5	.....	South Boston
April 12	.....	Langley
April 19	.....	Caraway

K&N Pro Series East

February 16	.....	New Smyrna
February 18	.....	Daytona
March 15	.....	Bristol
March 22	.....	Greenville-Pickens
April 25	.....	Richmond

K&N Pro West

February 27	.....	Phoenix
March 22	.....	Irwindale

Whelen Modified

February 18	.....	Daytona
April 6	.....	Thompson
April 27	.....	Stafford

Whelen Euro Series

April 12	.....	Circuit Ricardo Tormo
April 13	.....	Circuit Ricardo Tormo



The #90 Chevrolet, Corvette DP of Richard Westbrook, Michael Valiante and Mike Rockenfeller is followed by other cars before a restart during the Rolex 24

Rolex 24 at Daytona International Speedway, Tudor United SportsCar Championship • January 25-26, 2014

POS	PIC	Class	Drivers
1	1	P	Barbosa/Fittipaldi/Bourdais/Frisselle
2	2	P	Taylor/Angelelli/Taylor/Taylor
3	3	P	Frisselle/Frisselle/Martin/Giroix
4	4	P	Westbrook/Valiante/Rockenfeller
5	5	P	Graf/Luhr/Brundle
6	1	GTLM	Tandy/Lietz/Pilet
7	2	GTLM	Auberlen/Priaux/Hand/Martin
8	6	P	Pla/Rusinov/Yacaman/Webb
9	1	PC	Bennett/Gue/Braun/Wilkins
10	2	PC	Potolichio/Kimber-Smith/Marsal
11	7	P	Brown/van Overbeek/Pagenaud/Lazza
12	3	GTLM	Farnbacher/Goossens/Hunter-Reay
13	3	PC	Ostella/Matos/Drissi/Casagrande/Cam
14	4	GTLM	Müller/Edwards/Rahal/Werner
15	8	P	Dixon/Kanaan/Franchitti/Larson
16	5	GTLM	Gavin/Milner/Liddell
17	4	PC	Montecalvo/Jeanette/Cheng/Guasch
18	1	GTD	Tucker/Sweedler/Bell/Segal/Pier Guidi
19	2	GTD	Canache Jr./Pumpelly/Pappas/Winkelh
20	3	GTD	Snow/Heylen/Seefried
21	4	GTD	Rotenberg/Zlobin/Mediani/Salo/Aleshin
22	5	GTD	Neiman/von Moltke/Latif/Albuquerque

23	6	GTD	Tucker/LaMarra/Borcheller/Cosmo/Val
24	5	PC	Schultis/Lux/van der Zande/Bird
25	7	GTD	Cameron/Dalla Lana/Farfus/Paltala
26	8	GTD	MacNeil/Keen/van Gisbergen/Lewis
27	6	GTLM	Bell/Bomarito/Wittmer
28	9	GTD	Cisneros/Giermaziak/Nielsen/Thiim
29	10	GTD	Longo/Serra/Negrao/Gomes
30	11	GTD	Balzan/Westphal/Vilander/Case
31	12	GTD	Potter/Lally/Henzler/Dumolin
32	13	GTD	Lindsey/Estre/De Phillippi/Hart/Vess
33	14	GTD	Randall/Farano/Wilden/Empringham
34	15	GTD	James/Farnbacher/Holzer/Riberas
35	9	P	DeFoor/Pace/Beck/Hinton
36	16	GTD	Miller/Rast/Haase/Bell
37	7	GTLM	Krohn/Jonsson/Bertolini/Dumbreck
38	17	GTD	Griffin/Cioci/Rugolo/Gerber
39	18	GTD	Perazzini/Roda/Ruberti/Rigon
40	19	GTD	Keating/Bleekemolen/Bleekemolen/Col
41	10	P	Curran/Said/Smith/Papis
42	6	PC	Popow/Fuentes/Tutumlu/Marcelli/Kaffer
43	11	P	Pruett/Rojas/McMurray/Karam
44	8	GTLM	Mucke/Turner/Lamy/Stanaway/Dalla
45	20	GTD	Doyle/Gewirtz/Kvamme/Michaelian/Pobst

46	21	GTD	Engelhart/Ineichen/Bachler/Willsey
47	12	P	Pew/Negri/Allmendinger/Wilson
48	22	GTD	Block/Carter/Davis/Davison
49	23	GTD	Norman/Stanton/Siedler/Bernhard
50	24	GTD	Foster/Dempsey/Davis/Lieb
51	25	GTD	Faulkner/Huisman/Faieta
52	26	GTD	Lockie/McIntosh II/Nimkoff/Riddle/Adam
53	27	GTD	Amos/Bamber/Blum/Imperatori/Zitza
54	9	GTLM	Long/Christensen/Bergmeister
55	7	PC	Rayhall/Kovacic/Bielefeld/Kearby/Kas
56	13	P	Miller/Nunez/Vautier
57	14	P	Tremblay/Long/Hinchcliffe
58	8	PC	Cumming/Tagliani/Mitchell/Daly
59	15	P	Sharp/Dalziel/Brabham
60	10	GTLM	Magnussen/Garcia/Briscoe
61	16	P	Meyrick/Legge/Rossi/Chaves
62	17	P	Mayer/Popow/Hartley
63	9	PC	Ende/Junqueira/Heinemeier Hansson
64	28	GTD	Welch/Sofronas/Stippler/Basseng
65	18	P	Gurney/Fogarty/Gidley/Law
66	11	GTLM	Malucelli/Fisichella/Bruni/Beretta
67	29	GTD	Putman/Espenlaub/Jarvis/Walker

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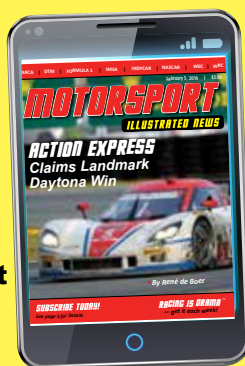
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SNAP SHOTS

The #54 Chevrolet, ORECA FLM09 of Jon Bennett, James Gue, Colin Braun and Mark Wilkins won in the Prototype Challenge (PC) class in the Rolex 24, Daytona International Speedway, January 25-26, 2014.

*Photo by: F. Peirce Williams
LAT Photo USA*

Check out this week's

SNAP SHOTS

video on motorsportin.com





SNAP SHOTS

Jean-Eric Vergne, Toro Rosso STR9 Renault exits his car after the engine expired during 2014 Formula 1 preseason testing on day 3 at Circuito de Jerez, Jerez, Spain, January 30, 2014.

*Photo by: Alastair Staley
LAT Photographic*

Check out this week's

SNAP SHOTS

video on motorsportin.com





SNAP SHOTS

A new era of sports car racing is ready to begin with a group shot of 64 cars prepared for the Rolex 24. The first race of the TUDOR United SportsCar Championship began at Daytona International Speedway, January 25-26, 2014.

*Photo by Richard Dole
LAT Photo USA*

Check out this week's

SNAP SHOTS

video on motorsportin.com

McClure gets Front Row seat for Daytona 500



Eric McClure

NASCAR Nationwide Series regular Eric McClure plans to make his first Daytona 500 in this year's edition of the Sprint Cup Series season opener, scheduled for Feb. 23 at Daytona (Fla.) International Speedway. He got a ride from Sprint Cup team Front Row Motorsports in the form of the No. 35 Ford entry.

"This is an exciting time for me and, certainly, our sponsoring brands, as well," McClure said. "In our sport, and for my family, there is nothing greater

than the Daytona 500, and this opportunity will enhance our program in a unique way. Front Row and I have a history together. They have always represented their partners and ours in a professional manner. They are very strong on the superspeedways, and I enjoy this type of racing more than any other. Racing in the Daytona 500 has always been a dream of mine, and I look forward to getting to Daytona, working with the team, and trying to achieve this goal.

The deal with Front Row is a one-race deal for the Daytona 500 only. If McClure makes the race, he'll be a teammate to Front Row Motorsports' full-time drivers David Ragan and David Gilliland, who finished first and second at NASCAR's other restrictor plate track, Talladega (Ala.) Superspeedway, in May of last year. Front Row Motorsports has notched six top-10 finishes over the course of the last eight restrictor plate races at Daytona and Talladega in the last two years.

McClure, who is an 11-year veteran of the Nationwide Series, has a total of three-career starts at the Sprint Cup level.

Tveter joins Josef Kaufmann Racing

Josef Kaufmann Racing has signed Ryan Tveter to compete in the Formula Renault 2.0 Northern European Cup and the Formula Renault 2.0 Eurocup in 2014. Tveter was a rookie in Formula Renault 2.0 Northern European Cup last year.

"I'm excited to be joining such a well-respected team as Josef Kaufmann Racing," Tveter said. Kaufmann's intensity, passion and focus is incredible. JKR is a hardcore, experienced team with an amazing track record, as well as a significant number of drivers in F1. I'm really proud to have earned a seat at JKR and am very excited to contest two championships with them in 2014. It's going to be a very busy and exciting year."

Tveter had two top-five finishes in Northern European cup last year. After the season, he tested with the JKR team.

"We were really impressed with Ryan's great progress over the season and the speed, professional attitude and work ethic that he showed us in testing," team manager Lars Kaufmann said. "We look for drivers who have not just the talent to go all the way, but those who also demonstrate the discipline, independence and intellectual ability required to get there. We have high expectations for Ryan as a member of the JKR team."

