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“There are about 500 people who have been into space. From 2014 my business card will say, ‘Tom Coronel: racing driver and astronaut’”

YES, WTCC ACE TOM CORONEL IS GOING INTO SPACE. ROCKET MAN!

50

Number of international motorsport championships to feature in this week's reviews of 2011, from IndyCar to Megane Trophy. And then there's all the national and club material...

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POLE POSITION

One final hurrah for the stars of motorsport 2011



I TRUST YOU ENJOYED A HAPPY

Christmas, and look forward to the New Year as much as we do. Before arriving there, we've decided to devote this entire issue to the very best of this season's motorsport action prior to closing this chapter and beginning a new one.

From the pinnacle of the sport, where Formula 1's Sebastian Vettel and world rallying's Sebastien Loeb have reigned supreme once again, to the grassroots of the vibrant British competition scene, we are proud to celebrate the high achievers at whatever level they have chosen to excel. It is also one final opportunity this year to remember those we have lost in 2011; gone but never forgotten.

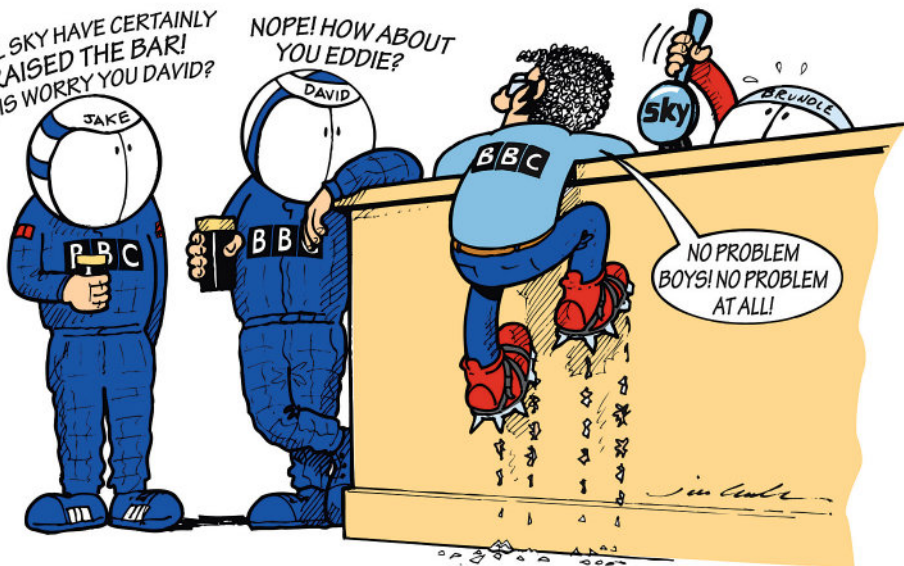
Normal service will be resumed in our January 5 issue, in which we'll feature the first of our celebrations of British Formula 1 legends. Where better to start than with Mr Motor Racing himself, the incomparable Sir Stirling Moss? We intend to usher in the New Year honouring the pre-eminent stars of the past, as well as recording the excitement of the modern-day heroes at work.

Charles Bradley, editor

BAMBER'S WEEK

WELL SKY HAVE CERTAINLY RAISED THE BAR! THIS WORRY YOU DAVID?

NOPE! HOW ABOUT YOU EDDIE?



F1

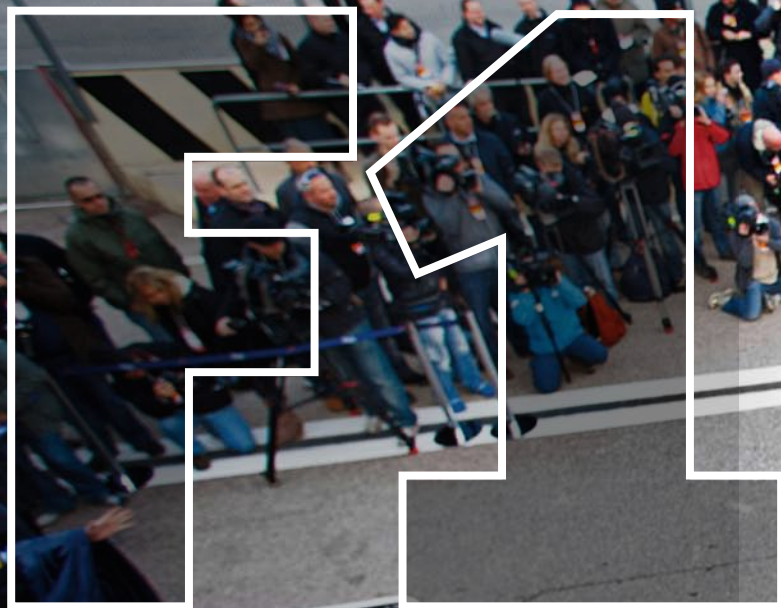
Webber and Alonso duke it out at Eau Rouge

It's one of Formula 1's most daunting sequences, a high-speed, down-then-uphill change of direction that tests a car's grip level and a driver's bravery in equal measure. Yet it presents no worries for Mark Webber, who threads his Red Bull between Fernando Alonso's Ferrari and the barrier at full chat during the Belgian GP.

Pic: Rys/Getty







2011 REVISITED



February: Red Bull launches the car they all have to beat

JANUARY

January 4

The repercussions from Ferrari's failure to seal the 2010 drivers' championship in Abu Dhabi hit home as the Scuderia implements a reshuffle of its technical department. Chris Dyer is ousted from his role in racetrack engineering, replaced by former McLaren man Pat Fry.



January 7

After a five-year absence, Narain Karthikeyan seals an F1 return with HRT. He won't last the season though.

January 11

On the day the BBC confirms David Coulthard will partner Martin Brundle in the commentary box, Derek Gardner, the design genius behind the six-wheel Tyrrell, passes away.

January 26

After months of speculation, Paul di Resta is finally confirmed as Adrian Sutil's team-mate at Force India.

January 27

McLaren shakes up its hierarchy, with Paddy Lowe named technical director.

January 28

Ferrari is the first team to launch its 2011 contender, unveiling the F150 at its Maranello headquarters.

January 31

The wraps come off the Team Lotus T128. Tech boss Mike Gascoyne sets ambitious aims: "We'll have to target being up there with Toro Rosso, Sauber and Force India, and then end the season by targeting Williams and Renault." Renault also reveals its radical R31, featuring innovative forward-facing exhausts, while the more conventional Sauber C30 is given its first public airing in Valencia.

FEBRUARY

February 1

The Red Bull RB7 breaks cover in Valencia, as does the Toro Rosso STR6 and the Mercedes MGP W02. Ominously, Sebastian Vettel ends the first official day of testing on top.



February 4

McLaren's innovative MP4-26 launch involves building the car in public in Berlin. The team plays down the significance of skipping the first test. Williams confirms it will be the first F1 team to float on the stock exchange.

McLaren MP4-26 is 'finished' in Berlin





A record-breaking year for Sebastian Vettel; a breakthrough season for Paul di Resta; the end of the line for Rubens Barrichello? ANDREW VAN DE BURGT looks back at the key moments

February 6

Robert Kubica suffers multiple injuries in an accident while competing on the Ronde di Andora rally in Italy.

February 7

The new Virgin MVR02 is launched at BBC Television Centre in London.

February 8

Force India reveals its 2011 car, the VJM04.

February 10

Ferrari is forced to rebrand its car the 150° Italia after complaints from Ford that it owns the name F150.

February 16

Nick Heidfeld is confirmed as Kubica's replacement at Renault, having set the pace in the previous week's Jerez test.

February 18

Ex-Renault man Bob Bell is appointed technical director of Mercedes GP.

PICS: TEE, DUNBAR/LAT, POLLEX, BONGARTS/GETTY



Petrov puts Russia on the F1 podium map

February 19

Doubts arise over the season-opening Bahrain GP after the British Foreign Office issues a travel warning as violent protests in the country escalate.

February 21

The Bahrain GP organisers ask for its event to be withdrawn from its season-opening slot on the calendar.

February 28

Mercedes and Abu Dhabi investment company Aabar acquire a 100 per cent stake in Mercedes GP.

MARCH

March 1

Nissan luxury car brand Infiniti confirms a multi-year tie-up with Red Bull.



March 3

Mercedes plays down its testing form as AUTOSPORT reckons the new car to be two seconds off the pace.

March 9

Vitantonio Liuzzi is confirmed as an HRT driver but there's still no sign of the team's 2011 car.

March 11

Mercedes tests a heavily upgraded W02 and Michael Schumacher ends the final day of pre-season testing fastest. But AUTOSPORT stands by its previous assertion. The 'new' HRT is rolled out featuring a rework of the 2010 chassis.

March 26

After failing to get within 107 per cent of Vettel's pole, both HRTs are banned from the Australian GP. Nico Rosberg is the fastest Mercedes, 1.9s off pole.

March 27

Vettel wins in Australia. Renault's Vitaly Petrov takes third to become the first Russian to stand on an F1 podium.

APRIL

April 10

Vettel wins again in Malaysia. Renault's Nick Heidfeld eases the mounting pressure following a poor Australian GP by taking third place. Lewis Hamilton is reprimanded for excessive moves as he tried to defend his position in the race.



April 17

Hamilton ends Vettel's four-race winning streak with superb victory in the Chinese GP.



Hamilton takes first win of '11 in China

April 24

Kubica leaves hospital in Italy.

April 27

Team Lotus owner Tony Fernandes buys the Caterham sportscar firm. ▶



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MAY

May 2

Williams confirms hiring Mike Coughlan as Sam Michael announces resignation from the team.



May 8

Bernie Ecclestone claims F1 pay-per-view TV would be "suicide", as rumours of a News Corp takeover of the sport gain momentum. Vettel increases his points lead with Turkish GP victory.

May 17

Silverstone's new 'Wing' pit building is officially opened.

May 18

Mercedes GP boss Ross Brawn tips Michael Schumacher to bounce back following a disappointing start to the season. AUTOSPORT wonders if it's time for the seven-time champion to hang up his helmet.

May 22

Vettel's Spanish GP win – his fourth win in five races – opens up a 41-point lead in the drivers' championship.

May 28

Sauber's Sergio Perez's huge qualifying shunt rules him out of Monaco GP.



May 29

Vettel wins in Monaco, while Hamilton is in trouble with the race stewards again following clashes with Felipe Massa and Pastor Maldonado.

JUNE

June 1

Virgin designer Nick Wirth leaves the team.

June 3

The Bahrain GP is reinstated to the 2011 calendar, to the consternation of teams who are against the season finishing on December 11.

June 7

Damon Hill announces he's stepping down as president of the BRDC.

June 10

Bahrain is removed from the calendar...



Button went from zero to hero in Canadian GP

June 12

Jenson Button wins the longest F1 race in history (in terms of time) following a brilliant drive in the Canadian GP.

June 22

The FIA agrees to delay the introduction of F1's new engine regulations until '14.

June 26

Vettel wins soporific European GP at Valencia street circuit.

June 30

Red Bull-backed Australian Daniel Ricciardo is tipped to replace Narain Karthikeyan at HRT.

JULY

July 8

Row erupts over changes made to blown diffuser rules ahead of the British GP.

July 4

Williams announces that it will use Renault engines in 2012.

July 10

Fernando Alonso wins British GP for Ferrari on the 60th anniversary of the marque's maiden F1 world championship grand prix victory.



Alonso takes what would be his only 2011 victory



PICS: FERRARI, ASENOV, COATES/LAT

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July 16

NASCAR team Michael Waltrip Racing sues Williams and Mike Coughlan for breach of contract.

July 24

Hamilton battles his way to victory in the German GP, passing Alonso and Mark Webber in the process.



July 29

Sky announces it will show all the 2012 F1 races live, with the BBC reducing its live coverage to just 10 events.

July 31

Button wins a chaotic wet/dry Hungarian GP for McLaren.

AUGUST

August 18

Fernandes completes the takeover of Premier League football team QPR from Bernie Ecclestone and Flavio Briatore. Maria de Villota becomes the first woman to test a contemporary F1 car since 2005 when she drives a Renault at Paul Ricard.



August 23

Hollywood A-lister Tom Cruise tests a Red Bull F1 car.

August 24

Bruno Senna replaces sacked Heidfeld at Renault.

August 25

AUTOSPORT breaks the story that Kimi Raikkonen is seeking a return to F1 racing for 2012.

August 27

Webber is confirmed as a Red Bull driver for 2012.

August 28

Vettel wins the Belgian GP.

SEPTEMBER

September 6

Toro Rosso gets cash boost following deal with Spanish oil company Cepsa.



September 11

Team Lotus extends Jarno Trulli's contract into 2012. F1 teams agree to the reintroduction of a mid-season test, to be held at Mugello in May 2012. Vettel closes on back-to-back titles with Italian GP win.

September 13

McLaren announces that Sam Michael will be joining the team as sporting director in 2012.



September 17

HRT confirms Karthikeyan will rejoin the team for the inaugural Indian GP.

September 25

Vettel dominates the Singapore GP, Hamilton in trouble again following another clash with Massa which spills over into the post-race interview pen.

September 29

Mercedes appoints ex-Ferrari designer Aldo Costa, and former Red Bull man Geoff Willis to bolster tech strength.

September 30

Renault promotes Alan Permane to track operations director following Steve Nielsen's departure.

OCTOBER

October 5

Button signs a new multi-year, multi-million pound deal with McLaren.



October 9

Button wins Japanese GP as second place is enough to make Vettel F1's youngest-ever double champion.

October 16

New champ Vettel dominates Korean GP. Ferrari warns about the future of FOTA as row brews over breaches of the Resource Restriction Agreement.

October 25

The governor of New Jersey confirms that his state will hold a GP in 2013.

October 30

Vettel wins the inaugural Indian GP.



NOVEMBER

November 12

Ecclestone warns that Austin will struggle to be ready to host the US GP in 2012.



November 14

Hamilton puts his mid-season woes behind him to score convincing Abu Dhabi GP win.

November 15

Young-driver test in Abu Dhabi kicks off with Red Bull's Jean-Eric Vergne setting the pace.

November 16

Work stops on the Austin F1 track.

November 18

The FIA confirms that for 2012 Renault will be called Lotus, Team Lotus will be called Caterham and Virgin will be



The future of the Austin GP site remains unclear



Grosjean has landed Lotus drive for 2012



Legendary F1 medic Sid Watkins steps down

called Marussia. Thank goodness!

November 21

McLaren's veteran Spanish test driver Pedro de la Rosa is confirmed for a race seat at HRT for 2012.

November 23

Kubica admits he will not be fit for the start of 2012 amid rumours linking him with a drive at Ferrari.

November 27

Martin Brundle confirms that he will leave the BBC to take over commentary duties for Sky in 2012. Webber ends the season by bagging his first win as Vettel hits gearbox problems. Charles Pic signs with Marussia for 2012.

November 28

Lotus (nee Renault) reveals that 2007 world champion Raikkonen will be its lead driver in 2012 – as predicted by AUTOSPORT in August!



DECEMBER

December 1

Pastor Maldonado is confirmed as a Williams driver for the 2012 season.

