



Baguette/Plowman/Gonzalez
in OAK Racing Morgan-Nissan
claimed LMP2 honours

LE FLOCH/DPPI

► LMP2 - HOW IT WAS WON

The OAK Racing team claimed one-two in LMP2 with the best of its trio of Morgan-Nissans. Bertrand Baguette, Martin Plowman and Ricardo Gonzalez claimed the title over Olivier Pla, Alex Brundle and David Heinemeier Hansson despite beating them in only three of the eight races.

Crucially, one of those was the double-points Le Mans 24 Hours. Given that the two OAK cars had an impeccable finishing record, it was always going to be difficult for Pla and his co-drivers to make up ground lost.

The 24 Hours was a galling event for Pla and co. The low-drag Morgan was the fastest P2 car around the Circuit de la Sarthe on the way to a one-two and Pla's was the faster of the two cars, but the vagaries of the safety car ultimately gave the race to their team-mates.

The cause of the second-placed OAK crew wasn't helped by the dominance of the best of G-Drive/Delta-ADR ORECA-Nissans, driven by Mike Conway, John Martin and Roman Rusinov, for much of the second half of the season. The trio ended up third in the points as the result of exclusion from third place at Le Mans for an over-size fuel tank.

STANDOUT PERFORMERS

Conway was the stand-out driver in P2 ranks. The Briton only had one consistent peer in terms of outright pace in Pla, and only made one mistake all year, a spin in qualifying at Fuji.

GTE PRO - HOW IT WAS WON

That Ferrari claimed the GTE Pro title — a World Cup, no less — had a hell of a lot to

'Ferrari claimed the GTE Pro title thanks to the talents and determination of Gianmaria Bruni'

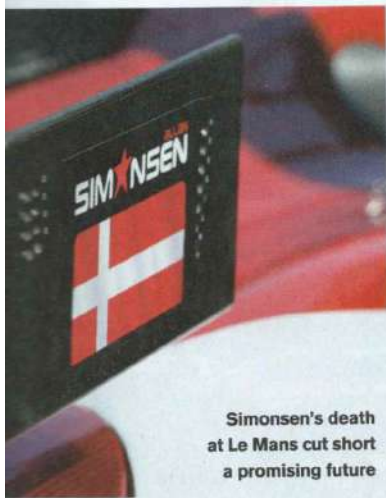
do with the talents and determination of champion driver Gianmaria Bruni. The AF Corse racer didn't have the fastest car in the Ferrari 458 Italia, but he drove the wheels off it.

The Ferrari wasn't a match for the Aston Martin Vantage, though we are not talking much of a deficit in an ultra-competitive class where a good start could be the difference between winning and losing a six-hour race. Prodrive-run Aston Martin Racing returned with the second significant upgrade of its Vantage GTE, which has already won the 2012 season finale, while Ferrari came back with a much more mild update. Significantly Aston kept the



Bruni drove his 458
to its limits to beat
impressive Astons

TOP 10 DRIVERS



Simonsen's death at Le Mans cut short a promising future

nce breaks it had previously received, crucially lost its extra five litres of city ahead of Fuji. didn't lose the championship – both rs' and manufacturers' awards – with change. It lost it courtesy of Bruni's l driving – most notably at Interlagos Bahrain finale when he was split from team-mate Giancarlo Fisichella – and ssues: a late-race splitter problem at that cost its lead pairing of Darren and Stefan Mucke (who were joined 4 Hours by Peter Dumbreck) a shot y, and an engine failure in Bahrain.

OUT PERFORMERS

ult to look beyond Bruni in a class all of star drivers. Frederic Makowiecki n the five races he contested for AMR, ano Senna impressed in his first season cing.

- HOW IT WAS WON

artin salvaged some end-of-season re from the season in the secondary s for pro-am line-ups. Its title in Endurance Trophy was welcome, versial. Campbell-Walter and Stuart Hall, andily been downgraded from gold to atus last winter, anchored their run e with wins at Interlagos and Austin ey were the only two drivers in their GTE after car owner Roald Goethe had ut for business reasons. The class was ed for line-ups of three drivers, one pro am, which is why Aston's rivals cried star boss Enzo Potolichio, whose Ferrari team ended up second in the even threatened to pull out of the series. s a bit rich given that he employed 'fake silver' in Rui Aguas. ed to a rule change, agreed to by all ss, mandating three drivers. Jonny ined for two races, before Goethe l for the Bahrain finale. When the Le rinning Imsa Porsche 911 dropped back ond place when a rear suspension e sheared, the Aston moved up to fifth, to give JCW and Hall the title by a point.

OUT PERFORMERS

imonsen proved before his tragic death e Mans 24 Hours that he was a top GT worthy of more than a pseudo-factory e. Nicki Thiim was a worthy ment and showed that he has a big n the GT ranks. ❧



1 ANDRE LOTTERER
It doesn't matter that he didn't win another Le Mans or world championship, Lotterer remained the best driver with another flawless season.



2 LOIC DUVAL
A first full season with Audi gave Duval the platform to prove his talents beyond doubt. He ticks all the boxes in terms of speed, consistency and as a team player.



3 GIANMARIA BRUNI
The bar was raised in the GTE class in 2013, and Bruni raised his game with it. The Italian drove better than ever with a Ferrari 458 Italia that certainly wasn't the quickest.



4 ALLAN McNISH
That Silverstone charge proved the mighty McNish of old was back. Probably more conservative than his team-mates at Le Mans, he had a job to do and did it in style. His first world title was richly deserved.



5 TOM KRISTENSEN
Kristensen returned to form, just like his long-standing partner at Audi, on the way to winning Le Mans for the ninth time, though perhaps without the same consistency, which is why he's a spot behind him.



6 ANTHONY DAVIDSON
Davidson showed no ill effects from his 2012 Le Mans shunt and starred at every race, except at Austin when there were mitigating circumstances.



7 SEBASTIEN BUEMI
Ex-Toro Rosso F1 racer Buemi has knuckled down and become a true sportscar pro. Most impressive at Le Mans, coping with everything thrown at him in changeable conditions.



8 ALEX WURZ
Quick over one lap and a full race stint, Wurz gets the nod over his Toyota colleague Nicolas Lapierre for his greater consistency. Le Mans shunt was a black mark against his team-mate's name.



9 MIKE CONWAY
Conway proved immediately quick in P2. No surprises there, more impressive was the amazing consistency noticed by Toyota, which has made him test and reserve for 2014.



10 FREDERIC MAKOWIECKI
'Mako' starred at every turn when he drove for Aston. Was mighty at Le Mans (and can be forgiven for shunting because his wipers had failed) and Austin.



Hall, Goethe and Campbell-Walter won GTE-AM at the finale