Copeland gets feature win

Colby Copeland dominated the Thursday feature of the 2014 Winter Challenge USAC Southwest/West Coast special event for sprint cars at Canyon Speedway Park in Peoria, Ariz. He led the entire 30-lap distance for the feature win. Charles Davis Jr. finished second, and Richard Vander Weerd was third.

Copeland also won the first eight-lap heat race, followed by Casey Shuman and Aaron Reutzel in second and third. Davis won the second heat, as Vander Weerd took second and Mitch Mack third.

Jace Vander Weerd was the winner in the second heat, with Nic Faas and Seve Sussex in second and third. Mike Martin won the 10-lap semi, as Jimmy Crawford took second and Josh Pelkey third.



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IMSA announces Ultra 94 Porsche GT3 Cup Challenge Canada schedule

The International Motor Sports Association has unveiled the 2014 schedule for the Ultra 94 Porsche GT3 Cup Challenge Canada by Michelin. The series will compete in 10 rounds at four venues. At two of the venues, the series will run companion events to the NASCAR Canadian Tire Series and the NASCAR Camping World Truck Series. The third event of the season will have the series running alongside the IndyCar Series in Toronto.

The 2014 season will begin at Canadian Tire Motorsport Park on May 17 and 18. The next event will be June 21 and 22 at Calabogie Motorsports Park in Calabogie, Ontario. The IndyCar companion event will be July 19 and 20 in Toronto, and the season will conclude Aug. 9 and 10 in Quebec.

"IMSA is quite proud of what we have already accomplished with our Ultra 94 Porsche GT3 Cup Challenge Canada by Michelin series partners, and we look forward to an exciting season of racing in 2014," Steven Sewell of the IMSA Development and Single-Make Series said. "We've managed to fine-tune our signature Canadian motorsports events and further diversify our venue portfolio with the addition of high-profile events, such as the Indy Toronto at Exhibition Place and Canadian Tire Motorsport Park as part of the NASCAR Camping World Truck Series weekend. Altogether, it's a fitting championship calendar backdrop for the introduction of the all-new 2014 Porsche GT3 Cup race car."

For 29 Years Kazazina ensures sponsors are in the spotlight



Liza Kazazina

For the past 29 years, Liza Kazazina from Ormond Beach, FL has been in the garage at the Rolex 24 at Daytona International Speedway. Her work, which is seen by everyone, is to sew sponsor patches on driver's uniforms. Using a special sewing machine along with nomex thread, Liza works tirelessly through the weekend so that the logos of the various sponsors are seen.

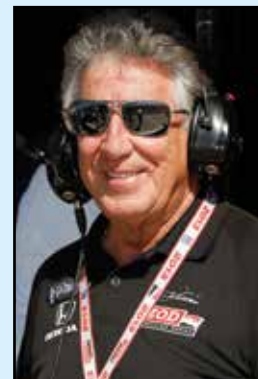
NMPA inducts Andretti, Evernham and Waid into Hall of Fame

Mario Andretti, Ray Evernham and Steve Waid were recently inducted into the National Motorsports Press Association (NMPA) Hall of Fame in Darlington, S.C. Andretti was on 80 percent of ballots cast, Evernham on 75 percent and Waid 67 percent.

Andretti is the only driver to win the Indianapolis 500, the Daytona 500 and the Formula One world championship. He claimed four IndyCar championships (1965, 1966, 1969 and 1984) and won the Indianapolis 500 in 1969. He also won an F1 championship in 1978 and is a 12-time race winner at that level. Andretti made 14 race starts at NASCAR's top level, winning the 1967 Daytona 500.

Evernham is a three-time NASCAR Cup level championship crew chief and was a part of 47 race wins while working as crew chief for Jeff Gordon on the No. 24 Hendrick Motorsports team. He then assumed the position of team owner, helping Dodge return to NASCAR's top level in 2001.

Waid has covered NASCAR as a journalist for over four decades. During his career, he has won the George Cunningham Writer of the Year award and the Hendry T. McLemore Award for distinguished service in the field of motorsports journalism.



Mario Andretti

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Qualifying issues plague Alberico



Neil Alberico. Photo Credit Team USA

Team USA Scholarship driver Neil Alberico had problems qualifying at Hampton Downs Motorsport Park in Waikato, New Zealand, resulting in race finishes of 13th, 14th and 17th. He was sent to the back in race three when officials decided he was at fault for an incident with fellow American Ryan Tveter.

"Everyone was side-by-side for the first two laps after every restart, but I was able to make a few moves around the outside to make up some ground," Alberico said. "Once the field gets going, it's really tough to pass without taking massive risk. I feel our race pace is very strong; we just need to be able to qualify up

front."

Alberico first suffered a problem with the front mono-shock and then by locking his brakes. The braking issue continued to plague him in qualifying, resulting in the 18th spot on the grid for race one Saturday and 20th for the Sunday afternoon feature race.

"This past weekend has been rough," Alberico said. "TRS has also been a pretty major learning experience thus far. We have had our fair share of ups and downs these past several weeks. We just have to gather ourselves up as a team and move on to the next round at the New Zealand Grand Prix."

Jann Mardenborough, Steijn Schothorst and Martin Rump were race winners. Andrew Tank is the points leader by a seven-point margin over Mardenborough.

Luyendyk Jr. returns

Arie Luyendyk Jr. plans to compete for the TORC national championship in 2014. He'll be racing the No. 25 PRO-2 truck of Aero Motorsports.

"I can't express how excited I am to climb back into a truck and compete in my first full season of TORC," Luyendyk said. "This year will be exciting because it's my first taste of the 900+ horsepower PRO-2 truck. I'm definitely up for the challenge."

Luyendyk finished out 2013 with fourth and sixth-place TORC finishes after making the switch from road racing to off-road racing. He previously raced for four seasons in Indy Lights and sports car racing. In addition, he made one start in the Indianapolis 500.

"We are thrilled to have Arie race the full season of TORC in 2014," TORC President B.J. Birtwell said. "His visibility and presence, both on and off the track, add an exciting dimension to the series. I know he's hungry for a national championship in the PRO-2 class, and we wish him all the best as he goes head to head against the best short-track course, off-road racers in the country."



Arie Luyendyk Jr. Photo Credit TORC

A promotional graphic for the 2014 TORC season. The background is a dark grey and black checkered pattern. On the left, the Intercontinental Trophy Cup Series logo is displayed in blue and orange. To its right, the text "THE 2014 SEASON HAS BEGUN..." is written in a white, italicized, sans-serif font. Below the Intercontinental logo, the text "TWO SERIES CREATING THE FUTURE OF ROAD RACING" is written in a white, italicized, sans-serif font. On the right side, the NAE Series logo is displayed in green and white. At the bottom, the website "www.trophycupracing.com" is written in a large, white, italicized, sans-serif font.

Download more graphics at www.pdgraphics.com

INTERCONTINENTAL TROPHY CUP SERIES

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Sponsor costs Burton Truck Series ride

As a result of sponsor Arrowhead defaulting on its payments to Turner Scott Motorsports, Jeb Burton, formerly the driver of TSM's No. 4 Chevrolet in the Camping World Truck Series, lost his ride with the team. Also, up to 20 percent of Turner Scott's personnel will lose their jobs.

"Obviously, these are tough circumstances for everyone involved, not just for me, but also for my teammates who are affected," Burton said. "I am working with Turner Scott Motorsports to identify any potential opportunities for me to get on the track this year."

According to a team announcement, layoffs will occur as soon as possible to give affected employees "maximum opportunity to seek employment with other teams." The 2014 Truck Series race season kicks off Feb. 21 at Daytona (Fla.) International Speedway.

In one full-time season in the Camping World Truck Series, Burton posted a win, five top-fives and 12 top-10 finishes in 22 races last year, driving the No. 4. He finished out the year fifth in the championship points standings.

"The breakout success of Jeb Burton and the entire No. 4 team in 2013 makes these decisions especially painful," Turner Scott Motorsports co-owner Harry Scott Jr. said. "However, we will do everything we can to put Jeb on the race track with our organization going forward. He is a great talent and has a great career ahead of him."

TSM still plans to field the No. 31 truck, to be driven by Ben Kennedy, full-time in 2014, in addition to a part-time entry. The race team will also field two full-time entries in the Nationwide Series.

"Despite this setback, Turner Scott Motorsports remains strong, overall, and will compete for championships in both the NASCAR Nationwide Series and the NASCAR Camping World Truck Series," Scott said. "We are extremely proud of the talent of our workforce here at TSM, and it is very difficult for us to lose anyone within our organization. We understand the way that this affects the lives of everyone involved, and we will do our best to assist in placement elsewhere in the sport."



Jeb Burton

Johnson NMPA's Driver of the Year

The National Motorsports Press Association voted six-time NASCAR Sprint Cup Series champion Jimmie Johnson as its Driver of the Year for the 2013 race season. Johnson edged out Matt Kenseth for the honor. Johnson received 50 percent of the votes, while Kenseth took 48 percent. The other two percent went to Tony Stewart.

"I've worked so hard and long to get to this point," Johnson said. "I'm finally on top of my game. I've worked a lifetime to get here. There's more motivation on top for those reasons than chasing stats and the historical things that are out there in front of me now. It's really something that comes from within."