December 2

The future of FOTA is placed in doubt as Ferrari and Red Bull pull out.

December 5

Peter Gethin, winner of the 1971 Italian GP, dies aged 71.



Maldonado will stay on at Williams F1

December 7

Sky confirms its 2012 presenter line-up, with David Croft joining Brundle in the commentary box. Sauber also leaves FOTA.

December 8

Professor Sid Watkins steps down from his role at the FIA Institute, while Fernando Alonso says he is certain that he will win the title for Ferrari.

December 9

GP2 champion Romain Grosjean is announced as Raikkonen's 2012 team-mate at Lotus.

December 14

Sebastien Buemi and Jaime Alguersuari are dropped by Toro Rosso for Daniel Ricciardo and Jean-Eric Vergne for 2012.

December 16

Nico Hulkenberg is confirmed as Paul di Resta's team-mate at Force India.

Obituaries 2011

AUTOSPORT remembers the motorsport personalities – racers, team bosses, journalists and engineers – who died during 2011. Compiled by *EDD STRAW*



Wheldon won Indy in May

Dan Wheldon 1978-2011

After several difficult years, the 33-year-old's star was on the rise again in 2011. He had won his second Indianapolis 500 driving for an unfancied outfit and, on the morning of what would prove to be his final race, agreed a deal to return to a top team with Andretti Autosport. That he lost his life in a brutal, chaotic accident at Las Vegas Motor Speedway, in which he was entirely blameless, was a cruel twist of fate. The loss of the 2005 IndyCar champion touched all in motorsport, from F1 all the way through to karting.



Peter Gethin 1940-2011

The hero of the 1971 Italian GP, which he won in a spectacular Monza finish with the top-four cars covered by only two-tenths of a second, achieved far more in motorsport than he's credited for. Gethin had an impressive racing CV, with wins in a couple of major non-points F1 events as well as F2 races and titles in F5000 and the Tasman Series. He retired from driving after the 1978 season after finishing second in Can-Am.



Martin Hines 1948-2011

The man they called 'Mr Karting' certainly earned his nickname. As a driver, he was hugely successful after starting out in the late 1960s, winning the world title twice, the European crown five times and the British championship six times in awesome Superkart machinery. But it was when not aboard a kart that he made his biggest impact, playing a key role in the careers of Lewis Hamilton, David Coulthard, Anthony Davidson, Gary Paffett and Jason Plato. As the boss of Zip Kart, he transformed the karting landscape before also buying the Grand Prix Racewear concern. It's not overstating the case to say that he was one of the defining figures of British motorsport of the past half-century.



Jim Rathmann 1928-2011

The 1960 Indianapolis 500 winner started to make a name for himself in stock car racing in the 1940s and soon established himself in IndyCars, finishing second in the Indy 500 in 1955 and adding further runner-up spots in 1957 and 1959. But his big day came in 1960 when, driving the Ken-Paul Special, he played a winning role in a dramatic race that featured a record 29 lead changes. He also won the 1958 Race of Two Worlds at Monza and the 1959 Daytona IndyCar event. He retired from racing in 1964.



Christian Bakkerud 1984-2011

Bakkerud, who lost his life in a road accident in September, climbed the single-seater ranks to GP2, although his career peak came with a British Formula 3 win at Mugello in 2006. After sustaining back injuries in a GP2 crash at Monaco in 2008, he switched to sportscars, competing in the Le Mans 24 Hours, and racing in the DTM for Kolles Audi. He was a well-liked character and a capable driver, who was described by former team boss Trevor Carlin as "a wonderful young man who on his day had a bloody good laptime in him".



Jason Richards 1976-2011

Race-winner in V8 Supercars and thrice a Bathurst runner-up, Richards lost his battle with cancer in December. The Kiwi continued to race in his final year.



David Leslie Sr 1927-2011

A decent kart racer in his day, Leslie Sr masterminded the early career of son David (who died in an air crash in 2008) before they teamed up – as David Leslie Racing – to guide a gifted generation of young Scottish racing talent, including Allan McNish, David Coulthard and Dario Franchitti.



Roy Winkelmann 1930-2011

Ex-driver who went on to become an F2 team boss in the 1960s, winning 23 races with Jochen Rindt (left).



Luiz Bueno 1937-2011

Made one world championship start for Surtees in 1973 and enjoyed a three-decade racing career.



Vernon Davies 1940-2011

Veteran British Clubmans ace, who won the 1989 Supersports class.



Gustavo Sondermann 1982-2011

Former Formula Renault UK frontrunner lost his life in a Copa Chevrolet Montana crash at Interlagos.



Martin Bartek 1967-2011

The boss of the Matech Racing team, which excelled in GT racing from 2007-2010.



Bill Boddy 1913-2011

Legendary founding editor of *Motor Sport* magazine, who remained an active writer until the very end.



Richard Bond 1939-2011

Best known for his outings in top-line sportscars, including Le Mans, before switching to historics.



Chris Lawrence 1933-2011

Started two grands prix in 1966, and was also a class winner at Le Mans.



Adrian Hall 1943-2011

Amateur racer whose massive Ford Anglia crash at Brands Hatch once graced AUTOSPORT's cover.

Derek Gardner 1931-2011

Legendary F1 designer who penned Jackie Stewart's two Tyrrell world championship winners, and the six-wheeled P34.

Guido Falaschi 1989-2011

Argentinian young gun who was killed in a Turismo Carretera crash at Balcarce in November.

Sheridan Thynne 1939-2011

Played a key part in the rise of Williams as an F1 superteam in the 1980s through his commercial role.

Soames Langton 1967-2011

Never recovered from injuries sustained in 1996 Global GT race at Nogaro in France, and passed away in April.

Peter O'Shea 1958-2011

Castle Combe Formula Ford racer suffered a fatal heart attack during a qualifying session in August.

Jim Endruweit 1928-2011

Endruweit was one of Colin Chapman's right-hand men during the glory years of Team Lotus.

Ian Mawby 1942-2011

Made it to Formula 2 level before his career was ended by a massive Formula Atlantic crash at Snetterton in 1973.

John Myerscough 1936-2011

Enjoyed a long racing career after starting out in the 1960s, twice finishing the Spa 24 Hours.

Paul Harmer 1949-2011

Former racer turned AUTOSPORT journalist, he briefly competed in the BTCC in 1987.

Bernard Baxter 1954-2011

Formula Ford engine specialist who was also a capable racer in his own right, winning the 1996 Classic FF1600 title.

John 'Jack' Turner 1916-2011

Welsh engineer who made both single-seaters and, more famously, eponymous sportscars for road and track.

Don Truman 1922-2011

A racer in his own right in the 1940s and 1950s before earning respect through his off-track administrative involvement.



BORG-WARNER TROPHY
INDIANAPOLIS 500



HOWARD WILCOX
1919
88.06 M.P.H.



GASTON CHEVROLET
1920
85.50 M.P.H.



JOE DAWSON
1912
78.74 M.P.H.



FRANK LOCKHART
1926
85.55 M.P.H.



1920
85.50 M.P.H.





INDYCAR

Celebrating a second Indy 500 success

Dan Wheldon joined the tiny Bryan Herta Autosport team to claim his second Indianapolis 500 win. It was a popular victory, for neither driver nor team had a full-time IndyCar programme. Five months later, Wheldon got a drive for the Las Vegas season finale; his death in a horrific accident meant the year finished under a cloud.

Pic: Laham/Getty

Wheldon



Franchitti started the season with St Pete win



The 2011 season ended with Wheldon tragedy

TRIUMPH & TRAGEDY

Dario Franchitti did not deserve his fourth title to be tinged with sadness. *CHARLES BRADLEY* reflects

From a sporting perspective, it's a terrible shame that Dario Franchitti will always remember his fourth IndyCar Series title in the context of Dan Wheldon's dreadful fatal accident in the Las Vegas finale, which cast a huge pall over the season.

While we continue to treasure Wheldon's memory, let's not underestimate what Franchitti has achieved in this series over the past five years. Apart from his NASCAR sojourn in 2008, he has won the IndyCar title at his last four attempts. Such a level of domination in a hugely-competitive championship is approaching that of recently-deposed NASCAR king Jimmie Johnson.

Then consider that Franchitti has a two-time champion team-mate in Scott Dixon and a bona fide nemesis in Penske's Will Power. Take into account too the variety of tracks he's had to race on to do it. Be they superspeedway, 1.5-mile or short-track oval, road course or street circuit, Franchitti has won on them all.

His team manager at Ganassi Racing, Mike Hull, has decades of experience in the category and sums it up neatly: "Watching Dario Franchitti and Will Power today is no different than watching Mario Andretti and AJ Foyt racing against each other in their pomp.

"Those guys wrung it out of their cars, just like our guys do today. Today we watch Scott Dixon, Franchitti, Power, Helio [Castroneves]

and all the rest of 'em because that's why we're at the track in the first place. As a lifelong fan of the sport, the names change but what you're watching is essentially still the same."

Hull has been aligned with Franchitti since the Scot's switch as IndyCar champion with Andretti Green Racing to Ganassi's NASCAR operation (which stalled halfway through a difficult rookie season), and they began their relationship at the team's Daytona 24 Hours triumph at the start of 2008. So what's Dario's secret?

"He comes to work today like he did when he was 18 years old," says Hull. "Same mindset: 'I'm going to get the most out of it today.' He wants time to stand still for him, because he enjoys what he does so much. I have enormous appreciation for that and for him, because he hasn't allowed the passage of time from now to when he was 18 years old to affect him, in or out of the car.

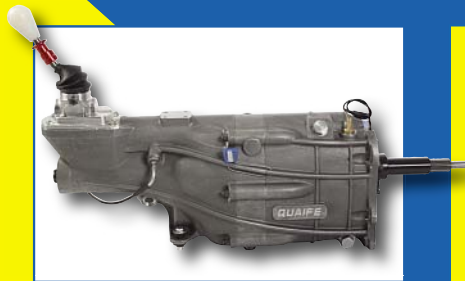
"What he does possess, that he didn't have back then, is this enormous experience. And that's not just about holding onto the steering wheel. It's about being able to understand how to capture all the people who work around him to be involved in his process. That is huge, I mean, that is massive. When everybody buys into the way he drives the racecar, you get more out of them than you ever would normally. He comes to work ready to work."

And this year, like last term, that meant ▶

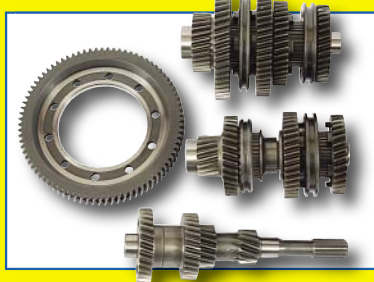
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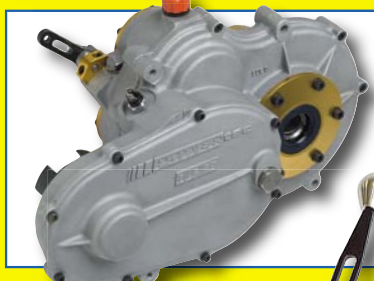
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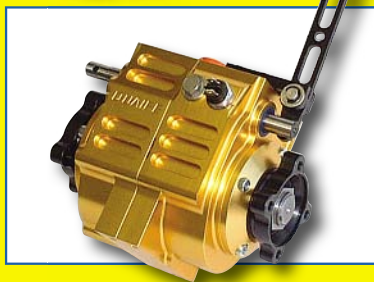
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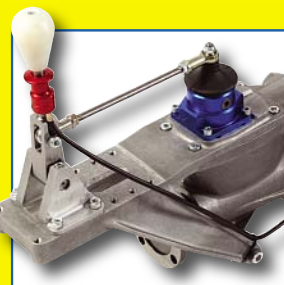
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Power had his haywire moments, branding Franchitti 'dirty', 'lucky' and 'never gets penalised'



Power (left) and Franchitti fought it out

◀ going wheel to wheel with Power. Six times the points lead switched between them, as their fortunes soared and waned on a weekly basis. Then they collided at Toronto, which only added fuel to a fiercely-burning fire as Power spun down the order.

"I think it's been great," says Hull of their rivalry. "As a raceteam... well, you'd like to get the chance to exhale more often! There's nothing better than watching drivers who are the best at what they do; they're at that peak.

"Watching Will Power out on track... He is unbelievable. He's one of those guys who comes along just every once in a great while. Just because of the natural ability they possess, it allows them to extend themselves further than the rest on the racetrack. He is simply an extraordinarily-gifted guy."

Just when you thought Franchitti had it won – with a 62-point advantage after Mid-Ohio – that prompted his worst run of form in the season, culminating in a daft move at Motegi on Ryan Briscoe that could have cost him his crown. That promoted Power back into the points lead, but their battle spun around again at the following race in Kentucky. Power was harpooned by a backmarker in the pits (he'd been dominating the race) and Franchitti's runner-up spot – as Power trundled around with a disabled car – effectively clinched him the title.

Franchitti's CV continues to shine ever brighter. This year he moved on to 30 US open-wheel series victories, pushing him ahead of Penske legend Rick Mears and into ninth place on the all-time win list. His four titles match the open-wheeled feats of Mario Andretti, Al Unser Sr, Bobby Rahal, Sebastien Bourdais and Al Unser Jr.

And if you wish to question his desire or motivation to win some more as he approaches his 40s, he was testing the 2012 IndyCar within 10 days of that Vegas finale, a time of great emotional stress for him; the mark of a total professional.

Power looked awesome at times, no more

so than qualifying, in which he claimed eight pole positions – four in a row at the start of the season. He outscored Franchitti on race wins (6-4), but Dario had the edge on laps led (884-518), thanks mainly to his continuing oval superiority. In the past two years Power's stats are staggering for someone who's always the bridesmaid, but surely his time will come – just as his first oval race win did (at Texas) this term.

The intensity of Power's focus had its haywire moments, branding Franchitti "dirty", "lucky" and "never gets penalised" at various points of the season. His double-barrelled middle-finger salute to race control for the New Hampshire debacle – after the race was restarted when it was raining, prompting a pile-up – made him a cult hero in many eyes.

Beyond that dominant duo, Dixon was easily the best of the rest. Two race wins for Ganassi's two-time champion, at Mid-Ohio and Motegi, were rattled off with the kind of ruthless efficiency that he simply lacked elsewhere. He was dogged by poor fortune for much of the year; a fuel miscalculation cost him not only pole at Indy but a strategy miscue denied him a likely second victory there too. His AJ Foyt Trophy, for the most points on ovals, was a reflection of his plethora of

road-course disasters beyond his two wins.

Oriol Servia and Tony Kanaan rounded out the top five, as their stumbling careers finally found the opportunities they truly deserved. That Servia's Newman/Haas squad will no longer continue, and TK is still sponsor-hunting, is a sad indictment of the state of the US economy and the series' standing in its ballgame-dominated sports market.

Other race winners were Andretti Autosport trio Marco Andretti (Iowa), Mike Conway (who added Long Beach to his impressive roster of street-track classic victories) and Ryan Hunter-Reay, who prevailed in the hugely-dissatisfactory conclusion at New Hampshire – although Servia objected that he'd actually won it. The feel-good win of the year was part-timer Ed Carpenter's success for minnow squad Sarah Fisher Racing in Kentucky, when he outsmarted Franchitti to the finish line – no mean feat.