Johnson claimed six wins in 2013 en route to his sixth Sprint Cup, upping his career tally to 66 victories, second only to Hendrick Motorsports teammate Jeff Gordon among active drivers.

Johnson has been named Driver of the Year by the NMPA six times, more than any other driver. Prior to his most recent award, Johnson was tied with the late Dale Earnhardt for most NMPA Driver of the Year honors.



Jimmie Johnson



Scott Dixon

Dixon, Castroneves, Karam named All-Americans

IndyCar Series drivers Scott Dixon and Helio Castroneves and 2013 Indy Lights champion Sage Karam were selected for the 2013 American Auto Racing Writers and Broadcasters Association All-American team. Ryan Hunter-Rey and Will Power were named to the second team.

Dixon claimed his third IndyCar Series championship last year, while Castroneves finished second. They were the top-two vote-getters in the open wheel division. Karam was one of the top vote-getters in the At Large category. Carlos Munoz was voted as the Rising Star for his success in Indy Lights and a second-place finish in the Indianapolis 500.

Identity Ventures Racing forms

NASCAR team owners Jay Robinson and Joe Nemechek of NEMCO-JRR have joined five businessmen in the formation of Identity Ventures Racing to compete in the NASCAR Sprint Cup Series.

"I am very confident about the future of our race team," Robinson said. "We have a very accomplished group of partners with vast experience in business and marketing, which will bring new opportunities to our sponsors and the race team."

Robinson will be the team's managing partner. Nemechek will drive Toyotas for the team with Scott Eggleston as his crew chief. Race Engines Plus will supply the engines.



Joe Nemechek

Darland gets Friday feature win at Canyon Speedway Park

Dave Darland dominated the 30-lap feature on Friday in the 2014 Winter Challenge USAC Southwest/West Coast event at Canyon Speedway Park in Peoria, Ariz., leading the first 10 laps and then getting back up front on lap 18 to lead the remainder of the distance on his way to the win. Josh Hodges, who was the only other lap leader in the feature race finished second. Nic Faas was third.

Colby Copeland won the first eight-lap heat race, while Hodges took second and Casey Shuman third. Jimmy Crawford won the second heat, as Tye Mihocko and Kenny Perkins finished second and third. Darland was the winner in the third heat, with Michal Woodruff finishing second and Aaron Reutzel third.

Jace Vander Weerd won the fourth heat race, as Faas and Michael Curtis took second and third. Andy Reinbold won the 10-lap semi, followed by Shon Deskins in second and R.J. Johnson in third.



NASCAR Hall of Famers (l-r) Leonard Wood, Maurice Petty, Junior Johnson, Dale Inman, Ned Jarrett, Dale Jarrett, Richard Petty, Bud Moore, Jack Ingram, Rusty Wallace, Bobby Allison, and Darrell Waltrip during the NASCAR Hall of Fame induction ceremony at NASCAR Hall of Fame on January 29, 2014 in Charlotte, North Carolina.

NASCAR HALL OF FAME

■ **By Amanda Vincent**

Photos by NASCAR Media

On January 29, 2014 the NASCAR Hall of Fame inducted its 2014 class of five -- Tim Flock, Jack Ingram, Dale Jarrett, Maurice Petty and Glenn "Fireball" Roberts -- during a ceremony at the Hall of Fame in Uptown Charlotte.

The three surviving members of the class -- Ingram, Jarrett and Petty -- were in attendance to accept the honor, while Flock was represented by widow Frances Flock and Roberts by grandson Matt McDaniel.

Petty became the fourth member of the Petty family to be inducted into the NASCAR Hall of Fame with his induction, joining brother Richard, father Lee and cousin Dale Inman.

"Who would have thought growing up that there would be guys, four of us, out of a small, rural country community that would be in the Hall of Fame," Petty said.

After overcoming polio as a child and working alongside his brother on his father's crew, Petty went on to become one of the top engine builders in NASCAR. Petty com-

peted as a driver, but only briefly, running in 26 races at NASCAR's top level between 1960 and 1964, but where he was really a force was under the hood, building engines for the family-owned Petty Enterprises.

His engines powered his brother Richard Petty to most of his Cup Series-leading 200-career wins (including seven in the Daytona 500) and seven Winston (now-Sprint) Cup championships. And Richard Petty wasn't the only driver to win races with a Maurice Petty-built engine under his hood. Other drivers Petty helped get to victory lane included Lee Petty, Buddy Baker, Jim Paschal and Pete Hamilton.

Ingram became the first driver inducted into the NASCAR Hall of Fame for his accomplishments in the Late Model Sportsman and Nationwide series. Ingram was the first champion of the Busch (now-Nationwide) Series in 1982, but that was after he posted impressive stats in the Late Model Sportsman Division, the series that would eventually become the Busch-turned-Nationwide Series.

Ingram claimed three-straight Late Model Sportsman Division titles between 1972 and 1974. Several years later, the Busch Series came along. Not only did he claim the first Busch Series championship in 1982, he also claimed a second one in 1985. Ingram may have won a third title and a second-consecutive one in 1986, had it not been for a two-race suspension for rough driving late in the season.

In all, Ingram competed in the Busch Series for 10 years (1982-1991). During that time, he made 31 trips to victory lane, a series best until Mark Martin claimed the record for most career wins in the series in 1997 (a record that would eventually be broken by Kyle Busch).

Twenty-nine of those 31 wins came on the circuit's short tracks, prompting Ingram to declare himself the "best short-track racer, ever." For his accomplishments, NASCAR

declared Ingram one of its 50 Greatest Drivers during the sanctioning body's 50th anniversary in 1998.

"This is a major lifetime achievement for me," Ingram said. "While I've won driving the car, I had plenty of help and support along the way; otherwise I wouldn't be here."

With his induction, Jarrett joined his father, Ned Jarrett, in the NASCAR Hall of Fame. The father/son duo are one of only two father/son pairings with both generations earning championships at NASCAR's top level, joining Lee and Richard Petty.

"I may have the most unique perspective," Jarrett said, comparing his life to other Hall of Famers, pointing out that he had the opportunity to race against or watch, in person, his father race against most of his fellow NASCAR Hall of Fame members.

Dale Jarrett claimed his Winston (now-Sprint) Cup title in 1999, topping off a season that saw him claim 29 top-10 finishes in the 34-race season. He finished out that year on a streak of eight-straight of those 29 top-10s. Jarrett's 1999 tally also included four trips to victory lane.

Jarrett was a star athlete in high school before going into the family business of racing. He turned down a college golf scholarship, instead opting to follow his dad to NASCAR. Between the years of 1984 and 2008, Jarrett competed in 668 starts at the Cup level, running three races in 1984 and one more in 1986 before becoming a fixture in the series in 1987. Upon reaching the Cup Series full-time, Jarrett drove for teams including Joe Gibbs Racing and Robert Yates Racing. During that time, he posted 32 wins, including three Daytona 500 victories and two wins in the Brickyard 400 at Indianapolis Motor Speedway.

Just as he followed father Ned to NASCAR, Jarrett also followed him into the broadcast booth and now works as a commentator for ABC and ESPN.

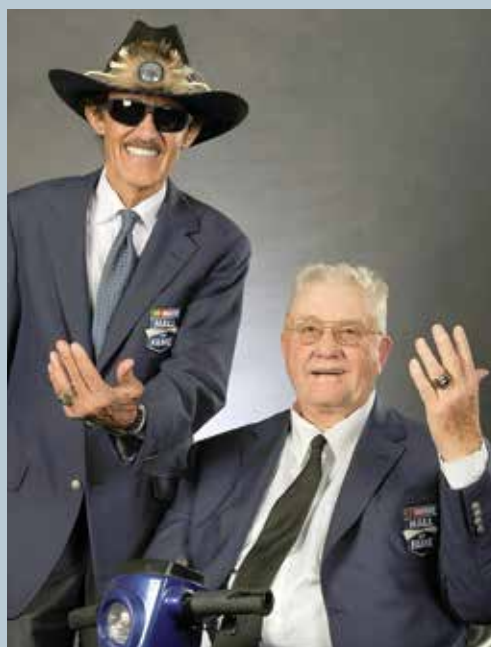
Roberts' nickname of "Fireball" didn't come from his prowess behind the wheel of a race car, instead he garnered that nickname during his baseball-playing days in an American Legion league. Even so, he is most known for his accomplishments as a race car driver. Roberts was never crowned champion at NASCAR's top level, but a case could be made for Roberts being the best driver never to win a championship.

Of course, Roberts never winning a championship at NASCAR's top level could have a lot to do with the fact that he never raced a full season. Roberts did claim runner-up honors in 1950, though. He made

207 top-level starts in a 15-year span, dating from 1950 until his death in 1964, the result of a crash in the World 600 at Charlotte Motor Speedway. Those 207 races produced 33 wins, including seven at Daytona (Fla.) International Speedway. He was the Daytona 500 winner in 1962 and claimed victory in the Southern 500 at Darlington (S.C.) Raceway in 1958 and 1963. In 1958, Roberts only competed in 10 of 51 races, but his six wins in those 51 races resulted in an 11th-



NASCAR Hall of Famer Dale Jarrett (left), mother Martha Jarrett, and NASCAR Hall of Famer Ned Jarrett



Hall of Famers Richard Petty (left) and Maurice Petty

place points finish that year.

Roberts also impacted NASCAR after his death. It was Roberts' death that prompted NASCAR to mandate flame-retardant coveralls and the five-point safety harness and a special contoured driver's seat, all still in use today.

Roberts was among those named to NASCAR's 50 Greatest Drivers list in 1998. He is a member of both the International Motorsports Hall of Fame and the Motorsports Hall of Fame of America.

"We are proud that our grandfather, who sacrificed his life to racing, is being honored by NASCAR, the organization that set the scene for a life well lived," Roberts' grandson Matt McDaniel said. "There is no doubt that our grandfather would have shared this special night with everyone who influenced and had an impact on him during his career, including his family, friends, colleagues and fans."

Flock was a two-time champion in NASCAR's top division in the early days of the sport. As a matter-of-fact, he was around at the beginning, competing in five of the eight races in NASCAR's first season (1949). In all, he claimed 39 wins in 187-race starts, with the first of those wins coming in 1950. He claimed his first championship two years later, posting eight wins in 33 races in 1952. Flock was dominant in his second championship run, winning 18 of the 39 races in which he competed in 1955. Those 18 victories stood as a single-season record until Hall of Famer Richard Petty posted 27 victories in 1967. Also in 1955, Flock earned the distinction as the only winner of a NASCAR sports car race, winning the only one ever held.

Flock truly came from a racing family. In 1949, he, along with brothers Bob and Fonty Flock and sister Ethel Flock, became the only four siblings to compete in the same NASCAR race. His pet monkey, Jocko Flocko, even got in on the action, serving as a co-pilot for eight races during the 1953 season.

Flock, who ran his final race at NASCAR's top level in 1961, was also named one of NASCAR's 50 Greatest drivers in 1998. He died that same year, fewer than two months before what would have been his 74th birthday.

"I bet my darling and all the passed drivers are having one huge race up in heaven tonight," Flock's widow, Frances Flock, said. "My darling passed away 16 years ago. He would be so proud and humbled to receive this honor tonight and is still remembered for his racing career."

The nominees for 2015 induction into the NASCAR Hall of Fame will be chosen Feb. 21, 2014, with inductees determined from those individuals later this year for official induction in early 2015. ♦♦♦

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João Barbosa, Christian Fittipaldi and Sébastien Bourdais drove their Action Express Corvette DP to success in the 52nd running of the 'Rolex 24' at Daytona. As usual, the battles for victory went right down to the wire in nearly all the classes, but a controversial call and a severe accident cast a shadow over the first-ever round of the Tudor United SportsCar Championship.

The traditional start of the racing season, the annual Rolex 24 at Daytona is always awaited with plenty of anticipation. This year, expectations were even higher as the event marked the long-awaited start of the Tudor United SportsCar Championship. Although no official crowd figure was given, everybody present at Daytona agreed that there were significantly more visitors than in previous years, which was a good sign. Of course, there were still plenty of discussions about balance of performance rulings and other issues, but that was always to be expected, especially given the particularly late date on which the final regulations for the prototype category were published. Even during race week, officials of IMSA, the class's governing body, gave out various bulletins with mandatory changes to balance the performance of the different machines. Nevertheless, DP machinery turned out to be the benchmark in qualifying at Daytona, with DP cars locking out the first five rows on the starting grid.

Action Exp Claims Lar DAYTONA



Press andmark A WIN

#5 Chevrolet,
Corvette DP of Joao
Barbosa, Christian
Fittipaldi and
Sebastien Bourdais,
overall winner

■ *By René de Boer*

Photos by LAT Photographic



Fastest qualifier was Alex Gurney, who put the No. 99 Gainsco-Bob Stallings Racing Corvette DP he raced with Jon Fogarty, Memo Gidley and Darren Law on pole position, ahead of Richard Westbrook in the No. 90 Spirit of Daytona Corvette DP he shared with Michael Valiante and Mike Rockenfeller. In the race, however, hopes of success for the Bob Stallings team were blown at the end of the third hour when Memo Gidley, probably blinded by the setting sun, ran into the back of the Nr. 62 Risi Ferrari that Matteo Malucelli was driving at reduced speed due to a technical problem. The collision was massive and the race was red-flagged for almost one hour. Gidley and Malucelli were both taken to the nearby Halifax Health Center, from which Malucelli was released one day later. Gidley, however, suffered from arm, leg and back fractures and underwent surgery three times during the week after the race.

With the pole-winning team out of contention, the No. 5 Action Express Corvette DP with Joao Barbosa, Christian Fittipaldi and Sébastien Bourdais (Burt Friselle was also entered, but didn't race), the No. 10 Wayne Taylor Corvette DP with father Wayne Taylor, sons Jordan and Ricky Taylor and Max Angelelli, and the No. 02 Chip Ganassi Racing Riley-Ford DP with Scott Dixon, Tony Kanaan, Marino Franchitti and Kyle Larson



#10 Chevrolet, Corvette DP of Wayne Taylor, Max Angelelli, Ricky Taylor and Jordan Taylor finished second

emerged as the main contenders for victory in the race. Chip Ganassi's other car, the No. 01 driven by Scott Pruett, Memo Rojas, Jamie McMurray and Sage Karam, also took turns in the lead in the first half of the race, but lost time due to a pit stop problem (Pruett drove off while the stop wasn't completed and a mechanic was hit by the rear wing of the car) and an hour-long repair during the night. The team eventually retired due to technical issues in the final two hours. In the final hour of the race, the other Ganassi car was sidelined as well as the floor of the car separated from the chassis.

That left the fastest Action Express car and the Wayne Taylor Racing entry as the

two front runners and the two alternated in the lead for most of the second half of the race. A full-course yellow with 20 minutes remaining left it for Joao Barbosa in the Action Express DP and Max Angelelli in the Wayne Taylor car to battle it out for victory in a close call that has become typical for Daytona's endurance race. Barbosa managed to maintain his lead and took the checkered flag to secure the second Daytona victory for the Action Express team after 2010. For Barbosa and Fittipaldi, it was also their second win while Sébastien Bourdais claimed his first victory in the race. Barbosa was relieved: "After that final yellow, I was just able to build enough cushion. It wasn't going



#9 Chevrolet, Corvette DP of Brian Frisselle, Burt Frisselle, John Martin and Fabien Giroix finished third

to be easy but at least I had enough margin for maneuver. The team was just fantastic. I think the guys put in over 12,000 hours of work since the last race. This win is a great prize for them.”

Wayne Taylor, for whom the race was his final competition as a driver, saw his team come second with the other Action Express car driven by Brian and Burt Friselle, John Martin and Fabien Giroix finished third. Behind the Spirit of Daytona-Corvette DP, which slightly lacked speed compared to the cars that ended up in the top three, the best-placed LMP2 car was Pickett Racing’s Oreca-Nissan with Klaus Graf, Lucas Luhr and Alex Brundle in fifth place overall.

CORE Autosport wins PC class

PC class honors went to the CORE Autosport entry with Jon Bennett, James Gue, Colin Braun and Mark Wilkins after its main rival, the Starworks car with Alex Popow, Martin Fuentes, Isaac Tutumlu, Kyle Marcelli and Pierre Kaffer, was sidelined by a fire in the engine bay in the final quarter of the race. The 8Star Motorsports car with Enzo Potolicchio, Tom Kimber-Smith, Mike Marsal and former World Touring Car Champion Rob Huff also appeared to be a contender for victory, but eventually came second in class, one lap down on the winners, after Huff was turned around while overtaking another car in the closing stages of the race. Colin Braun, one of the drivers of the winning CORE car, commented: “We came here with a plan and stuck to it: being quickest in both practice sessions before qualifying, qualifying on pole, winning the race and I think we must have led the most laps, too.”

GT Le Mans: Porsche on top

With factory- or factory-backed entries from Aston Martin, BMW, Corvette, Ferrari, Porsche and SRT-Viper, the GT Le Mans class had a particularly strong entry. Belgian driver Marc Goossens had put the fastest of the two Vipers on pole in qualifying while Jonathan Bomarito qualified the second Viper third in class, only separated by the best-placed Porsche in the hands of Nick Tandy. Oliver Gavin claimed fourth place in class with the No. 4 Corvette, while the sister car failed to make a qualifying run in the hands of Jan Magnussen due to electronic issues. In the early stages of the race, the Vipers continued to shine, but then saw their chances of a good result blown by power steering problems for the No. 91 car and front-end damage following a collision for the No. 93 entry. That promoted the two works-Porsches into first and second place where they ran for most of the night, until loss of oil pressure put an end to the run of the No. 912 car early on Sunday morning.



#54 Chevrolet, ORECA FLM09 of Jon Bennett, James Gue, Colin Braun and Mark Wilkins won the PC class



#911 Porsche, 911 RSR of Nick Tandy, Richard Lietz and Patrick Pilet won the GTLM class

That left the No. 911 Porsche with Richard Lietz, Patrick Pilet and Nick Tandy solemnly in the lead where it remained until the checkered flag was out, scoring Porsche’s 76th class win in history at Daytona. Patrick Pilet brought the car home after the final stint, but had a good run for his money as a charging Joey Hand in the works-BMW Z4 quickly closed up after the final yellow. Pilet kept his head down and successfully defended his first place to make it back-to-back class wins for Porsche in 24-hour races

following the brand’s success at Le Mans last year. Unique: Porsche has scored at least one class podium in every single sports car race held at

Porsche has scored at least one class podium in every single sports car race held at Daytona since the inaugural running in 1962.