The underachievers of the season were Power's Penske team-mates Ryan Briscoe and Helio Castroneves. Briscoe's best bet for a win, at Long Beach, went south when he allowed Conway to jump ahead of him after leading the most laps. Sixth in points was the bare minimum you'd expect from someone driving for 'The Captain'. Castroneves, who ended ▶



Erratic Andretti took a win



Conway stunned at Long Beach



Carpenter fought off Franchitti in Kentucky

Power was in the black on road tracks



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Hildebrand's crash meant Wheldon joy

◀ the season outside the top 10, played his part in a hugely-impressive Penske 1-2-3 at Sears Point, and also chased Power home at Edmonton, but perhaps it was his punting Power out at Turn 1 at Long Beach for which everyone will remember his disjointed season.

The final winner was, of course, Wheldon. Having lost his full-time ride in the series, the 2005 Indy 500 winner linked up with former Andretti Green team-mate Bryan Herta and his tiny operation. In association with Sam Schmidt's squad, they took

on America's biggest open-wheel race and won it in fantastic style.

Sure, Dan needed JR Hildebrand to misjudge a lapping move and stick it in the wall at the final turn, but Wheldon's final stint had exerted enough pressure on the rookie to make the error. As well as developing the next-generation Dallara, which now bears his initials as a tribute, Wheldon had signed a deal to return to Michael Andretti's squad for 2012 having charmed its sponsor, Go Daddy, with that bubbly personality we're all going to miss. ✘

OUR TOP 10 DRIVER RATINGS

⬆ up ⬇ down RE re-entry NE new-entry NC no change

NC	NC	⬆1	⬆1	NE	RE	⬇1	⬇1	NC	NE
1. DARIO FRANCHITTI	2. WILL POWER	3. SCOTT DIXON	4. TONY KANAAN	5. ORIOL SERVIA	6. GRAHAM RAHAL	7. RYAN HUNTER-REAY	8. RYAN BRISCOE	9. MARCO ANDRETTI	10. JAMES HINCHCLIFFE
Boy, this is a close call. But if you had to bet the farm on either Franchitti or Power, you'd back the Scot every time. Pace alone didn't win him this title, but his brain is always working an angle, and he pulled the moves when needed.	You could argue he's been the fastest driver for the past two seasons, and we wouldn't disagree. But he's up against a genius in Franchitti, and the only way he's going to beat him is to break his resolve with unrelenting speed on every race weekend. Next year maybe?	Dropped 56 points to his team-mate over the opening three weekends of the season, and ended it 55 behind him. We all know Dixie is champion-class – he's done it twice before. He's just got to get off to a better start next year, and run with the hounds instead of chasing them.	His ninth year in the top six in points. Despite this, the 2004 champ's star has waned such that he had to scrape together a last-minute deal with KV. Despite not winning a race, he dragged all the speed he could from it to record seven top-five finishes.	This was a fantastic "remember me?" performance from both the Catalan and his Newman/Haas squad. Swears he's the moral victor of the New Hampshire fiasco, and deserved a win, but – sadly – the record books don't agree.	A big case of what might have been. On some days he ran his Target Ganassi team-mates real close, on others he was all at sea – and didn't seem to know why. Ninth in points didn't really reflect his pace. There is huge potential here for big things.	Didn't really make the quick step up to team leader status that was expected of him at Andretti Autosport, after Kanaan's exit. First part of his season was awful – 21st at halfway! – but second half was utterly sublime.	When you drive for Roger Penske, you're expected to win. That Briscoe didn't could have led to a P45 heading his way, but 'The Captain' is sticking by this tenacious Aussie for at least another season thanks to his quartet of top-three finishes.	Surely the most random performer in the top seats. His win in Iowa, which ended a five-year victory drought, proved what a great racer he is – a chip off the old block and all that. He's definitely maturing, despite the odd moment of madness on pitlane.	Just pips JR Hildebrand for a place in the top 10. A hugely impressive rookie season, and fourth place in his first start of the season (he missed St Pete) was repeated on two more occasions (New Hampshire and Kentucky). This boy has a big future ahead.
DEFINING MOMENTS: <i>Driving around outside of Power at St Pete and then that clash at Toronto.</i>	DEFINING MOMENT: <i>His salute to race control at New Hampshire.</i>	DEFINING MOMENTS: <i>Scored maximum points at Motegi and Mid-Ohio.</i>	DEFINING MOMENT: <i>Baltimore: warm-up brake failure + starting last in T-car = podium finish.</i>	DEFINING MOMENT: <i>Has to be that final restart that never was in the rain in New Hampshire.</i>	DEFINING MOMENT: <i>Drove a stormer of a race at Milwaukee, chasing home Franchitti.</i>	DEFINING MOMENTS: <i>Not qualifying by right at Indy; New Hampshire victory in the most testing track conditions.</i>	DEFINING MOMENT: <i>Getting mugged by opportunist Mike Conway at Long Beach.</i>	DEFINING MOMENTS: <i>Iowa, plus wise drive at Motegi.</i>	DEFINING MOMENT: <i>Three tenths away from victory in Kentucky.</i>

2011 IZOD INDYCAR SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	POINTS
1	DARIO FRANCHITTI (GB)	TARGET GANASSI RACING	1#	3	3	4	12	1#	7	1#*	5#	1	3	2	20#*	4	4	8	2#	573
2	WILL POWER (AUS)	TEAM PENSKE	2*	1#*	10*	1#*	14	3	1#	4	21	24#*	1#	14	5	1#*	1#*	2	19*	555
3	SCOTT DIXON (NZ)	TARGET GANASSI RACING	16	2	18	12	5#	2	2	7	3	2	23	1#*	3	5	5	1#*	3	518
4	ORIOL SERVIA (E)	NEWMAN/HAAAS RACING	9	5	6	5	6	21	15	3	14	12	22	8	2	11	2	5	6	425
5	TONY KANAAN (BR)	KV RACING TECHNOLOGY	3	6	8	22	4	11	5	19	2	26	4	5	22	28	3	17	17	366
6	RYAN BRISCOE (AUS)	TEAM PENSKE	18	21	2#	3	27	6	3	11	6	7	10	16	8	3	14	20	8	364
7	RYAN HUNTER-REAY (USA)	ANDRETTI AUTOSPORT	21	14	23	18	23**	19	9	26	8	3	7	3	1	10	8	24	5	347
8	MARCO ANDRETTI (USA)	ANDRETTI AUTOSPORT	24	4	26	14	9	13	6	13	1	4	14	7	24	24	25	3	27	337
9	GRAHAM RAHAL (USA)	SERVICE CENTRAL (GANASSI)	17	18	13	2	3	9	30	2	15	13	25	24	26	8	10	12	12	320
10	DANICA PATRICK (USA)	ANDRETTI AUTOSPORT	12	17	7	23	10	16	8	5	10	19	9	21	6	21	6	11	10	314
11	HELIO CASTRONEVES (BR)	TEAM PENSKE	20	7	12	21	17	10	4	9	7	17	2	19	17	2	17	22	29	312
12	JAMES HINCHCLIFFE (CDN)	NEWMAN/HAAAS RACING	-	24	4	9	29	20	19	6	9	14	15	20	4	7	24	15	4	302
13	TAKUMA SATO (J)	KV RACING TECHNOLOGY	5	16	21	8	33	5	12	8	19*	20	21*	4	7	18	18	10	15	297
14	JR HILDEBRAND (USA)	PANTHER RACING	11	13	17	10	2	23	18	21	4	8	11	25	21	23	19	7	20	296
15	ALEX TAGLIANI (CDN)	SAM SCHMIDT MOTORSPORTS	6	15	5	19	28*	4*	14	18	16	23	17	6	19	20	7	4	-	296
16	VITOR MEIRA (BR)	AJ FOYT ENTERPRISES	8	12	9	17	15	8	11	24	18	5	12	10	10	22	9	25	16	287
17	MIKE CONWAY (GB)	ANDRETTI AUTOSPORT	23	22	1	6	NQ	24	17	12	24	22	8	26	25	16	23	9	18	260
18	EJ VISO (YV)	KV RACING TECHNOLOGY	19	23	25	13	32	7	10	20	17	9	20	15	12	9	15	21	23	241
19	CHARLIE KIMBALL (USA)	NOVO NORDISK (GANASSI)	22	10	24	16	13	30	23	14	22	21	19	11	9	26	21	23	13	233
20	SIMONA DE SILVESTRO (CH)	HVM RACING	4	9	20	20	31	26	27	25	26	10	24	12	16	-	12	14	25	225

21 Ana Beatriz (BR), Dreyer & Reinbold Racing, 212; 22 James Jakes (GB), Dale Coyne Racing, 189; 23 Sebastien Bourdais (F), Dale Coyne Racing, 188; 24 Justin Wilson (GB), Dreyer & Reinbold Racing, 183; 25 Sebastian Saavedra (CO), Conquest Racing, 178; 26 Ed Carpenter (USA), Sarah Fisher Racing, 175; 27 Alex Lloyd (GB), Dale Coyne Racing, 85; 28 Dan Wheldon (GB), Bryan Herta Autosport/Sam Schmidt Motorsports, 75; 29 Paul Tracy (CDN), Dreyer & Reinbold Racing/Dragon Racing, 68; 30 Raphael Matos (BR), AFS Racing, 67; 31 Simon Pagenaud (F), Dreyer & Reinbold Racing/HVM Racing, 56; 32 Tomas Scheckter (ZA), Dreyer & Reinbold Racing/Sarah Fisher Racing/KV, 52; 33 Martin Plowman (GB), AFS/Sam Schmidt Motorsports, 49; 34 Buddy Rice (USA), Panther Racing, 42; 35 Townsend Bell (USA), Dreyer & Reinbold Racing/Sam Schmidt Motorsports, 40; 36 Giorgio Pantano (I), Dreyer & Reinbold Racing, 37; 37 Wade Cunningham (NZ), AFS/Sam Schmidt Motorsports, 36; 38 Pippa Mann (GB), Conquest Racing/Rahal Letterman Racing, 32; 39 Bertrand Baguette (B), Rahal Letterman Racing, 30; 40 Jay Howard (GB),

Sam Schmidt Motorsports/Rahal Letterman Racing, 27; 41 Davey Hamilton (USA), Dreyer & Reinbold Racing, 26; 42 John Andretti (USA), Andretti Autosport, 16; 43 Hideki Mutoh (J), AFS/Sam Schmidt Motorsports, 12; 44= Dillon Battistini (GB), Conquest Racing, 10; 44= Joao Paulo de Oliveira (BR), Conquest Racing, 10; 44= Ho-Pin Tung (PRC), Dragon Racing, 10.
** Hunter-Reay raced a Foyt car at Indianapolis after failing to qualify his regular Andretti car.
KEY TORACES: 1 St Petersburg, March 27; 2 Barber, April 10; 3 Long Beach, April 17; 4 Sao Paulo, May 2; 5 Indianapolis, May 29; 6 Texas 1, June 11; 7 Texas 2, June 11; 8 Milwaukee, June 19; 9 Iowa, June 25; 10 Toronto, July 10; 11 Edmonton, July 24; 12 Mid-Ohio, August 7; 13 New Hampshire, August 14; 14 Sears Point, August 28; 15 Baltimore, September 4; 16 Motegi, September 18; 17 Kentucky, October 2. **POINTS SYSTEM:** 50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-12-12-12-12-10 etc. Plus 2 for most laps led (shown as #), 1 for pole position (denoted by *). Points awarded for qualifying at Indianapolis. Half-points awarded for each race at Texas.

GP2

Grosjean heads for the title – and F1

Romain Grosjean leads the way in the GP2 Series at the Hungaroring, pursued by Giedo van der Garde and the rest. The DAMS driver would win, and extend his points advantage to a daunting 25 by the end of the weekend. That would prove insurmountable to the rest.

Pic: Gibson/GP2





WHAT'S LUCK GOT TO DO WITH IT?

You make your own – a talent beyond most of Romain Grosjean's GP2 rivals during 2011. *GLENN FREEMAN* takes a look back at the year

This year's GP2 Series title fight was shaping up to be a cracker in the early rounds. Two points covered five drivers after three race weekends, and even after the following round they were only covered by 10. But from there Romain Grosjean took control of the championship and made it his own with a stunning mid-season streak. He left Valencia (round four) with a one-point lead. After Silverstone that lead was up to nine, after the Nurburgring it was 18, and going into the summer break post-Hungaroring it was 25. So there was an air of inevitability surrounding the Spa weekend, where he made official what everyone had accepted for some time: he was the 2011 GP2 champion.

As Grosjean stretched his lead through the summer, his rivals spoke of him being due some bad luck at some point, so their focus became on staying as close as they could while the DAMS driver wasn't putting a foot wrong. But when this theory was put to the championship leader, he was quick to snap back and point out that he had endured plenty of misfortune early in the campaign.

He had a point although, as Grosjean himself was honest enough to admit, those early-season instances where he failed to score points were occasionally of his own doing.

It started at the season opener in Turkey where, after winning the first race, he was involved in a controversial clash with Jules Bianchi in race two, breaking his front wing (and spinning out a potential title rival). After finishing a quiet fourth in race one at Barcelona he was excluded when his car failed a ride-height test, leaving him last on the grid for the second race. He was then one of several drivers to crash in qualifying in Monaco. Then, after another win in Valencia, he had a further race-two shunt that forced him to retire.

Valencia was definitely his biggest error of the season. His win in race one put him eighth on the reversed grid for Sunday, but he misjudged his braking at the first corner, clattering into title pursuers Sam Bird and Davide Valsecchi. In the aftermath, he took the harsh criticism from other teams and drivers to heart, especially as he was beginning to be labelled as the same old erratic driver that had been rejected by Formula 1 in 2009.

"I was disappointed to hear people say that the old Romain Grosjean was back," he says now. "Yes, I made a mistake, I

completely agree and I will not fight back on this. But I was fighting with Giedo van der Garde and I didn't see that the cars in front were braking early. When I tried to brake it was already too late, so I tried to avoid the crash by going for a gap between two cars [Bird and Valsecchi]."

Grosjean disputes that he changed his approach after that race, but there was a clear difference in his on-track behaviour from then on. He was the master of patience at Silverstone to win the reversed-grid race from fifth place, as he simply waited for others to falter. And in a frantic last-lap battle with Esteban Gutierrez in Hungary, he made way for the Mexican – who was on much fresher tyres – as he made a lunge for second place into the final corner.

So, if his rivals don't really have a case when it comes to arguing about luck, where did it all go so wrong for them?

In the early races of the year the form between teams fluctuated as they all got to grips with the new 2011 chassis and fragile Pirelli tyres. British team iSport was the first to crack the code of looking after the tyres in race trim; had the season opener been a lap longer, Sam Bird would have surely beaten Grosjean to the flag. Bird was a factor at the

front in all the early rounds, but too often he was the nearly man. When his car died while sat on pole position in Monaco, it signalled the beginning of a disappointing summer for the 24-year-old where the sweet spot on set-up was missing.