Daytona since the inaugural running in 1962. The class victory for Porsche also was another success for CORE Autosport, next to its PC class win, as Jon Bennett’s

team is also in charge of Porsche’s North-American works program. “I am very happy for our client Porsche. They make a fantastic product and I am very proud to represent them. It’s



Overall Rolex 24 and Prototype champions from the #5 Chevrolet, Corvette DP, (l-r), Christian Fittipaldi, Sebastien Bourdais and Joao Barbosa celebrate on the podium.

quite beyond words, the amount of work that went into getting ready for this race, and then this success," Bennett said.

For Bobby Rahal's BMW works team, second place in class with the Z4, driven by Bill Auberlen, Andy Priaulx, Joey Hand and Maxime Martin was more than many expected before the race. Joey Hand was delighted: "It is crazy how our plan worked out. We didn't have the pace, but knew we would have a chance when we just kept it going and spend as little time in the pits as possible. We maximized on that and only were in the pits for 14 minutes. I think that is pretty brilliant." The best-placed SRT-Viper finished third in class with Dominik Farnbacher, Marc Goossens and Ryan Hunter-Reay. Gearbox issues with three hours to go prevented a better result than fifth in class for the only remaining works-Corvette, the new C7.R No. 4 with Oliver Gavin, Tommy Milner and Robin Liddell. The other Corvette, driven by Jan Magnussen, Antonio Garcia and Ryan Briscoe, retired with engine failure during the evening, but the new car's speed looked promising.

GT Daytona: Level5 Ferrari wins after all

The decision in the GT Daytona class, with 29 entries the largest category in the race, was the most controversial one. The Level5 Ferrari 458 Italia, driven by Alessandro Pier Guidi, Townsend Bell, Jeff Segal, Bill Sweedler and team owner

Scott Tucker, led its class for a long time and always seemed to be in contention for victory, but in the final minutes of the race following the yellow, Pier Guidi had to battle for the class win with Markus Winkelhock, who drove the Flying Lizard Audi R8 LMS. After contact on the penultimate lap, Winkelhock made an attempt to overtake Pier Guidi for the lead coming out of the kink in the infield, but saw himself run out of asphalt and

had to drive through the grass. After that, Pier Guidi was first across the finish line on the road,

but the race director gave the Italian a 75 second time penalty for 'avoidable contact' which made the Ferrari drop to fourth and handed victory to the Flying Lizard Audi team of Winkelhock, Nelson Canache, Spencer Pumpelly and Tim Pappas. That caused plenty of uproar, not in the least on various social media networks, because footage clearly revealed that there had been no contact between the Ferrari and the Audi on the final lap. As IMSA's competition director, Scott Elkin, pointed out later, actual contact is not required for a penalty to be given for such an infringement. Still, IMSA's Supervisory Board decided to judge the situation as being a 'racing incident' and thus overturn the race director's decision and rescind the penalty, which saw the Level5 team taking the class win almost four hours after the race had finished. "It is bittersweet that we weren't part of the podium ceremony and that it had to take so long, but we are happy that justice was done," Level5's Bill Sweedler said. "And now, we have to make sure we get those watches..." The Flying Lizard team was classified second on its competition debut with Audi, the Snow Racing team with Madison Snow, Jan Heylen and Marco Seefried in the Porsche 911 GT America was classified third in class. That concluded a long two days of race and post-race action at Daytona. And now on to Sebring! 🏁

"It is bittersweet that we weren't part of the podium ceremony and that it had to take so long, but we are happy that justice was done"
— Bill Sweedler

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IndyCar Drivers Show Their TALENT

Considering all the talent from the IndyCar Series that competed in the Rolex 24 at Daytona it was no surprise to see one of its great champions standing in victory lane after the long, grueling race around the clock at Daytona International Speedway.

For a good portion of the race, it appeared the IndyCar Series drivers that would be able to celebrate would be Chip Ganassi Racing's Scott Dixon, a three-time IndyCar champion and 2008 Indianapolis 500 winner, and Tony Kanaan, the 2004 IndyCar champion and defending Indy 500 champion and Marino Franchitti, brother of four-time IndyCar Series champion and three-time Indianapolis 500 winner Dario Franchitti, and NASCAR Sprint Cup rookie Kyle Larson.

Sage Karam, the 2013 Indy Lights champion, was also part of the overall Ganassi team in the No. 01 entry.

In the first race with the Ford Eco-Boost engine, Dixon and Kanaan looked like winner's in the making.

But with just a few hours left in the race, mechanical failure sidelined the No. 02 Ganassi entry.

Prior to that, it was a thrilling duel between Ganassi, the Action Express Corvette that included four-time Champ Car World Series champion and current IndyCar driver Sebastien Bourdais and former CART

and Indianapolis 500 driver Christian Fittipaldi and the talented team at Wayne Taylor Racing. Once Ganassi was out of the race, it was an exciting fight to the finish between these two Daytona Prototype machines.

It was Joao Barbosa behind the wheel of the winning car when the checkered flag waved while Bourdais watched from the timing stand, ecstatic that he had captured the Rolex 24.

"It's one of these big races that you just want to put on your résumé," said Bourdais, who will drive for KV Racing in IndyCar this season. "I've been chasing Le Mans many times to get a Rolex, and that didn't work out, so I came here."

Bourdais had finished second in this race before and when team owner Bob Johnson made a Joe Namath-like "guarantee" that the team would win earlier the four-time Champ Car World Series champion felt the pressure was on.

"Finishing second, I figured at some point they would just take pity on me or something and give me that watch (Rolex Daytona), but that didn't happen," Bourdais said. "It's just a great feeling. Bob was convincingly, absolutely dead sure that we were going to win it, and I was scared to death because we had the team dinner on Wednesday night, and he shows up, and he's like, we're going to win this thing, and I'm like, oh, my God, here he goes. Last time he did that we probably didn't make first hour.

"I was like, this is like bad, bad, bad, and he was right. The guys were prepared. Everybody was on top of things. Everybody knew exactly what to do and how to do it, and the execution was perfect.

The car was reliable. The Chevy engine in the car -- What can I say? It's a dream come true. I've been coming here a few times already and never really had a shot, but

Sebastien Bourdais
and the winning # 5
Chevrolet, Corvette DP



"It's done today, and it was done fighting hard for it and it really feels good for the entire Team Chevy and everybody because we went and grabbed this one,"
— Sebastien Bourdais

#56 BMW, Z4
GTE, GTLM
car driven by
Graham Rahal,
Dirk Muller, John
Edwards and
Dirk Werner



this year from the start of the weekend and pretty much even before that, the first test sessions, through the Roar and all week we've been running at the front. In these moments, you're like, hmm, when are things going to go bad, and it didn't. We made it stick, and my teammates did a fantastic job. It's a heck of a feeling, and I couldn't be any happier. Thanks to Action Express, Bob and Jim France because they made that possible."

Fittipaldi, who competed in the 1995 Indianapolis 500 as a rookie for Newman Haas Racing, was part of the winning team back in 2004. Ten years later, he won it again.

"I just hope it doesn't take me another 10 years to win again," Fittipaldi said. "It's been awesome. Action, Joao, myself, Chevy, we had a great run last year, actually things Joao did when both of us were together in the car, and I think it made maybe the 9 car stronger and it made the 5 car a lot stronger.

"I have to admit that the way things were going last year, I thought that we had a chance at the championship, although we only started driving together on race 4. But it didn't go our way, and this race definitely went our way.

"I think preparation for this race didn't start until two, three months ago, it started one year ago when we left this place, and we knew exactly what were our strong points and what were our failures or maybe like weak points and where we had to improve to make the whole organization a lot stronger.

"I'm very happy for Action. I'm really happy for Chevy. Joao did an okay job. No, Joao drove like really, really perfectly the last couple of laps, Sebastien, also, Joao did very quick with us, and I guess the three of us, it worked pretty okay. We'll see what can happen in Sebring, but I'm definitely looking forward to the next race, also."

Bourdais has won some pretty impressive endurance races in his career including the Spa 24 Hours, the inaugural Brickyard Grand Prix, V8 Supercar races, and 31 Indy car races.

Bourdais has been the runner-up three times in the 24 Hours Le Mans in his hometown.

"It's done today, and it was done fighting hard for it and it really feels good for the entire Team Chevy and everybody because we went and grabbed this one," said Bourdais, who will compete in IndyCar this year in the No. 11 entry for KV Racing.

"I'm elated that he's going to come into the season after this victory and boost his confidence, which has been building with his finish last year of top-10 finishes in four of the final five races," said KV Racing Technology co-owner Jimmy Vasser, the 1996 CART champion. "You don't win 31 races

"I started hearing some things under the floor, and then in that last stint it got real bad, something started to peel back, and then the front end started to get really light, so we brought it in." — Scott Dixon

and four championships in a row if you don't know how to win. He led that team and had the fastest lap and he was just phenomenal. I'm really happy for him and look forward to what lies in store for the IndyCar Series season."

More than a dozen IndyCar Series drivers competed in the 52nd annual Rolex 24. Charlie Kimball (2013), Justin Wilson (2012) and Graham Rahal (2011) were the previous IndyCar Series drivers in that span to be part of the winning team and earn the signature watch.

Bourdais has hinted that he could compete in the 12 Hours of Sebring because it would fit in nicely with his schedule.