Nobody at iSport was surprised that its performance advantage didn't last very long, and it was Spanish squad Addax that came to prominence on home soil next time out at Barcelona. Charles Pic took advantage of a poor pitstop for team-mate van der Garde to lead a one-two for the white cars, which would more often than not be the class of the field. Bad luck certainly blighted Pic's season, ►



Filippi sealed second in the points at Monza

Pic three-wheels through the streets of Monaco





Grosjean got his career back on track in 2011

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◀ which was a shame as his three pole positions (from nine qualifying sessions) showed that he was one of the few with the outright pace to challenge fellow Frenchman Grosjean. But a run of four non-scores mid-season, which started when he broke down on his way to the grid (and pole) in Valencia, ruined his chances.

Van der Garde never quite scaled the heights of his team-mate, but the Dutchman was on course to win at Barcelona before a poor stop, and was livid to receive a penalty for a yellow-flag infringement while comfortably leading in Valencia.

The mixed fortunes of Grosjean's pursuers provided a thrilling battle for second in the championship that went down to the wire at the Monza finale. In the end, the honour of runner-up went to a man who was 13th in the standings and 29 points adrift of second place



Ferrari protege Bianchi starred at Silverstone

as the season went past halfway. But a switch from Super Nova to Coloni gave category veteran Luca Filippi the equipment he needed to star for the rest of the year. In the final eight races he took three wins, and was only classified outside the top six once, when he retired from race two in Hungary.

No review of the 2011 GP2 season would be complete without a word on the enigma that was Ferrari junior driver Jules Bianchi. Tipped as Grosjean's main rival for this year, the ART Grand Prix-run Frenchman had written his own title hopes off by Valencia – just the fourth round of the season!

As he freed himself of all concerns regarding the championship he at least found some form, and he nearly ended the year as best of the rest behind Grosjean. But that was little more than a token prize to fight for, as the champion was a long way down the road. ☘

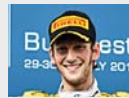
OUR TOP 10 DRIVER RATINGS



1 LUCA FILIPPI

Outscored Grosjean for the rest of the year once he switched to Coloni. Deserved P2 in the points, and Super Nova didn't look the same without him either.

DEFINING MOMENT: Winning on his 100th GP2 start, his first after switching to Coloni.



2 ROMAIN GROSGJEAN

Moulded himself into the all-round professional that Renault F1 boss Eric Boullier wanted to see. Learned from his errors early on and deserved the title.

DEFINING MOMENT: Crash in Valencia transformed his attitude for the better.



3 CHARLES PIC

One of the fastest drivers out there but also the unluckiest. Yet he didn't make as much noise as some of those who didn't suffer as much misfortune.

DEFINING MOMENT: Breaking down on his way to the grid in Valencia when he had pole.



4 JULES BIANCHI

Made up for an awful start to the year with a solid second half of the season. Performed at his best whenever the pressure was off, meaning he couldn't quite grab P2 in points.

DEFINING MOMENT: Thrilling scrap for victory with Vietoris at Silverstone.



5 GIEDO VAN DER GARDE

One of the less spectacular out there, probably owing to his experience at this level. Didn't quite get the breaks he needed to make his sensible approach to the year pay off.

DEFINING MOMENTS: Missing out on deserved wins at Barcelona and Valencia.



6 SAM BIRD

Shared the lead of the championship for the first three rounds, where his consistency paid dividends. But from there his season trailed off as other teams caught up with iSport.

DEFINING MOMENT: Regardless of the cause, stalling on pole in Monaco.



7 CHRISTIAN VIETORIS

Considering he was injured in a massive crash at season opener, and then juggled GP2 with DTM, he was very good when he came back. Led Racing Engineering squad well.

DEFINING MOMENT: Brake failure-related shunt in Turkey caused him to miss two rounds.



8 MARCUS ERICSSON

It took iSport a while to get inside the mind of the Swede, but when it did he came alive. Fared well against team leader Bird as the year went on.

DEFINING MOMENT: Pitlane 'unsafe-release' penalty robbed him of victory in Hungary.



9 ESTEBAN GUTIERREZ

The latest generation of GP2 car and tyre makes life very difficult for a rookie, but 2010 GP3 champion stepped up well given the circumstances.

DEFINING MOMENT: Taking a maiden victory in Valencia while team-mate Bianchi's season was in tatters.



10 DAVIDE VALSECCHI

The feisty Italian started the year in great form. But as rookie team AirAsia struggled to keep pace he slid out of contention through no fault of his own.

DEFINING MOMENT: Victory in main race in Monaco with an accomplished drive from the front.

2011 GP2 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	POINTS
1	ROMAIN GROSGJEAN (F)	DAMS	1/10*	EX/9	4/3*	1*/R	4*/1*	3/1	1/3*	3/4	3/21	89
2	LUCA FILIPPI (I)	SUPER NOVA/SCUDERIA COLONI	R/14	R/R	3/4	R/15	13/12	1*/3	6*/R	4/1*	1*/5*	54
3	JULES BIANCHI (F)	ART GRAND PRIX	3/7	7/R	R/19	R/7	1/5	4/2	7/6	2/2	8/3	53
4	CHARLES PIC (F)	ADDAX TEAM	7/4	1/19	8/1	R/R	11/10	2/EX	2/13	R/19	2/R	52
5	GIEDO VAN DER GARDE (NL)	ADDAX TEAM	4/2	2*/R	R/9	2/3	8/3	6/R	4/4	R/20	21/13	49
6	SAM BIRD (GB)	ISPORT INTERNATIONAL	2*/3	3/5	R/13	5/12	5/6	8/7	17/5	12/5	4/4	45
7	CHRISTIAN VIETORIS (D)	RACING ENGINEERING	11/R	-	-	R/13	2/7	R/4*	8/10	1*/13	6/1	35
8	DAVIDE VALSECCHI (I)	TEAM AIRASIA	16/16	4/4	1*/5	3/4	14/17	13/R	16/14	10/10	20/R	30
9	DANI CLOS (E)	RACING ENGINEERING	8/15	6/2	R/18	4/5	6/2	7/R	10/R	6/6	13/7	30
10	MARCUS ERICSSON (S)	ISPORT INTERNATIONAL	9/8	5/3	R/R	R/11	3/4	5/16	5/16	R/12	14/8	25
11	STEFANO COLETTI (MC)	TRIDENT RACING	5/1	10/20	5/R	17/19	7/22	R/R	21/1	R/NS	-	22
12	LUIZ RAZIA (BR)	TEAM AIRASIA	6/18	R/R	R/20	6/2	17/14	R/14	3/7	R/R	10/9	19
13	ESTEBAN GUTIERREZ (MEX)	ART GRAND PRIX	R/11	R/12	12/NS	7/1*	10/8	12/R	R/2	14/7	9/6	15
14	FABIO LEIMER (CH)	RAPAX	R/20	8/1*	9/7	R/14	15/11	EX/8	11/11	R/R	7/2	15
15	JOSEF KRAL (CZ)	ARDEN INTERNATIONAL	13/6	9/21	6/2	8/R	23/20	18/11	9/17	8/3	R/17	15
16	ALVARO PARENTE (P)	RACING ENGINEERING/CARLIN	-	11/7	2/16	R/18	9/9	20/R	-	-	12/12	8
17	ADAM CARROLL (GB)	SUPER NOVA RACING	-	-	-	-	-	15/5	19/12	9/11	5/11	6
18	FATRUZ FAUZY (MAL)	SUPER NOVA RACING	12/5	13/6	15/10	16/16	21/15	16/12	R/R	7/21	18/R	5
19	BRENDON HARTLEY (NZ)	OCEAN RACING TECHNOLOGY	-	-	-	-	-	-	-	5/9	22/20	4
20	MAX CHILTON (GB)	CARLIN	R/17	12/11	7/6	R/R	R/19	17/6	18/R	15/16	R/18	4

21 Michael Herck (RO), Scuderia Coloni, 1.

TEAMS CHAMPIONSHIP: 1 Addax Team, 101; 2 DAMS, 89; 3 Racing Engineering, 73. 4 iSport International, 70; 5 ART Grand Prix, 68; 6 Team AirAsia, 49; 7 Scuderia Coloni, 46; 8 Trident Racing, 22; 9 Super Nova, 20; 10 Rapax, 15; 11 Arden International, 15; 12 Ocean Racing Technology, 4; 13 Carlin, 4.

KEY TO RACES: 1 Istanbul, May 6-8; 2 Barcelona, May 20-22; 3 Monte Carlo, May 26-28; 4 Valencia (street circuit), June 24-26; 5 Silverstone, July 8-10; 6 Nurburgring, July 22-24; 7 Hungaroring, July 29-31; 8 Spa-Francorchamps, August 26-28; 9 Monza, September 9-11.

POINTS SYSTEM: 10-8-6-5-4-3-2-1, plus 1 for fastest lap (denoted by *) and 1 for pole position (in red) in race one; 6-5-4-3-2-1, plus 1 for fastest lap (denoted by *) in race two.

KEY: R=Retired; NS=Non-Starter; EX=Excluded.



Bottas leads Calado to the GP3 title

Bottas has the bottle

Finn beats Calado in ART one-two. *GLENN FREEMAN* examines a quality field

Few junior single-seater teams have the pedigree of ART Grand Prix. The French powerhouse rarely gets it wrong, but its attempt to defend its title as champion of the inaugural GP3 Series got off to a torrid start this year.

Yet, by the season finale, it was the team's lead drivers Valtteri Bottas and James Calado scrapping for the title, with the Finn coming out on top. Considering Bottas had sat as low as 12th in the standings, even he was surprised by how quickly he got back in contention once the team hit form mid-season. From there, he and Calado stole the show. Both were rapid in qualifying, and Bottas was the master at closing out race wins when they were on the table. Calado didn't always have things as straightforward, but he made just as much of an impression by charging through the field to the points, twice from outside the top 25!

"With James it was a really good season," says Bottas. "We were both really quick, and really close to each other's times. It always helps to have a quick team-mate, and we were pushing each other to drive better and better."

Both drivers played a pivotal role in getting the team back on song, as it struggled initially to adapt to new tyres and reduced rear-wing levels for this year.

"Maybe we were too confident at the start



Sims fought a hard battle for Status

"It could have been another pair of team-mates fighting for the title: Evans and Williamson"

of the year," adds Calado, who arguably made more of the car when it was not at its best. "But we realised early on that we had a lot of work to do, and we all sat down and studied everything in minute detail."

The breakthrough came at the Nurburgring, although it wasn't particularly clear from the outside thanks to a rain-affected weekend.

But when Bottas and Calado locked out the front row next time out at the Hungaroring, the writing was on the wall for the rest.

From there, it was an almost-exclusive fight between the two for the championship, with cameos from those that had been in contention earlier in the year. In Hungary, Bottas made the most of Calado's weekend being ruined by an overzealous Mitch Evans in race one – an incident that left the ART duo separated by 10 points. From then on their head-to-head clash was a thriller, with Bottas striking a seemingly-decisive blow by beating his polesitting team-mate fair and square at Spa. But Calado bounced back, charging from seventh to second in the reversed-grid race to keep his hopes alive.

It was fitting that the Finn sealed the title by beating the charging Brit for a race win at Monza, and Calado had nothing but respect for his rival after a great second half of the season.

Behind them, ART's rivals were left licking their wounds. They had been given a chance to prevent the French team making it two titles in as many years, but nobody could pick up the baton for long enough to make a break.

Nigel Melker and Mucke Motorsport made the early running after a stunning start in Turkey. But as was the case when Mucke

OUR TOP 10 DRIVER RATINGS



1 JAMES CALADO

Had less experience than Bottas yet made more of the car while ART was struggling. His charges through the field mid-season were phenomenal, even if those results played a big part in him losing the title.

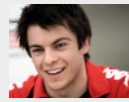
DEFINING MOMENTS: Incredible charges from the back to points finishes at Nurburgring and Hungaroring. Take your pick.



2 VALTTERI BOTTAS

Deserving champion, because he maximised his opportunities when the car was at its best. He just seemed more lost than Calado when ART struggled early on.

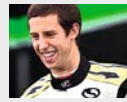
DEFINING MOMENT: His conversion of a comfortable pole into an emphatic race-one win in Hungary set the tone for the second half of the year.



3 ADRIAN QUAIFFE-HOBBS

Had Manor enjoyed similar levels of reliability to its rivals, then Quaife-Hobbs would have been more of a thorn in the sides of the top two all season. Only qualified outside the top six once after the team got on the pace.

DEFINING MOMENT: Dominant win at Valencia proved Manor had made a big step in testing.



4 ALEXANDER SIMS

Status had an up-and-down year, which was reflected in the form shown by Sims from race to race. But his dogged spirit was on show throughout, and the team were blown away at times by him.

DEFINING MOMENT: Produced the qualifying lap of the year in Hungary, even if it was only good enough for 11th as the team struggled.



5 LEWIS WILLIAMSON

Scottish rookie found his feet quickly and was impressive as he settled in at this level. But factors outside of his control knocked him down the order just when he needed to kick on if a title charge was to happen.

DEFINING MOMENT: Winning in style on the Sunday morning of the British GP, leading a home lockdown of the podium.



6 MITCH EVANS

An incident-packed second half of the season prevented this from being a stunning rookie season for the Kiwi teenager, who deservedly led the standings in the early running.

DEFINING MOMENT: Team not fitting tyres in time when he was on pole at Nurburgring was beginning of downward spiral.



7 NIGEL MELKER

Made the most of a good car to lead the way at the start of the season. Then continued to rack up points the car didn't really deserve as Mucke lost touch while other teams made mid-season improvements.

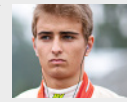
DEFINING MOMENT: Mucke stood still in mid-season test after round two, and its car advantage was wiped out immediately.



8 ANDREA CALDARELLI

The Italian only contested the opening two rounds, but this is not a tongue-in-cheek inclusion. He was second in points when he left, and Tech 1 was lost without him. By the end of the year he had only dropped to 10th in the standings!

DEFINING MOMENT: Getting the call from Japan offering a paid drive was too good to pass up.



9 NICO MULLER

The Swiss driver was hindered by having two inexperienced team-mates, meaning he was flying solo on most weekends with no worthwhile data to look at from elsewhere.

DEFINING MOMENTS: Run of six consecutive points finishes at the end of the year was a credit to his set-up work and landed him P4 in the standings.



10 RIO HARYANTO

Manor's top driver of 2010 was sublime in the wet, but lacked consistency and wasn't quite a match for team-mate Quaife-Hobbs as the Briton raised his game this year.

DEFINING MOMENTS: Two wins and two non-scores in two weekends mid-season summed his rollercoaster year up perfectly.

2011 GP3 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	POINTS
1	VALTTERI BOTTAS (FIN)	ART GRAND PRIX	4/8	10*/7	7/3	15/12	3/1	1/2	1*/19	1/17	62
2	JAMES CALADO (GB)	ART GRAND PRIX	17/13	2/21	8/1*	6/5	4/6	25/3	2/2*	2/14	55
3	NIGEL MELKER (NL)	RSC MUCKE MOTORSPORT	1/3	6/2	R/19	R/8	10/3*	8/4*	3/R	9/R	38
4	NICO MULLER (CH)	JENZER MOTORSPORT	11/15	5/R	R/14	1/11	15/7	4/5	7/3	4/3	36
5	ADRIAN QUAIFFE-HOBBS (GB)	MANOR RACING	24/16	11/23	1*/8	4/15	5/R	3/10	4/R	R/6	36
6	ALEXANDER SIMS (GB)	STATUS GRAND PRIX	8/1*	R/R	6/2	2*/3*	12/2	EX/9	R/R	21/R	34
7	RIO HARYANTO (RI)	MANOR RACING	26/10	20/11	19/22	10/4	1/10	9/1	12/9	3*/2	31
8	LEWIS WILLIAMSON (GB)	MW ARDEN	R/20	14/9	2/6	7/1	2*/14	6/R	9/NS	18/10	31
9	MITCH EVANS (NZ)	MW ARDEN	6/7	1/5	3/4	9/R	20/22	R/24	11/R	8/R	29
10	ANDREA CALDARELLI (I)	TECH 1 RACING	2*/5	4/4*	-	-	-	-	-	-	20
11	MICHAEL CHRISTENSEN (DK)	RSC MUCKE MOTORSPORT	7/2	18/12	R/R	R/13	26/12	2*/13	15/4	12/11	19
12	DEAN SMITH (GB)	ADDAX TEAM	9/6	7/3	5/11	8/2	24/R	24/19	20/20	-	18
13	ANTONIO FELIX DA COSTA (P)	STATUS GRAND PRIX	5/4	12/17	R/20	19/9	28/R	11/6	R/11	7/1	16
14	TOM DILLMANN (F)	CARLIN/ADDAX TEAM	3/9	-	20/R	R/25	23/5	7/22	6/R	R/9	15
15	AARO VAINIO (FIN)	TECH 1 RACING	15/R	3/20	R/R	11/18	7/13	5/7	13/R	22/8	12
16	TAMAS PAL KISS (H)	TECH 1 RACING	16/18	8/1	16/13	R/20	8/4	10/20	17/14	R/12	11
17	CONOR DALY (USA)	CARLIN	21/25	21/22	12/7	13/7	6/8	13/11	5/7	6/R	10
18	SIMON TRUMMER (CH)	MW ARDEN	19/21	27/25	R/R	12/10	9/16	16/12	19/5	5/4	9
19	GABBY CHAVES (CO)	ADDAX TEAM	10/12	13/6	4/5	R/14	27/17	23/R	16/16	17/7	8
20	RICHTIE STANAWAY (NZ)	ART GRAND PRIX	-	-	-	-	-	-	8/1	10/19	7

21 Nick Yelloly (GB), Atech CRS GP, 7; 22 Luciano Bacheta (GB), RSC Mucke Motorsport, 4; 23 Callum MacLeod, Carlin, 3; 24 Alex Fontana (CH), Jenzer Motorsport, 1.

TEAMS CHAMPIONSHIP: 1 ART Grand Prix, 124; 2 MW Arden, 69; 3 Manor Racing, 67. 4 RSC Mucke Motorsport, 61; 5 Status Grand Prix, 50; 6 Tech 1 Racing, 43; 7 Jenzer Motorsport, 37; 8 Addax Team, 33; 9 Carlin, 21; 10 Atech CRS GP, 15.

KEY TO RACES: 1 Istanbul, May 6-8; 2 Barcelona, May 20-22; 3 Valencia (street circuit), June 24-26; 4 Silverstone, July 8-10; 5 Nurburgring, July 22-24; 6 Hungaroring, July 29-31; 7 Spa-Francorchamps, August 26-28; 8 Monza, September 9-11.

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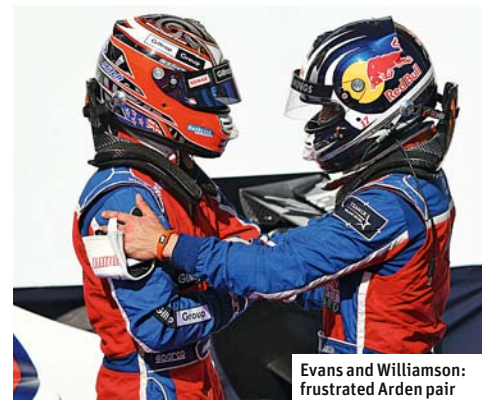
fought ART in Formula 3, the German team was unable to keep up over the course of the season, despite the Dutchman's best efforts. Melker felt the turning point came following an in-season test two rounds in, where a lot of teams made a performance step. One of those was Manor Racing, and Briton Adrian Quaife-Hobbs led the Virgin F1-affiliated squad well once he had a capable car underneath him. Unlike Mucke, speed was not a problem for the British team, but reliability certainly was.

Another of the many Britons to shine was Alexander Sims at Status GP. His efforts – especially when the car was not at its best – were at times heroic, but the inconsistency of

the package prevented a sustained title charge.

GP2 teams champion Addax started the year in blistering form, but as the money dried up (the team has been sold to Trident now) so did the team's form, leaving Dean Smith and Tom Dillmann slipping towards the back.

This review could so easily have been all about another pair of team-mates fighting for the title, had things worked out differently for 2010 McLaren AUTOSPORT BRDC Award winner Lewis Williamson and Mark Webber protege Mitch Evans at MW Arden. Their cars were fast all year, but bad luck, team errors, reliability and occasional rookie mistakes all played their part in derailing that promise. ❧



Evans and Williamson: frustrated Arden pair

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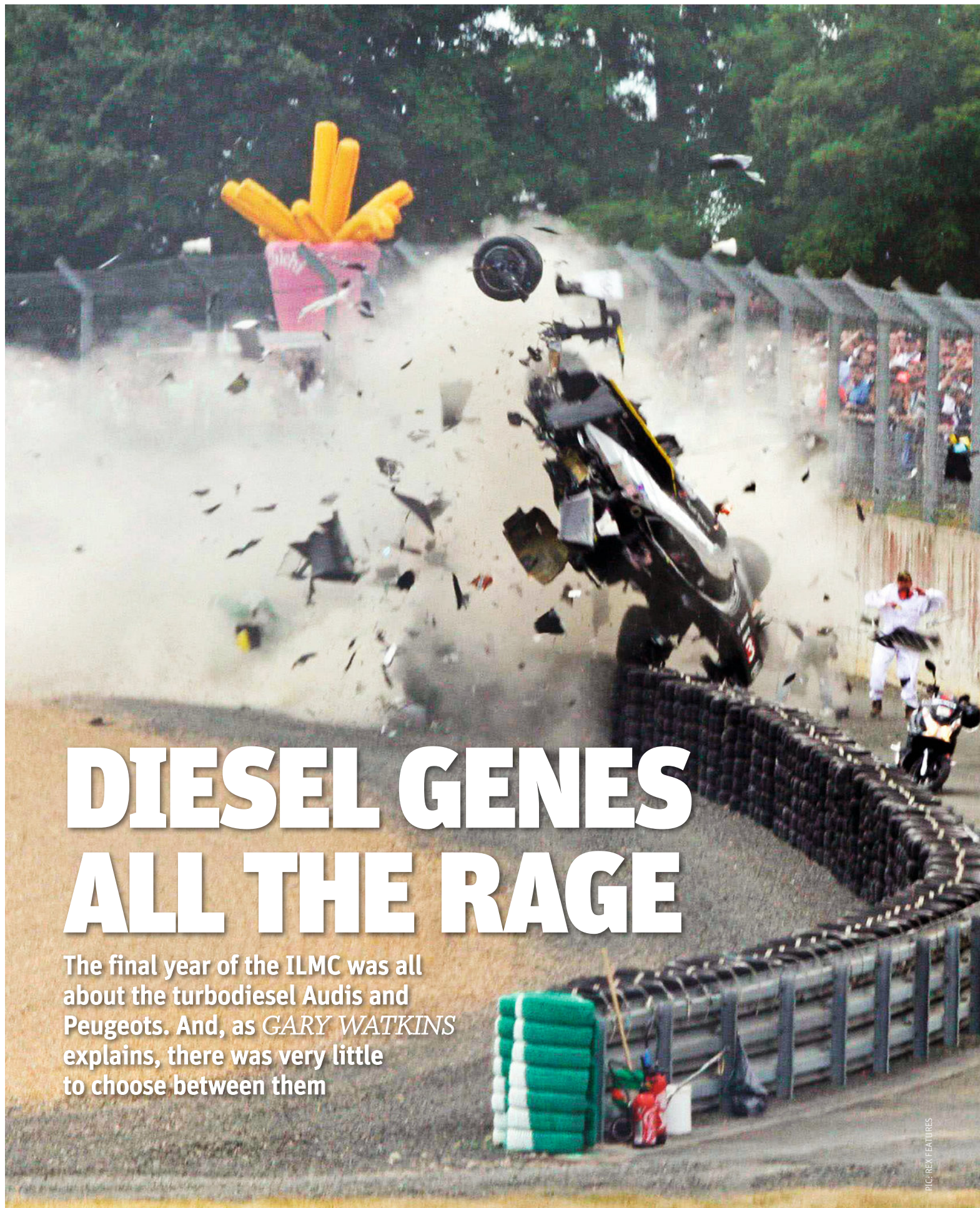
LMP1

Sportscar giants' love-hate relationship

Peugeot and Audi continued their endurance-racing rivalry during 2011, with the French marque wrapping up the season-long Intercontinental Le Mans Cup title (Imola duel pictured) and its German adversary securing a 10th Le Mans 24 Hours victory in 12 years.

Pic: Le Floc'h/DPPI





DIESEL GENES ALL THE RAGE

The final year of the ILMC was all about the turbodiesel Audis and Peugeots. And, as *GARY WATKINS* explains, there was very little to choose between them

PIC: REX FEATURES



Allan McNish walked away from massive Le Mans shunt

One might think talking about the weather is boring. In the context of the 2011 Intercontinental Le Mans Cup that couldn't be further from the truth. It was a measure of how evenly-matched were the all-new 2011 turbodiesel challengers from Peugeot and Audi that a few degrees either way on the thermometer could turn a race. A classic season of prototype racing hinged on the fine details.

The final championship table suggests that the French manufacturer dominated with its second-generation 908. Peugeot ended up scoring nearly double the number of points of its rival in the manufacturers' cup and won six of the seven races (one courtesy of the semi-works ORECA team and its old 908 HDi). Yet the new Audi R18 TDI coupe was in the mix at all six races in which it competed, and not just the one in which it triumphed, the all-important Le Mans 24 Hours.

There were races, and periods during races, when the first German-developed Audi coupe had the edge over the Peugeot. There were other times when the French cars were in the ascendency. It quite often depended on nothing more than circuit conditions.

Round six at Road Atlanta, the Petit Le Mans 1000-mile enduro in October, probably sums up the season-long battle between the 908 and the R18. Peugeot came out on top in qualifying (a regular occurrence in 2011) but then was given a tough fight by Audi through the initial exchanges. The 908 looked to be the stronger package in the opening hours, though Audi remained very much in the hunt. As the temperatures changed when darkness fell, the factory Joest Audi team switched to a softer-compound Michelin ahead of the in-house Peugeot Sport squad and suddenly had the faster car.

What happened next also encapsulated Audi's season. Romain Dumas caught Franck Montagny hand over fist, only to turn across the front of a slower car in his efforts to pass as the leader moved across to take the racing line. Audi's biggest problem in 2011 was a

failure to get its cars to the finish without getting embroiled in unnecessary scrapes.

Dumas and team-mates Timo Bernhard and Marcel Fassler might well have won Petit, though we'll never know if their R18 would have been a match for a 908 on soft rubber, because it ended up in the wall and out of the race after its clash.

The AUTOSPORT 6 Hours at Silverstone was definitely a race Audi could have won but for contact with slower cars, both R18s losing time with damage sustained as a result. Then, of course, there was Allan McNish's first-hour horror roll at Le Mans.

Audi's present crop of drivers were for the most part new to racing a closed prototype or were doing so after a long break, which suggests there may well have been a common theme in the German marque's series of clashes. Visibility out of the R18 appeared to be diabolical, though none of the drivers would talk openly about it.

Peugeot driver Anthony Davidson recognised a new-found circumspection from his rivals in traffic in 2011, which suggests vision was a problem. ▶

Anthony Davidson was Peugeot's star of 2011



2011 INTERCONTINENTAL LE MANS CUP

	1	2	3	4	5	6	7
LMP1	NICOLAS LAPIERRE (F)/ LOIC DUVAL (F)/ OLIVIER PANIS (F) TEAM ORECA MATMUT PEUGEOT 908 HDI	ALEXANDER WURZ (A)/ MARC GENE (E)/ ANTHONY DAVIDSON (GB) PEUGEOT SPORT TOTAL PEUGEOT 908	MARCEL FASSLER (CH)/ ANDRE LOTTERER (D)/ BENOIT TRELUYER (F) AUDI SPORT TEAM JOEST AUDI R18 TDI	SEBASTIEN BURDAIS (F)/ ANTHONY DAVIDSON (GB) PEUGEOT SPORT TOTAL PEUGEOT 908	SEBASTIEN BURDAIS (F)/ SIMON PAGENAUD (F) PEUGEOT SPORT TOTAL PEUGEOT 908	STEPHANE SARRAZIN (F)/ FRANCK MONTAGNY (F)/ ALEXANDER WURZ (A) PEUGEOT SPORT TOTAL PEUGEOT 908	SEBASTIEN BURDAIS (F)/ ANTHONY DAVIDSON (GB) PEUGEOT SPORT TOTAL PEUGEOT 908
LMP2	RYAN HUNTER-REAY (USA)/ LUIS DIAZ (MEX)/ SCOTT TUCKER (USA) LEVEL 5 MOTORSPORTS LOLA-HONDA B11/40	MATHIAS BECHE (CH)/ PIERRE THIRIET (F)/ JODY FIRTH (GB) TDS RACING ORECA-NISSAN 03	TOM KIMBER-SMITH (GB)/ KARIM OJJEH (SA)/ OLIVIER LOMBARD (F) GREAVES MOTORSPORT ZYTEK-NISSAN Z11SN	TOM KIMBER-SMITH (GB)/ KARIM OJJEH (SA)/ OLIVIER LOMBARD (F) GREAVES MOTORSPORT ZYTEK-NISSAN Z11SN	TOM KIMBER-SMITH (GB)/ KARIM OJJEH (SA)/ OLIVIER LOMBARD (F) GREAVES MOTORSPORT ZYTEK-NISSAN Z11SN	CHRISTOPHE BOUCHUT (F)/ JOAO BARBOSA (P)/ SCOTT TUCKER (USA) LEVEL 5 MOTORSPORTS HPD ARX-01G	FRANCK MAILLEUX (F)/ JEAN-KARL VERNAY (F)/ LUCAS ORDONEZ (E) SIGNATECH NISSAN ORECA-NISSAN 03
GTE PRO	ANDY PRIAULX (GB)/ DIRK MULLER (D)/ JOEY HAND (USA) RAHAL LETTERMAN BMW M3	GIANMARIA BRUNI (I)/ GIANCARLO FISICHELLA (I) AF CORSE FERRARI 458 ITALIA	OLIVIER BERETTA (MC)/ TOMMY MILNER (USA)/ ANTONIO GARCIA (E) PRATT & MILLER CHEVROLET CORVETTE C6.R	JAJME MELO (BR)/ TONI VILANDER (FIN) AF CORSE FERRARI 458 ITALIA	GIANMARIA BRUNI (I)/ GIANCARLO FISICHELLA (I) AF CORSE FERRARI 458 ITALIA	GIANMARIA BRUNI (I)/ GIANCARLO FISICHELLA (I)/ PIERRE KAFFER (D) AF CORSE FERRARI 458 ITALIA	AUGUSTO FARFUS (BR)/ JORG MULLER (D) SCHNITZER MOTORSPORT BMW M3

LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Peugeot	211
2	Audi	119

GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	171
2	BMW	152
3	Porsche	114

LMP1 TEAMS

POS	DRIVER	PTS
1	Peugeot	113
2	Audi Joest	85
3	Rebellion	50

LMP2 TEAMS

POS	DRIVER	PTS
1	Signatech	95
2	OAK	63
3	Level 5	57

GTE PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	108
2	BMW	101
3	Luxury	38

GTE AM TEAMS

POS	DRIVER	PTS
1	Larbre	93
2	Krohn	62
3	Proton	52

KEY TO RACES: 1 Sebring, March 19; 2 Spa-Francorchamps, May 7; 3 Le Mans, June 11/12; 4 Imola, July 3; 5 Silverstone, September 11; 6 Road Atlanta, October 1; 7 Zhuhai, November 13.