"Thankfully the IndyCar season only starts after Sebring, so I could do pretty easily Daytona and get warmed up and do the 12 hours, as well," Bourdais said. "And then after the season do Petit. It worked out really good. I had a great opportunity to drive with these guys, and I couldn't be any happier right now. There are worse ways to start the season for sure."

"And then more races, I don't know. Obviously they don't need me on a two-and-a-half-hour event, and I can't make Watkins Glen, so that makes it pretty easy. I think the IndyCar schedule from the end of March to the end of August is not going to give me much room to do much else. Just going to try and do well at what I've already committed and hopefully grab a bunch of wins this year."

Fittipaldi had stepped away from racing to return to Brazil and start a family. Now that he has returned to victory lane, could the former IndyCar driver consider a comeback?

"Well, let's put it this way: I have a U.S. passport, so I'm American, also," Fittipaldi said. "I intend to be here a long time. I really enjoy this place. I really love the country a lot. Not only in my sports car days but also back in my IndyCar days, Newman-Haas, Carl Haas, Paul Newman, which my partner here

also drove for them like they were a very special family, and I owe a lot to them. They gave me a lot of opportunities."

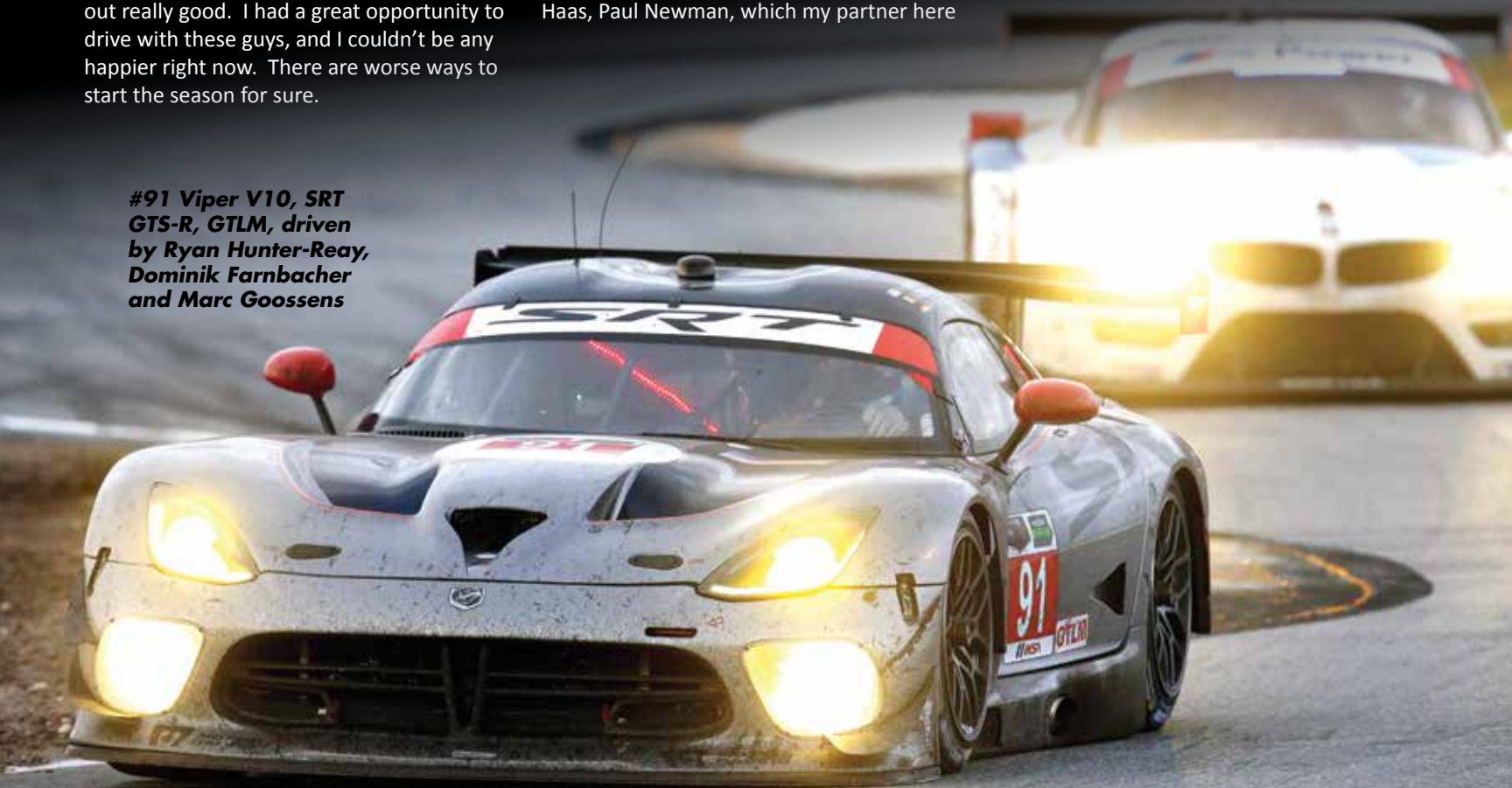
"And now like in sports cars and with Action and Joao and Bob and obviously like the whole team, I feel very, very comfortable, and hopefully they feel the same with me."

"Why not? I think sports car racing in this country is starting a new era right now, and we don't know where this is going to lead like in the next couple of years. But I am happy to be running together with them, extremely happy, and I'm putting all my effort into the program right now."

While Bourdais and Fittipaldi were able to celebrate their victory, Dixon was behind the wheel of the Ganassi car when mechanical failure dropped it out of the race, just a few hours short of the finish.

"I started hearing some things under the floor, and then in that last stint it got real bad," said Dixon, the defending IndyCar Series champion. "Something started to peel back, and then the front end started to get really light, so we brought it in. It was really fun. Traffic was kind of crazy. Unfortunately for us, even at speed we didn't have what the Corvettes had. We were doing the best that we could and Ford has done a hell of a job bringing this new engine to the 24 hours."

**#91 Viper V10, SRT
GTS-R, GTLM, driven
by Ryan Hunter-Reay,
Dominik Farnbacher
and Marc Goossens**



#60 Ford, Riley DP, P, driven by Justin Wilson, AJ Allmendinger, John Pew and Oswaldo Negri, Jr.



Kanaan, the defending Indianapolis 500 winner, was part of that team and was impressed with the Ford engine as he made a rare sports car appearance.

"There are many ways to look at it -- it's quite obvious that we don't have as much (speed) as the Chevy," Kanaan said. "That could happen, or we could have come here and had a lot more. The biggest props will be that we are still in the race. It's not over yet, it is more difficult for sure, but for the first race for the EcoBoost, I can tell you three weeks ago that there were a lot of people in this paddock thinking that we're not even going to run for three hours because we struggled at the test. That shows the capability of this team. Nobody gives up until the checkered flag. Yeah, I wish we could have a little more but drivers are never happy. We always want more."

Dixon was running second when his car got a flat tire. That would later turn into mechanical failure that would keep the team from contending for the victory as the car went to the garage.

"If you look at this race or the Indianapolis 500, everybody is going to have an 'if,'" Kanaan said. "But yes, that's a shame, because that's not something mechanical, he didn't hit anything. It's like a NASCAR race. People blow tires, and yes we're fourth, but I think realistically we could be top-three easy. I wanted to see when it comes down to an hour

left if we're in the fight, are they going to turn it up.

"That I don't know, because we're not up there.

"We were in the fight all day. Things could have happened to them as well and didn't, and that's how you win races. I'm pleased. I had a lot of fun. I've done this race before. Once you've done it with an organization like this, it's going to be hard to come back and do it with anybody else because for me at this point in my career, it's very overwhelming and I'm just overwhelmed with how everything works. I had a rough three years with my friend Jimmy, it's nobody's fault, but things are different."

And for the young 2013 Indy Lights champion, his first international sports car race left quite an impression.

"This is my first Rolex 24, and to do with a team like CG is an honor," Karam said. "I had a lot of fun. I drove from like 2 to 4 this morning and I just got out of the car, so like 8 to 10. I did a lot of driving and I'm really tired actually. Those are some graveyard hours right there. We had some misfortune in the beginning there. The team is such a cool unit to work with, they're so together, they really worked well just to get the car back together and get some laps. Even though we're really far behind, everybody is still pushing like we are in the lead. That's just the attitude of this team, that's why I really love working with these guys is they never give up and they always want to win.



The #2 Honda, HPD ARX-03b, P, is being piloted by Simon Pagenaud, his teammates were Ed Brown, Johannes van Overbeek and Anthony Lazzaro



The #70 Mazda, P, being driven by James Hinchcliff, teammates were Sylvain Tremblay and Tom Long

"Before this race, I'd driven Indy Lights and I'd only really been in the car at one point for about an hour so this is the first time I've been in the car for more than an hour at a time and also its the first time I've ever done pit stops, the first time I've ever shared a car with people. It's a completely new experience for me. I look at it as the more cars you drive, the more tools you start to become familiar with and can use in different types of racing. It's almost like when I'm wrestling; you've got four different types of wrestling. You've got Greco, free style, folk style; all those things can transfer over to all the other things. That shows how I look at it and I really love the sports car experience. It was a lot of fun and it's definitely not boring because you're passing like 10 cars a lap so definitely really cool and I think it's on to something. I think you're going to see the series grow in the next few years and become really popular."