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◀ “I got the impression from racing wheel-to-wheel with them on numerous occasions that they weren’t quite so cut-throat in traffic,” he says. “I definitely noticed a difference from last year.”

Although Audi could and, almost certainly should have won more than one ILMC race this year, it would be wrong to suggest that Peugeot’s success was founded purely on its rival’s misfortune. The 908 was probably the more consistent race car, though the evidence for that is largely circumstantial given Audi’s regular inability to get its cars cleanly through to the finish, but one area in which the French manufacturer did score over its rival was in tactical play.

Peugeot, for the first time during its five-year war with Audi, looked the more complete race team, one that was able to play the cards in its hand in the right order and at just the right time.

Take the Zhuhai ILMC finale. Peugeot started off single-stinting its tyres, saw that Audi had opted for doubles and switched strategies first on one of its cars and then on the other. The result: a one-two victory with Audi nowhere.

“Peugeot, for the first time in its five-year war with Audi, looked the more complete race team”

There was criticism of Peugeot’s strategy in the French press straight after Le Mans, but in reality its tactics resulted in it pushing a faster car all the way to the finish.

“Even at Le Mans, where we didn’t have the fastest car, we still only finished 13s away from them,” says Davidson. “That was another sign we did the best we could and got the most out of the car at all times. A lot of praise should be given to the team for its reactive skills.”

Whoever had the faster car (and we genuinely don’t know) the first and only full year of the ILMC, which now morphs into ▶

Le Mans Series

PESCAROLO REDISCOVERS ITS WINNING MOJO



If only Rebellion Lola hadn't done this at Spa

THE NAME ON THE ENTRY FORM MAY HAVE been different, but sports car legend Henri Pescarolo’s revived team was effectively the same as the one that claimed Le Mans Series titles back in 2005-06. And it showed.

Pescarolo Team, its new moniker after he was lent back the squad’s cars and equipment last winter, was the best LMP1 team in the 2011 LMS, just as it had been in previous years. Its

grandfathered Pescarolo-Judd O1 wasn’t always fastest in the hands of Emmanuel Collard, Julien Jousse and Christophe Tinseau, despite winning the two stand-alone LMS races, but attention to detail meant it always finished without problem.

The team just edged out the top-scoring Rebellion Racing Lola-Toyota shared by Andrea Belicchi and Jean-Christophe Boullion in a thrilling title decider at Estoril in September. So close was it that Pescarolo opted to leave Tinseau out of its driver rotation, meaning he didn’t share the title with Collard and Tinseau.

The second Rebellion entry was the fastest P1 car in the series in the hands of Neel Jani, but too many reliability glitches combined with the inconsistency of team-mate Nicolas Prost ensured they finished no higher than third in the poorly-supported P1 division. Rebellion’s consolation prize was the teams’ title, though it only beat Pescarolo by one point despite having double the number of cars.



Jousse partnered Collard to LMP1

2011 LE MANS SERIES

POS	DRIVERS (NATIONALITY)	TEAM	CAR	1	2	3	4	5	POINTS
LMP1	1/4 EMMANUEL COLLARD (F)/JULIEN JOUSSE (F)/CHRISTOPHE TINSEAU (F)*	PESCAROLO TEAM	PESCAROLO-JUDD O1	1	6	7	6	1	50/35
	2 ANDREA BELICCHI (I)/JEAN-CHRISTOPHE BOULLION (F)	REBELLION RACING (SEBAH)	LOLA-TOYOTA B08/60	2	9	5	4	2	47
	3 NEEL JANI (CH)/NICOLAS PROST (F)	REBELLION RACING (SEBAH)	LOLA-TOYOTA B10/60	3	7	6	R	3	37
LMP2	1/2 TOM KIMBER-SMITH (GB)/KARIM OJJEH (SA)/OLIVIER LOMBARD (F)*	GREAVES MOTORSPORT	ZYTEK-NISSAN Z11SN	1	8	1	1	2	64/44
	3 JONNY KANE (GB)/DANNY WATTS (GB)/NICK LEVENTIS (GB)	STRAKKA RACING	HPD ARX-01D	3	3	6	8	6	43
	4 JODY FIRTH (GB)/PIERRE THIRIET (F)/MATHIAS BECHE (CH)	TDS RACING	ORECA-NISSAN O3	R	1	7	R	1	38
GTE PRO	1 GIANMARIA BRUNI (I)/GIANCARLO FISICHELLA (I)	AF CORSE	FERRARI 458 ITALIA	2	1	2	1	R	60
	2 ROB BELL (GB)/JAMES WALKER (GB)	JMW MOTORSPORT	FERRARI 458 ITALIA	1	7	R	9	1	46
	3 MARC LIEB (D)/RICHARD LIETZ (A)	TEAM FELBERMAYR PROTON	PORSCHE 911 GT3-RSR	R	8	4	3	2	44
	4 TONI VILANDER (FIN)/JAIME MELO (BR)	AF CORSE	FERRARI 458 ITALIA	4	R	1	R	4	37
	5 DOMINIK FARNBACHER (D)/ALLAN SIMONSEN (DK)	TEAM FARNBACHER	FERRARI 458 ITALIA	3	2	R	8	R	32
	6 PATRICK PILLET (F)/WOLF HENZLER (D)	IMSA PERFORMANCE	PORSCHE 911 GT3-RSR	R	R	5	7	3	27
	7 MARC GOOSSENS (B)/MARC HOLZER (D)	PROSPEED COMPETITION	PORSCHE 911 GT3-RSR	R	6	6	5	R	25
	8 SAM HANCOCK (GB)/SIMON DOLAN (GB)	JOTA	ASTON MARTIN VANTAGE	NC	5	7	11	5	24

GTEAM: 1 Nicolas Armindo (F)/Raymond Narac (F), Imsa Performance Porsche 911 GT3-RSR, 75; 2 Marco Cioci (I)/Stephane Lemeret (B)/Piergiuseppe Perazzini (I), AF Corse Ferrari 430 GT, 58; 3 Horst Felbermayr Jr (A), Team Felbermayr Proton Porsche 911 GT3-RSR, 44.
FORMULA LE MANS: 1 Patrick Simon (D)/Mirco Schultis (D)/Julien Schell (F), Pegasus Racing, 73; 2 John Hartshorne (GB), Neil Garner Motorsport, 45; 3 Christian Zuegel (D)/Jens Petersen (D)/Elton Julian (USA), Genoa Racing, 35.

KEY TO RACES: 1 Paul Ricard, April 3; 2 Spa-Francorchamps, May 7; 3 Imola, July 3; 4 Silverstone, September 11; 5 Estoril, September 25.

POINTS SYSTEM: 15-13-11-9-8-7-6-5-4-3-2-1, plus 1 for pole position and bonus points in GTE classes for not changing engines.

KEY: R=Retired; NS=Non-Starter. *=Tinseau did not compete at Estoril so finished fourth in LMP1 ranking; Lombard did not compete at Paul Ricard or Spa so finished second in LMP2.

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◀ the FIA World Endurance Championship for 2012, provided some spectacular action. The racing enthralled both the crowds who witnessed it and the drivers who enacted it.

"I had a great season personally," says Davidson. "I won a lot of races [three] and claimed a lot of poles [three], but it will always be special to me because of how close it was. We were never sure going into each race who was going to come out on top."

The ILMC was all about the factory LMP1 turbodiesels in 2011. The privateer petrol-powered P1s didn't get a look-in, partly because the equivalence was still skewed

"The ILMC was all about the factory turbodiesels. The privateer petrol P1s didn't get a look in"

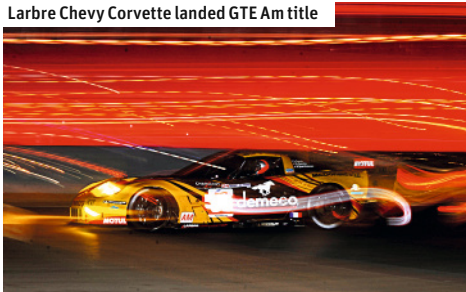
in favour of the diesels and partly because, well, they were privateers. The other classes, meanwhile, didn't provide the same kind of consistent excitement.

The Signatech Nissan squad (nee Signature) dominated the points battle ahead of a small field of ILMC LMP2 regulars. Its ORECA-Nissan 03 was top ILMC finisher in class on five occasions, including at Le Mans, but it finished behind Le Mans Series runners there and at Spa, Imola and Silverstone and an American Le Mans Series-registered entry at Sebring.

The AF Corse Ferrari squad claimed the GTE Pro battle and had a near miss at Le Mans when a late-race misfire deprived it of victory (though it was still the first ILMC car home in second). Larbre Competition, meanwhile, added the GTE Am title to its bulging resumé after landing a deal to run an ex-works Chevrolet Corvette C6.R.

More cars across all the classes should mean better racing all the way down the field in the WEC next year, with extra relish in the shape of a world championship for drivers in P1. And then there's the tantalising prospect of a handful of cameo appearances from a new manufacturer, Toyota, which is committed to using the hybrid technology that will become de rigueur over the coming seasons. ☼

Larbre Chevy Corvette landed GTE Am title



AF Corse Ferrari 458 dominated GT Pro class



Signatech Nissan came out on top in LMP2 scrap



American Le Mans Series

DYSON CLEANS UP TO END US TITLE DROUGHT

DYSON RACING, ONCE A REGULAR WINNER OF US sportscar titles, ended a nine-year drought to take a clean sweep of the end-of-season silverware on offer in the 2011 American Le Mans Series. Guy Smith and Chris Dyson took the drivers' title, while Dyson also took the teams' and engine manufacturers' crowns.

It had just one genuine opponent over the full nine-round series, the Muscle Milk/Pickett Sport Lola-Aston Martin, in which Klaus Graf was joined by Lucas Luhr and, for one race apiece, team boss Greg Pickett and Romain Dumas. There was little to choose between the Lola-Mazda, effectively an upgraded LMP2 car running to a lower weight limit, and the Lola-Aston – witness the closest-ever ALMS finish when Graf beat Smith at Road America by 0.112s.

That was the fourth win in five starts for Muscle Milk, which put its title challenge back on track after a non-finish at the Sebring opener. It was derailed next time out at

Baltimore by brake issues and then fuel-pump failure at Laguna Seca, which allowed Smith and Dyson to wrap up the championship.

A second Dyson entry joined the series at round three at Lime Rock under the Oryx Dyson Racing banner. Ex-BTCC driver Steven Kane proved a worthy incumbent of a seat in the car and sealed a first victory with team-mate Humaid Al Masood on the streets of Baltimore.

Dyson led Muscle Milk to victory in America



2011 AMERICAN LE MANS SERIES

POS	DRIVERS (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	POINTS
LMP1 1	GUY SMITH (GB)/CHRIS DYSON (USA)	DYSON RACING TEAM	LOLA-MAZDA B09/86	6	2	1	2	2	2	2	7	186	
2/3	KLAUS GRAF (D)/LUCAS LUHR (D)*	MUSCLE MILK AMR (PICKETT)	LOLA-ASTON MARTIN B08/62	R	1	2	1	1	1	4	5	R	124/114

GT	1	DRIVER (D)/JOEY HAND (USA)	BMW TEAM RAHAL LETTERMAN	BMW M3	1	1	1	4	4	3	2	2	9	159
2	OLIVER GAVIN (GB)/JAN MAGNUSSEN (DK)	CORVETTE RACING (PRATT & MILLER)	CORVETTE CORVETTE C6.R	4	2	10	1	2	5	3	5	4	135	
3	DIRK WERNER (D)/BILL AUERLEN (USA)	BMW TEAM RAHAL LETTERMAN	BMW M3	2	7	8	3	3	2	5	4	3	129	
4	JORG BERGMEISTER (D)/PATRICK LONG (USA)	FLYING LIZARD MOTORSPORTS	PORSCHE 911 GT3-RSR	6	R	2	13	9	4	11	1	2	106	
5	WOLF HENZLER (D)/BRYAN SELLERS (USA)	TEAM FALKEN TIRE (WALKER)	PORSCHE 911 GT3-RSR	R	4	5	5	1	6	1	R	5	97	
6	TONI VILANDER (FIN)/JAIME MELO (BR)	RISI COMPETIZIONE	FERRARI 458 ITALIA	11	3	R	2	13	1	6	6	NS	83	
7	SCOTT SHARP (USA)/JOHANNES VAN OVERBEEK (USA)	EXTREME SPEED MOTORSPORTS	FERRARI 458 ITALIA	R	11	4	10	5	8	9	3	6	66	
8/10	SETH NEIMAN (USA)/MARCO HOLZER (D)	FLYING LIZARD MOTORSPORTS	PORSCHE 911 GT3-RSR	7	8	7	8	10	9	8	9	8	60/53	
9	OLIVIER BERETTA (MC)/TOMMY MILNER (USA)	CORVETTE RACING (PRATT & MILLER)	CHEVROLET CORVETTE C6.R	3	5	9	6	6	14	7	7	R	58	

LMP2: 1 Christophe Bouchut (F)/Scott Tucker (USA), Level 5 Motorsports HPD ARX-01g/Lola-Honda, 126.
LMP1: 1 Ricardo Gonzalez (MEX)/Gunnar Jeannette (USA), Core Autosport, 156; 2 Eric Lux (USA), Intersport Racing/Genoa Racing, 156; 3 Frankie Montecalvo (USA)/Jonathan Bennett (USA), Core Autosport, 130.
GT: 1 Tim Pappas (USA), Black Swan Racing, 185; 2 Spencer Pumpelly (USA)/Duncan Ende (USA), TRG, 130; 3 Jeroen Bleekemolen (NL), Black Swan Racing, 132.