2013 IndyCar Champion Scott Dixon (left) signs autographs alongside 2013 Indianapolis 500 winner Tony Kanaan

Simon Pagenaud, who finished third in last year's IndyCar Series standings, drove for Extreme Motorsports and finish seventh in Prototype, 11th overall.

"My triple stint in the car was good," Pagenaud said. "The HPD was fast and quite enjoyable in the night running; I really had a good time with the car. We were trying to play 'catch-up' and we could keep improving our position and moving up in the standings. Overall, it went pretty well. I think the HPD held up

very well with all the mayhem out on track. There was a lot of contact, as well as passing. It was good racing, but certainly, it was also mayhem at times."

Ryan Hunter-Reay, the 2012 IndyCar champion, drove for SRT Motorsports and was third in GT, 12th overall. Graham Rahal drove for BMW Team Rahal Letterman Lanigan and was fourth in GT, 14th overall. Dixon and Kanaan finished eighth in Proto-

type and 15th overall. IndyCar rookie Mikhail Aleshin drove for SMP/ESM Racing and was fourth in GTD, 21st overall. Justin Wilson was part of Michael Shank Racing, which finished 12th in Prototype and 47th overall. James Hinchcliffe drove for SpeedSource and was 14th in Prototype, 57th overall and Ryan Briscoe was one of Corvette Racing's drivers with a 10th place GT finish, 60th overall.

These drivers helped show an international audience that the IndyCar Series has some of the most diverse race drivers in the world. # #

"I think the HPD held up very well with all the mayhem out on track. There was a lot of contact, as well as passing. It was good racing, but certainly, it was also mayhem at times."

— Simon Pagenaud

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2014 INDYCAR SERIES SCHEDULE

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

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

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■ **By Cyril Nikitenko**

Photos by LAT Photographic

The nose of the Red Bull RB10 during 2014 Formula 1 preseason testing at Circuito de Jerez, Jerez, Spain, January 2014

UGLY NOISE

Jerez F1 Winter Testing, January 2014

I'll be honest with you, the shock of looking at pictures of 2014 Formula 1 cars made finding motivation for another trip to Jerez very difficult. I mean those noses.....how could anyone like this stuff?!

It was supposed to be exciting and innovative: no more old-fashioned engines – we get full-on hybrid power units instead, turbos are back, plenty of new tricks – like brake-by-wire system – to play with, improved car safety.

And then Williams released a digital

rendering of the FW36 with the much feared anteater nose; Lotus gave us a mixture of walrus and a mutant mammoth; Ferrari produced a beluga car; Mercedes, for once, featured a decent nose job (I'm sure it's the prettiest car on the grid); Red Bull RB10 boasted a mini-fridge big enough to fit a Red Bull can inside right at the tip of the nose; McLaren, Sauber and especially Toro Rosso came up with something which is not really suitable for family entertainment; and to top it all off, Caterham rolled out an inverted cast

iron anvil on the first day of testing in Jerez. A total disaster or at least that's what we all thought.

Did Formula 1 have to change? Probably yes, but in a slightly more appealing fashion I guess. They could have delayed the new regulations for maybe another year to make sure their product meets popular demand: what happened now is that the fans were totally ignored. The guys who pay their hard earned cash to watch F1 live on TV or sit in the grandstands under the pouring rain or

the baking sun were presented with ugly cars (there's no escaping from it) and fairly silent engines. The worst part has to do with increased costs for the teams at a time when lack of sponsorship logos on the cars is very visible.

General opinion among senior team personnel points towards closer racing in 2014 and beyond, however rule stability will be the key for this new formula according to Marussia F1 Team Team President and Sporting Director Graeme Lowdon: stability for the fans and stability for the competitors in the World Championship.

I already mentioned my slight disappointment with anteater/anvil noses on the cars, this meant I had to get a closer look at 2014 F1 machinery in the pit lane and around the track in order to evaluate the situation – in real life it's not too bad, you tend to skip the nose bit anyway when cars go past you at full speed. The engines don't translate into wild noise and the initial impression of power the previous generations of F1 cars would give you, but it's not too bad in the end. Gear changes are barely audible now, still I think V6 engines have their moments, more at the exit of the corners than on the main straight, particularly with Ferrari-powered cars – they sounded/sucked exactly like a vacuum cleaner at high speed! Mercedes and Renault produced a good amount of noise, I definitely absolutely liked that. Hopefully Honda (joining forces with McLaren) will add another dimension to the excitement next year. The cars are also bulkier, the result of new packaging needed to accommodate a bigger power unit and all its cooling systems.

We must not forget that nobody was going flat out, Formula 1 testing doesn't work like that: the fastest car during the winter period is not necessarily the one on pole in Melbourne. Remember 2004? Every respectable pundit tipped Raikkonen to win the championship and we all know what happened...

Having decided to concentrate on the development of their E22 monster car, Lotus F1 was a notable absence in Jerez, the Enstone based team did good to skip the test in the light of the totally unexpected Renault's PR disaster.

Let me explain: Renault faced a variety of problems in Jerez as the French power unit wasn't working properly. Rob White from Renault Sport F1 described it in F1 PR language more or less like this, "a number of related things have been troublesome, principally concerning the control and operation of the various sub-systems of the Power Unit within the car".

In reality, it transformed into multiple red flags and stoppages whenever Renault-powered cars took to the track. Red Bull and Toro Rosso would often come to a smoky halt already on their first lap out of the pits! Their Renault V6 engine was literally coughing petrol and suffering hiccups, it resembled watching and hearing a wounded

animal. "Sad" I believe is the correct word.

Caterham CT05 was doing marginally better with a series of short runs, compare Kamui Kobayashi's 54 laps on the last day of running to Fernando Alonso's 115. Daniel Ricciardo of Red Bull and Daniil Kvyat of Toro Rosso only managed 16 between them... Red Bull were having "numerous Renault issues as well as chassis cooling issues", while sister team Toro Rosso was affected by electrical problems. Neither Kvyat, nor Vergne were allowed to speak to the press about these infamous problems – ouch! I reckon Red Bull and Toro Rosso could have easily been called Red Flag and Bandiera Rossa in Jerez! Alarm bells are clearly ringing in the Salzkammergut lakeland...

The Red Bull situation certainly came as a surprise to smaller teams with fewer resources such as Marussia, a nice surprise to have. But such is the nature of F1 racing – it never fails to surprise, anything can happen.

It certainly caught Adrian Newey – Red Bull technical guru – and Christian Horner – team principal – by surprise to such an extent that both men flew back to the team's base in the UK leaving their troops to handle the crisis on the ground. Vettel then subsequently cancelled all his media commitments and left Jerez on the second day as well. Very chic.

Lotus gave us a mixture of walrus and a mutant mammoth; Ferrari produced a beluga car; Mercedes, for once, featured a decent nose job...



Force India VJM07 Mercedes nose detail



Mercedes AMG W05 nose detail



Lewis Hamilton, Mercedes W05 during Formula 1 preseason testing day 1, Circuito de Jerez, Jerez, Spain, January 28, 2014

Rosso drama, Jerez fiasco means only that, lack of running at the first test. Don't read too much into lap times or number of laps completed. I agree with Ricciardo when he says his rivals "could be a second off the pace [in the first competitive weekend of 2014]". We'll know more once the cars cross the finish line in Melbourne in March, let's reserve our judgment until then. One person who won't be disappointed is Mark Webber, he bailed out at exactly the right time. Talk about knowing when to quit...

Mercedes and Ferrari, by contrast, managed to get a lot of mileage in. There was a minor issue with Hamilton's front wing on the opening day of testing – it fell off... The wing was fixed for the rest of the session, thus allowing Rosberg and Hamilton

The last day of testing saw every driver apart from Renault boys perform noisy practice starts at pit exit. It should look and sound good on TV.

to concentrate on their program.

Lewis brought his babies – two dogs – along with him to Jerez and they looked pretty content running around the Mercedes hospitality area having K9 fun while their master was busy driving around in circles out on the track. Tough life for motorsport dogs!

Alonso in the red Ferrari had brought

out one red flag on the third day causing a major stir among his fans in the grandstands. Perhaps I should mention that it was virtually impossible to buy an admission

ticket due to a large queue formed by local fans who rushed to the circuit to catch a glimpse of their hero. I mean we were in Jerez and in Jerez they talk Alonso even during their morning café com leche... Fernando could barely move between the Ferrari garage and motor home; his end of the day media call had to be relocated from the back of the garage to in front of the hospitality area due to safety concerns. Alonso-mania IS quite a phenomenon.

None of the above applied to Kimi Raikkonen – he came, he saw the car, he drove the car, then mumbled a few words and left. The usual Kimi. Needless to say no one noticed Kimi or his fellow countryman Bottas. Valtteri had the luxury of moving

around the paddock virtually unnoticed, he was quite busy studying Felipe Massa's lines from the roof terrace on top of the garages. Looking for an advantage, Valtteri? Caterham's Marcus Ericsson would also perform an occasional F1 driver walk of fame on the terrace – wrong country, Marcus. We need the Swedish Grand Prix back.

The last day of testing saw every driver apart from Renault boys perform noisy practice starts at pit exit. It should look and sound good on TV.

I don't like to torture drivers with silly questions about their driving styles – it's not up to us journalists since we don't sit in the car and cannot possibly know what's going on – so it was fun following this imaginary topic during press calls. Alonso declared nothing has changed. Felipe Massa, when bombarded with similar questions, agreed to disagree: apparently he felt it was necessary to drive with some caution because his Mercedes power unit was quite powerful, he then added his customary "for sure". It looked as if Felipe was more concerned about Williams coffee and the quality of food in the UK. They do spoil you in Italy in this department!