KEY TO RACES: 1 Sebring, March 19; 2 Long Beach, April 16; 3 Lime Rock, July 9; 4 Mosport, July 24; 5 Mid-Ohio, August 6; 6 Road America, August 20; 7 Baltimore, September 3; 8 Laguna Seca, September 17; 9 Road Atlanta, October 1.
POINTS SYSTEM: 20-16-13-10-8-6-4-3-2-1, plus 10 at Sebring and Road Atlanta, plus 5 at Road America and Laguna Seca. **KEY:** R=Retired; NS=Non-Starter; *=Luhr did not compete at Baltimore so finished third in LMP1 ranking; Holzer did not compete at Long Beach, Mid-Ohio and Baltimore so finished 10th in GT.

A Krumm of comfort

Nissan veteran teamed up with Luhr for GT1 success. GARY WATKINS explains

It was mission accomplished for Nissan in 2011. The Japanese manufacturer set out on its GT-R project in 2009 with a three-year plan to win the FIA GT1 World Championship, and hit the target courtesy of the kind of season that used to be a trademark of the now-absent Vitaphone Maserati squad. 'Textbook' is the only description for the campaign put together by JR Motorsports and its lead driver pairing of Michael Krumm and Lucas Luhr.

The 2011 version of the Nissan GT-R was the best car over a range of tracks, it looked after its tyres better than any of its rivals, and the champion pairing took on board the importance of staying out of trouble and making it home in the points-paying positions every weekend.

The Nissan went from a car that could win when the circumstances were right in 2010 to one that could challenge every time out, courtesy of a winter's worth of development and some handy breaks under the championship's Balance of Performance rules.

Developments included moving away from the wider and taller front wheels used in 2010 to a more conventional set-up, and reducing the unballasted weight of the car and its centre of gravity. Combined with a repositioned rear wing, these changes gave the GT-R a much more solid rear end.

"The new front tyre brought the car into balance and gave us a new development route," says JRM team boss Nigel Stepney. "We could also play with the weight distribution for the first time."

These developments also made the Nissan a formidable weapon when laden with success ballast. The German duo scored a dominant double victory with 20kg at Paul Ricard in July, the weekend they stamped their authority on the championship.

"This championship is all about tyre management," explains Stepney. "If you abuse your tyres early in the stint, you're screwed."

"One of my jobs was to instill that idea in the drivers, and Michael and Lucas took it on board more than the others."

That proved to be a decisive difference, reckons Stepney, between the Krumm/Luhr and Richard Westbrook/Peter Dumbreck pairings. As did his taking over of engineering duties on the #23 Nissan from round two.

It wasn't planned for the ex-Formula 1 man

"It's clear that Nigel Stepney's donning of the headphones changed the dynamic within JRM"

to engineer a car as he had done in 2010, given the doubling in size of JR Group's operation. The British team ran four Nissans this year, two under the JRM banner and two as Sumo Power, and Stepney was JRM team manager at the races and oversaw the whole operation away from the tracks.

Yet after Krumm and Luhr were outpaced and outscored by their team-mates on the opening weekend of the championship at Yas Marina, there was a change of plan. Krumm and Luhr hadn't gelled with their original engineer and, said the team, it was convenient to bring back Stepney.

What shouldn't be forgotten is that Krumm is a long-time Nissan driver and he raced the #23 car, always the favoured entry given that 23 reads as *ni san* in Japanese. The German's role, and that of Nissan, in the changearound has never been explained.

There were mutterings by the second half of the season that some Nissans were more equal than others, not just from within the JR Group but from some drivers racing against them. Stepney denies that, claiming that "everyone had the same tools".

It is clear, however, that Stepney's donning of the headphones undoubtedly changed the dynamic within JRM. After Westbrook and Dumbreck lost out on a Championship Race victory at the Algarve circuit in May, the momentum swung away from them and into the laps of their team-mates.

Krumm and Luhr took the lead in the points at Silverstone and went to the season's finale in Argentina with an 11-point advantage over Darren Turner and Stefan Mucke in the best



German/UK Nissans fought intra-team battle

of the Young Driver Aston Martins. When Mucke stuffed his DBR9 in free practice, putting it out of the Argentinian event, the championship was as good as Nissan's, its German pairing sealing the drivers' crown with second in the Qualifying Race.

It was always going to be a long shot for Turner and Mucke, given the 50kg of success ballast they were carrying in San Luis. But arguably they should have been closer at that stage.

Mucke's well-publicised assault on Westbrook at Silverstone didn't cost them points, given that he'd just been spun out by the Nissan, but a knock-on of the incident was a driveline failure at Navarra.

The French Hexis squad's Astons didn't have the pace of the Young Driver cars, especially in qualifying, but some super-fast pitstops helped Andrea Piccini and Christian Hohenadel to come through to third in the points. With seventh-place for team-mates Clivio Piccione and Stef Dusseldorp, Hexis came through to steal the teams' championship right at the death.

It was a worthy title given that Hexis

was the only team on the grid run on anything like a commercial basis: its budget was provided by paying drivers rather than a wealthy team owner.

The All-Inkl.com Lamborghini squad's pace was the revelation of the first half of the season. Neither of its pairings was able to exploit its advantage to the full and the German team's season went off the rails through a mixture of bad luck and poor reliability, though Marc Basseng and Markus Winkelhock were one of five pairings still mathematically in the hunt going into San Luis. ❄

Stepney with Krumm (centre) and Luhr



Hexis Aston team gained good results in the pits



Season ended with big shunt in Argentina

OUR TOP 10 DRIVER RATINGS

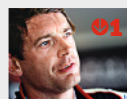
▲ up ▼ down NE new-entry



1 MICHAEL KRUMM

Hardened veteran he may be, but Krumm was an improved driver. He put the mistakes of 2010 behind him and outperformed all of his Nissan team-mates.

DEFINING MOMENT: Stepney coming in to engineer #23 changed his and Luhr's season.



2 RICHARD WESTBROOK

The second-best Nissan driver in 2011 fell short of Krumm, both in terms of outright qualifying pace and consistency in the races.

DEFINING MOMENT: Failing to catch Krumm in race two at Ricard and dropping to fourth after overcooking his tyres.



3 DARREN TURNER

Another strong season free of major mistakes proves he's one of the world's top GT drivers. He scored more points than anyone over the first two years of World GT1.

DEFINING MOMENT: Watching Mucke's red mist at Silverstone set back his title challenge.



4 TOMAS ENGE

Was back at his attacking best (more downforce on the Aston gave him his confidence back) and only loses out to partner Turner for his first-corner aberration at Yas Marina.

DEFINING MOMENT: Mega Silverstone weekend proved the old Engle was back.



5 NICKY PASTORELLI

All-Inkl Lambo driver appeared to be revelation of the series, but in truth merely had a car worthy of his underrated talents. Got involved in too many scraps.

DEFINING MOMENT: Proved a point with pole first time out at Yas Marina (before the stewards intervened).



6 LUCAS LUHR

Versatile German quickly got to grips with racing his Nissan, but failure to do so in qualifying until the very end of the season means he can't be rated higher.

DEFINING MOMENT: Amazing rearguard action in race two at Silverstone that sealed his first GT1 victory.



7 MAXIME MARTIN

When the tracks suited the Ford, Belgian racer Martin was in his element and at least a match for well-rated (part-time) team-mate Frederic Makowiecki at the Marc VDS squad.

DEFINING MOMENT: Pole position and double victory on the Ordos 'go-kart' track.



8 MARKUS WINKELHOCK

DTM refugee Winkelhock took to GT1 racing like a duck to water, despite minimal testing at All-Inkl. He got a handle on qualifying, was fast, consistent and didn't make mistakes.

DEFINING MOMENT: Double victory with team-mate Marc Basseng at Zolder.



9 DOMINIK SCHWAGER

Everything said about Pastorelli is relevant to his team-mate Schwager (though the German has the better CV). Was harder on his machinery than his co-driver.

DEFINING MOMENT: Getting taken out at the first corner of Yas Marina qualify race set the tone.



10 PETER DUMBRECK

Though ultimately not as quick as Nissan newcomer Westbrook, and perhaps shown up by him at times, Dumbreck made fewer mistakes.

DEFINING MOMENT: Gearbox failure at Algarve was the start of a run of misfortune that shifted JRM momentum.

2011 FIA GT1 WORLD CHAMPIONSHIP

POS	DRIVER/ NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	MICHAEL KRUMM (D)/LUCAS LUHR (D)	JR MOTORSPORTS	NISSAN GT-R	3/14	7/9	2/1	11/9	2/1	9/6	1/1	11/9	4/3	2/R	137
2	DARREN TURNER (GB)/STEFAN MUCKE (D)	YOUNG DRIVER AMR	ASTON MARTIN DBR9	R/5	R/7	4/2	3/3	R/R	6/R	3/2	7/5	2/1	NS/NS	120
3	CHRISTIAN HOHNADL (D)/ANDREA PICCINI (I)	HEXIS AMR	ASTON MARTIN DBR9	9/4	10/2	11/8	5/1	10/R	5/5	6/5	8/4	3/10	14/5	111
4	TOMAS ENGE (CZ)/ALEX MULLER (D)	YOUNG DRIVER AMR	ASTON MARTIN DBR9	R/6	3/3	R/R	10/R	1/2	R/13	2/3	16/14	1/2	5/10	103
5	MARC BASSENG (D)/MARKUS WINKELHOCK (D)	ALL-INKL MUNNICH	LAMBORGHINI MURCIELAGO LP670 R-SV	6/3	1/1	7/6	9/R	R/5	1/2	7/8	EX/8	12/R	6/R	102
6	MAXIME MARTIN (B)	MARC VDS RACING	FORD GT	1/8	5/8	6/R	1/R	NC/R	3/4	5/6	1/1	R/4	R/11	98
7	CLIVIO PICCIONE (NC)/STEF DUSSELDORP (NL)	HEXIS AMR	ASTON MARTIN DBR9	5/1	6/6	13/R	2/11	5/4	10/8	R/11	4/3	5/R	8/3	95
8	NICKY PASTORELLI (NL)/DOMINIK SCHWAGER (D)	ALL-INKL MUNNICH	LAMBORGHINI MURCIELAGO LP670 R-SV	R/11	R/R	5/4	7/2	6/10	2/1	R/9	6/6	9/R	3/R	80
9	PETER DUMBRECK (GB)/RICHARD WESTBROOK (GB)	JR MOTORSPORTS	NISSAN GT-R	2/2	R/R	1/R	6/7	R/R	7/9	4/14	2/2	7/7	NC/8	78
10	DAVID BRABHAM (AUS)/JAMIE CAMPBELL-WALTER (GB)	SUMO POWER GT	NISSAN GT-R	8/9	11/R	3/3	8/5	R/R	4/3	10/4	3/7	11/8	7/R	75
11	FREDERIC MAKOWIECKI (F)	MARC VDS RACING	FORD GT	1/8	5/8	-	1/R	NC/R	-	5/6	1/1	-	-	69
12	ENRIQUE BERNOLDI (BR)	SUMO POWER GT	NISSAN GT-R	4/R	R/R	8/7	4/4	4/7	R/12	9/7	5/R	10/6	4/4	64

13 Nicky Catsburg (NL), Selleslagh Racing Team Chevrolet Corvette C6.R/Sumo Power GT Nissan GT-R, 58; 14 Mike Hezemans (NL), Selleslagh Racing Team Chevrolet Corvette C6.R, 46; 15 Yelmer Buurman (NL)/Francesco Pastorelli (NL), Selleslagh Racing Team Chevrolet Corvette C6.R, 33; 16 Karl Wendlinger (A)/Peter Kox (NL), Swiss Racing Team Lamborghini Murcielago LP670 R-SV, 31; 17 Bertrand Baguette (B), Marc VDS Racing Ford GT, 28; 18 Warren Hughes (GB), Sumo Power GT Nissan GT-R, 24, etc.

TEAMS CHAMPIONSHIP: 1 Hexis AMR, 235; 2 JR Motorsports, 232; 3 Young Driver AMR, 231; 4 All-Inkl.com Munnich Motorsport, 190; 5 Sumo Power GT, 154; 6 Marc VDS, 132; 7 Belgian Racing, 39; 8 Swiss Racing Team, 32.

KEY TO RACES: 1 Yas Marina, March 26; 2 Zolder, April 10; 3 Algarve, May 8; 4 Sachsenring, May 15; 5 Silverstone, June 5; 6 Navarra, July 3; 7 Paul Ricard, July 17; 8 Ordos, September 4; 9 Beijing Goldenport, September 10; 10 Potosero de los Funes, November 6.

WRC

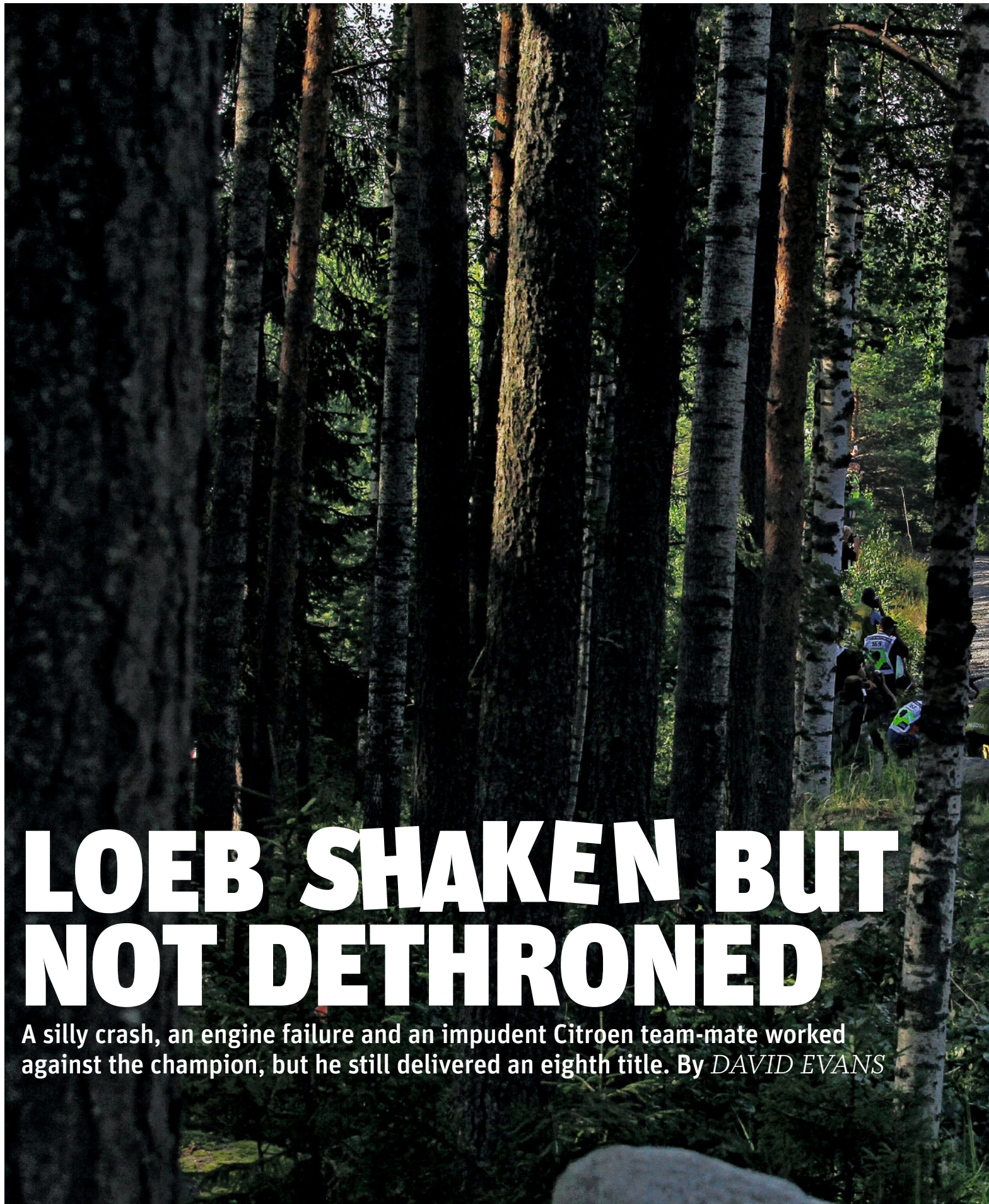
Air Jordan – Ogier is on the brink

Frenchman Sebastien Ogier pushes the talent and luck envelope during April's Rally Jordan event, round four of this year's WRC. The Citroen ace went on to win the rally, his second of five victories during a year in which he gave team leader Sebastien Loeb a hard time, then jumped ship to the all-new Volkswagen squad.