The best quote on the subject came courtesy of Marussia's Jules Bianchi – he produced what could become an F1 classic, "You can't change your driving style in 25 laps, you know". For sure. Jules did

25 laps in the car on the last day of testing, his first 25 in the new Marussia MR03.

I think Massa was actually right, everyone was sliding and struggling with the car on corner exits, particularly on the last day when it was a bit wet. Alonso and Force India's reserve driver Daniel Juncadella were a good example of that, some spectacular driving from the two flying Spaniards.

The biggest "big scandal" award in Jerez has to go to the FIA-approved McLaren rear suspension fairings. The rear of the car looks pretty weird, I'll admit that, no problem. The story then gathered some momentum when Rod Nelson, Williams chief test and support engineer, said the team would consider



Nico Rosberg, Mercedes W05 during Formula 1 preseason testing day 2, Circuito de Jerez, Jerez, Spain, January 29, 2014

*Kamui Kobayashi, Caterham
CT05 Renault during day 4 of
Formula 1 preseason testing,
Circuito de Jerez, Jerez, Spain,
January 31, 2014*



*Kimi Raikkonen, Ferrari
F14T, day 1 of Formula 1
preseason testing at Circuito
de Jerez, Jerez, Spain,
January 28, 2014*



something similar but a CFD simulation would be necessary in order to evaluate the potential benefits, a standard practice with any new design. Once it's translated into Icelandic and back to English, every team in Formula 1 will be racing flat out to put a similar system on their car and an imaginary war will be raging once again.

Overall, the new formula has plenty of potential; once teething problems are sorted out and with anteater noses inevitably out of the way, the sport will be able to break new frontiers.

I felt the need to ask the new Toro Rosso recruit and one of the three F1 rookies for this season Daniil Kvyat about the engine noise factor – he gave me his teenage seal of approval for 2014 cars. The future Formula 1 audience has spoken! 🍷🍷

Follow Cyril Nikitenko on Twitter @knownasaiberian

Overall, the new formula has plenty of potential; once teething problems are sorted out and with anteater noses inevitably out of the way, the sport will be able to break new frontiers.

*Daniil Kvyat,
Toro Rosso STR9
Renault on day
4 of Formula 1
preseason testing
at Circuito de
Jerez, Jerez,
Spain, January
31, 2014*





NASCAR CEO and Chairman Brian France, announces the new Chase Grid format during the NASCAR Media Tour at the Charlotte Convention Center on Jan. 30, 2014 in Charlotte, North Carolina.

BIG CHANGES

FOR NASCAR

■ **By Amanda Vincent**

Photos by NASCAR Media

“These changes mean fans get even more bang for their buck here at the greatest place to see the race,”

— Charlotte Motor Speedway President and General Manager Marcus Smith

NASCAR fans will have multiple nuances to get used to when the 2014 race season gets underway. There are the usual Silly Season -type changes, such as Kevin Harvick in a No. 4 Stewart-Haas Racing entry, Kurt Busch also at SHR and Ryan Newman at Richard Childress Racing, among others. But those changes are subtle compared to some of the other things fans will have to get used to.

The most minor of changes involves the schedule change in regards to the Sprint All-Star weekend. Previously, the Sprint Showdown, the last ditch effort for drivers to get into the All-Star Race, was held just prior to the main event. Beginning with the 2014 All-Star weekend, though, the Sprint Showdown will be held on Friday May 16, just before the weekend's Camping World Truck Series race at the track. The Sprint All-Star Race will follow on Saturday, May 17.

“These changes mean fans get even more bang for their buck here at the greatest place to see the race,” Charlotte Motor Speedway President and General Manager Marcus Smith said. “In addition to watching the trucks battle on Friday night and rocking with a pre-race concert with Jack Owen on Saturday, fans will be treated to back-to-back nights of Sprint Cup Series action as drivers leave

everything on the track with a \$1 million payday on the line.”

The two biggest changes, though, come with qualifying and a new Chase for the Sprint Cup format. All three national series (Sprint Cup, Nationwide and Camping World Truck) will adopt knock-out, Formula 1-type qualifying.

“We believe the timing is right for a new qualifying format across our three national series,” NASCAR Vice President for Competition and Racing Development Robin Pemberton said. “This style of group qualifying has all the makings of being highly competitive and more engaging to our fans in the stands and those watching on television and online. For the drivers and teams, we believe this new qualifying will fuel even greater competition leading into the events. Additionally, it provides our tracks, broadcasters and other key partners with a greater opportunity to develop more entertaining content for our race weekends.”

Despite the changes, though, qualifying for the Daytona 500 and the Truck Series dirt race at Eldora Speedway will remain the same.

The format differs slightly for tracks 1.25 miles in length and larger and those under that distance. The new format is as follows.

TRACKS 1.25 MILES & LARGER

There will be three rounds with five-minute breaks between rounds. The first elimination round will last 25 minutes and include all cars/trucks. The 24 entries that post the fastest single laps will move on to the second round. The rest will be ordered by fastest lap times and occupy spots on the race starting grid from 25th back through the end of the starting grid. Cars/trucks remaining will not make the race.

The fastest 24 will move on to a second elimination round that will last 10 minutes. The 12 fastest cars/trucks in that round will move on to the final round. The slower cars/trucks in the round will be ordered by lap times and claim the 13th-24th positions on the starting grid for the race.

The third qualifying round will last five minutes, with fastest laps determining the order of the top-12 starters of the race.

TRACKS UNDER 1.25 MILES

There will be only two rounds with a 10-minute break between rounds.

The first round will last 30 minutes and include all cars/trucks. The cars/trucks posting the 12 fastest lap times will advance to the second round. The remaining will fill out positions 13 through last on the starting grid.

The fastest 12 will move on to a 10-minute second round to qualify for the top-12 positions on the starting grid. They will start the race in descending order of their fastest speeds from this session.

"Heck, I'm all for anything that makes it fun, not only for the fans but the drivers and teams, too," Sprint Cup Series driver Clint Bowyer said. "This is really going to shake things up on Fridays -- in a good way. I'm all for it."

The qualifying format for the Daytona 500

and the Camping World Truck Series race at Eldora Speedway will not change.

The most controversial change came on January 30 during the Sprint Media Tour in Charlotte when NASCAR unveiled a brand new Chase for the Sprint Cup format that placed more emphasis on winning, expanded the Chase field to 16 drivers, included eliminations every three races and made for a one-race shootout for the title in the season finale at Homestead-Miami Speedway.

"We have arrived at a format that makes every race matter even more, diminishes points racing, puts a premium on winning races and concludes with a best-of-the-best, first-to-the-finish line showdown race, all of which is exactly what fans want," NASCAR Chairman and CEO Brian France said. "We have looked at a number of concepts for the last three years through fan research, models and simulations and also maintained extensive dialogue with our drivers, teams and partners. The new Chase for the NASCAR Sprint Cup will be thrilling, easy to understand and help drive our sports' competition to a whole new level."

Under the new system, The 15 drivers with the most wins in the first 26-race "regular season" will automatically earn spots in the Chase as long as they're in the top-30 in points at the end of race 26 and attempted to qualify for every race up to that point. The 16th spot will go to the points leader after race 26, if he/she isn't already in by virtue of at least one trip to victory lane. If the points leader has a win and there are more than 16 race winners by the completion of race 26, the 16th spot in the Chase will go to the next driver on the wins list. If there are too few drivers with wins to fill out the Chase spots, other than the one going to the points leader, NASCAR will revert back to the points standings to fill the remaining slots.

Points for Chase drivers will be reset to 2000 plus three bonus points for each win in the regular season.

The first round of three Chase races will be referred to as the Challenger round. Any of those 16 drivers winning at least one of those three races will automatically advance to round two. Twelve drivers will advance to the second Chase round. Aside from winners in the first


"We have arrived at a format that makes every race matter even more, diminishes points racing, puts a premium on winning races and concludes with a best-of-the-best, first-to-the-finish line showdown race, all of which is exactly what fans want,"

— NASCAR Chairman and CEO Brian France

three races, the remaining of the 12 spots will be filled by eligible Chase drivers based on the points standings. Points for those advancing will be reset to 3000.

The second round, to be called the Contender Round, will cut the Chase field down to eight drivers during races four through six of the Chase. The winners of these three races, who are still Chase eligible, will automatically advance to round three, with the rest of the eight spots being claimed by other drivers still in the Chase who are highest in the points standings. Those advancing will then see their points reset to 4000.

The third round, or Eliminator Round, will go from race seven to race nine of the Chase. Like in other rounds, race winners in this round, who have not previously been eliminated, will advance to the final one-race round, as the Chase field is cut to four drivers. The remaining of the four spots will go to drivers still eligible who have the most points.

The four remaining drivers will have their points reset to 5000 and race for the championship in the season finale at Homestead-Miami Speedway. The highest finisher of the four in the final race of the season will be the 2014 Sprint Cup Series champion, as bonus points for laps led will not count in the final race of the season for the remaining title contenders. 

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NASCAR President Mike Helton (left) speaks as NASCAR CEO and Chairman Brian France (right), looks on during the NASCAR Media Tour at the Charlotte Convention Center

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