Pic: McKlein.de







LOEB SHAKEN BUT NOT DETHRONED

A silly crash, an engine failure and an impudent Citroen team-mate worked against the champion, but he still delivered an eighth title. By *DAVID EVANS*



Sebastien Loeb didn't bother to hide his contempt for his team-mate. On a warm Greek night in the middle of summer, the Frenchman's team, his red army, had turned on him. After 13 titles in eight years together, the fortress the Alsatian had built alongside the Parisians was crumbling.

Revolution was in the air. And the paranoia that had hit Loeb's countrymen 200 years ago gripped the champions. Surely Citroen's monarchy wouldn't be going the same way as the absolute version.

Revolution or not, Loeb had seen enough. He was off. Sebastien Ogier was welcome to it. Retirement beckoned for the smaller, but bigger of the two Sebs. There was more to life than this. Much more.

It's only now that Loeb admits his mind was made up. He *had* decided to go. Given a deadline from the team for a decision, he thought the time was right. He was far from sure about it, but, at that time, he knew he didn't want to stay.

Crucially, the call never came from HQ. Push didn't come to shove and the extra time was enough for a *volte-face* from the sport's biggest star.

“Asked who he thought the number-one Citroen driver was, Loeb didn't hide his contempt”

The records will reflect a fourth straight perfect season for the Citroen/Loeb partnership. What the records won't show was the shocking manner in which the team played out this season. There was nothing champion about that. The most straightforward thing to do is to blame team principal Olivier Quesnel. Yup, that's the way, chuck him under the bus; his fault, all of it.

I know. He's rubbish. I mean, since he arrived at the helm, look at how many times Loeb has been beaten in the drivers' race. Er, that'll be none. In that case, then, check out how Citroen has lost its way in the manufacturers' championship since 2008. Hmmm, 100 per cent there too.

At the start of the year, Quesnel was told to foster Ogier's talent. Nurture him, develop him. He's the future post-Loeb. Late last year, Quesnel had been instructed to keep Ogier at any cost. He did that, at the cost of a couple of mil and joint number-one status with Loeb.

Theoretically, Citroen had always run a policy of equal status for Loeb and Dani Sordo. But in practice, the Spaniard was always the understudy. Ogier was having none of that. Joint number-one meant just that to him. And, on the Acropolis, when Ogier was fed the right time to fall into a more favourable position than Loeb, the champ went bananas.

Asked who he thought the number-one Citroen driver was, Loeb didn't bother to hide his contempt.

“That's easy,” he smiled. “It's *him*. Ogier.” And from then on, any pretence of them ▶

Loeb's second Finland win helped his eighth title bid

PIE MCKLEIN/DE

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client photo: D.Richards



Loeb (l) and Ogier fell out during final year together

◀ being more than just people who shared the same service park space was dispensed with.

Especially after PSA uber-boss Jean-Marc Gales saw sense, sided with Loeb and gave him a deal involving a clean sheet of paper, a pen and a request for the champion's most extravagant thoughts. The chosen one was staying for another two years. Terrified by the spectre of Loeb appearing in Volkswagen overalls and extolling the virtues of *Vorsprung Durch Technik*, heaven and earth were simultaneously shifted to keep Loeb in situ.

With that situation sorted, it was expected Loeb would canter home to another championship and, with Ogier out of the door at the end of the year, everything was looking rosy again. But then came a roll in Australia and a blown motor in Alsace. Four points from a possible 56 allowed Mikko Hirvonen to join Loeb at the table with two rounds to go.

Loeb dominated the penultimate event in Spain and when Hirvonen retired early in Wales, the title was his. And deservedly so. Loeb has been through it this season and, while we have seen a more determined and demanding side that the compliant Sordo

would never have drawn, he deserves his eighth title for being consistently quick.

The quickest?

Statistically not.

Hirvonen's Ford team-mate Jari-Matti Latvala has scored more fastest times across the spread of the season, 67 compared with 65. Does that mean Latvala deserved the title? Absolutely not. The right man is definitely still wearing the crown, but Latvala would have been the more deserving of the two Fiesta drivers to be in with a shot at the title. Not only did he almost double Hirvonen's tally of scratch times, he also led rallies through the season for 42 stages compared with 25 for his countryman.

It's utterly conceivable that Latvala could have been champion this year. Had he been a couple of tenths of a second quicker in Jordan, he'd have won there; had his co-driver Miikka Anttila not made an extraordinarily rare mistake in Sardinia, he'd have won there; if he hadn't had a puncture and transmission trouble in, etc, etc. The story goes on. But, had fortune favoured rather than frowned on the Finn's Ford, he would have been right with Loeb all year. Instead, he spent the second half of the season acting pretty much as Hirvonen's big brother in the playground, trying to fend off those nasty Frenchies with their big, fast DS3s.

And the irony of it all? Hirvonen's joining the bullies next year.

Both Ford and Citroen endured the expected teething troubles that accompany the introduction of new regulations. And have those new regulations worked? That's a tricky question to answer. Certainly, futureproofing 1.6 turbos and stock transmission has attracted Mini and Volkswagen, but it's increasingly doubtful that they have made the

sport considerably cheaper or success more achievable on a grand scale for private drivers. For evidence of this, view mega one-off outings for Per-Gunnar Andersson, who led in Sweden, and Jari Ketomaa, who did the same in Finland. Neither could fund further outings.

Talking of teething troubles and new manufacturers, Mini seemed to skip that page. The John Cooper Works WRC exploded onto the scene in Sardinia, demonstrating just what a force Prodrive remains when it comes to building the best World Rally Cars around. The highlight for the British-German alliance came in France, where Sordo took the greatest of pleasure in hustling Ogier every inch of the way – and only losing out by a handful of seconds. And a small handful at that.

The downside of Mini's year is the apparent disinterest from parent company BMW in what has to be – from a performance and marketing perspective – one of the most interesting, engaging and workable motorsport programmes ever.

This is highlighted by the way VW has embraced the WRC, with its service-park presence for two Super 2000 Fabias often casting Mini's collection of canvas into the shade. If Mini can't summon more support for the opening round of next year's championship, a much-heralded return of the Monte Carlo Rally, then serious questions must be asked of the substance of Mini and BMW's support.

Undoubtedly, part of BMW's problem in engaging with WRC is the lack of television coverage. Already a significant issue, that problem has worsened dramatically in the UK. With viewing figures measured in embarrassingly small numbers, the ESPN deal hasn't simply failed, it has potentially set back the development of the sport some distance. ▶



Solberg battled on in privately-funded DS3

Sordo took great P6 on Mini debut in Sardinia



◀ The WRC promoter CSI (Convers Sports Initiatives, who took over North One Sport in the summer) shouldered the blame for the television troubles, but the firm now has more fundamental issues to deal with. Its primary backer, Vladimir Antonov, was arrested and bailed for alleged misdealing in a Lithuanian bank and CSI is now in administration.

Precisely, what the future holds for NOS, nobody truly knows. The London firm is seeking fresh investment as the year ends, but it could well be that the FIA has to step in to solve the commercial question – certainly in the first half of the season.

NOS's efforts to square the fiscal circle were not helped by things like the mid-year Abu Dhabi debacle. After years of investment, Abu Dhabi looked to have a WRC round, then it didn't, then it did, before finally, it didn't.

Granted there was fault in Abu Dhabi but more could have been done by the governing body to safeguard the massive investment that looked to be coming our way.

Instead, Abu Dhabi's gone and so has any hope of a Middle East round for the foreseeable future. But never mind, there's another Mediterranean island event coming our way in the shape of a Sicilian round for Italy. Now, far be it from me to criticise anything Sicilian, but I thought we were done with islands – especially Italian ones. Having watched the masses turn out in Alsace compared with Corsica, the consideration was that mainland was best.

Apparently not. Or not this week.

Another area of the sport that has headlined the political stage was the decision to run shakedown as a qualifying session for day one

of rallies next season, before reversing all the priority drivers for the remainder of rallies. Only time will tell if such a move returns us to achingly predictable Loeb-fests.

And then there's the endurance debate. FIA president Jean Todt has banged this drum since he arrived in power. He wants week-long rallies with big mileages and a return to rallying's roots. The manufacturers want anything but that. Slowly, the two sides have met somewhere close to the middle and Rally Argentina is expected to run some sort of middle-ground event as a test next season. Again, time will tell if adding days adds excitement. Or if it just costs competitors.

CSI took a justifiable shoeing for the media coverage of the WRC, but any grief that came its for the calendar was a little unjustified.

One of the promoter's aces for this season was the Powerstage. Considered little more than unnecessary fluffing by the diehards, the live TV stage on a Sunday afternoon was an immediate hit. And a total thriller.

Such has been the competitiveness of this year's series that the final day of WRC rounds rarely needed any added sparkle – least of all Jordan, where Ogier edged Latvala for the closest-ever finish at 0.2 seconds. But the added bonus of the fight for three extra points gave an already spicy show a touch more fizz.

Michelin's return to the WRC added further interest, but not always for the right reasons. The French firm had focused its attentions on turning out competitive rubber, but when – with no disrespect to embryonic company DMACK – there was so little competition, the number of punctures through the year grabbed all the headlines. Michelin talked about how much faster its covers were than the Pirellis that had gone for three years before. But such boasts were soon silenced when yet another car came in on the canvas. An admirably rare



Fast Latvala played 'big brother' to Hirvonen

sight from the bulletproof Italian rubber.

This year also delivered the WRC Academy, a replacement for the undersupported and increasingly irrelevant Junior WRC. The Fiesta R2-based Academy was a great success, both in terms of support for the series and the astonishing competition that left Craig Breen winning the €500,000 prize on the final stage of the season. It really was that close.

The S2000 WRC also went down to the wire, with Skoda's Juho Hanninen taking his second major title in as many years (which made up for missing out on a successful IRC defence), while Hayden Paddon dominated the Production WRC in his Subaru. Other drivers

who made the headlines this year included Kimi Raikkonen, whose pace improved in his second season, and Ken Block who also climbed further up his learning curve – despite setbacks such as a mammoth shakedown shunt in Portugal.

For all the right and wrong reasons, it was a stunning WRC season. The headlines haven't always been the ones we hoped for, but at least the sport has been making headlines again.

Now the focus must be on making sure the public sees those headlines again. Next year has all the makings of another classic, so let's stop hiding it away.

Hang on, didn't I say that last year... ❄️



Small road smash ended Loeb's year

OUR TOP 10 DRIVER RATINGS

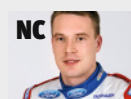
⬆️ up ⬇️ down RE re-entry NE new-entry NC no change



1 SEBASTIEN LOEB

Probably his toughest championship to date, but still came through to win. Just. Australia accident and French engine fault made the title race closer than it should have been.

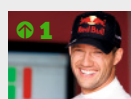
DEFINING MOMENT: *Winning Rally Argentina despite a minute penalty for an early check-in. Loeb's South American form was sublime.*



2 JARI-MATTI LATVALA

Without that puncture in Portugal, a co-driver error-enforced roll in Sardinia and O.2s in Jordan, J-ML could have won three of the first five rallies. Sacrificed for Hirvonen's title tilt in the second half of the year.

DEFINING MOMENT: *Saturday afternoon in Catalunya. Finns aren't supposed to drive that fast on asphalt.*



3 SEBASTIEN OGIER

This was still only Ogier's third full season at the highest level and that experience deficit showed when flashes of brilliance were interrupted by some seriously noddly mistakes: crashing out of Mexico and Argentina lead.

DEFINING MOMENT: *Perfect Acropolis, winning rally and Powerstage in the face of mounting Loeb criticism.*



4 MIKKO HIRVONEN

Brilliant in Sweden and Finland (post first-stage tree incident). This was another perplexing year for Hirvonen. He looked out of the title race mid-season, but lucked-in to it in the final quarter. He just couldn't clinch the deal.

DEFINING MOMENT: *Thirteen stage wins in Finland don't come without massive commitment and bravery.*



5 PETTER SOLBERG

Never actually looked like winning a rally. Clearly had slightly inferior machinery compared with the 'same' DS3 WRCs ahead of him, but he battled on as bravely as ever.

DEFINING MOMENT: *Powerstage win in Argentina. It was great to see Solberg spraying the champagne again, even if it was only for one stage.*



6 DANI SORDO

Bounced back from losing Citroen seat with great drives in Mini. Shunned asphalt tag with strong times in Sardinia and Finland, only to reinforce it with back-to-back Germany and France podiums.

DEFINING MOMENT: *Pushing Ogier in France. Citroen's second Seb beaten by the boy they binned. That would have been a story.*



7 MADS OSTBERG

Season was bookended by second places, but the middle bit was often hard to read. He was consistent with flashes of greatness. Quite often found the car's set-up not quite to his liking and struggled to drive around such issues. A big talent for the future.

DEFINING MOMENT: *Hustling Hirvonen every inch of the way in Sweden.*



8 KRIS MEEKE

You had to remember Meeke's lack of experience at the highest level – despite some exceptional times in the Mini. His impatience to level the learning curve might have got the better of him from time to time in what was a stunning rookie season.

DEFINING MOMENT: *Third fastest on the Mini's second-ever stage during Rally d'Italia.*



9 MATTHEW WILSON

Another season of model consistency, scoring points on 10 from 13 rounds. Still missing the ultimate pace, but Wilson made further strides and managed to on occasion put some distance between himself and respected drivers such as Henning Solberg.

DEFINING MOMENT: *Fourth place in Australia matched his best ever WRC result.*



10 OTT TANAK

Matured greatly this season. Still prone to the odd shunt (such as the one that cost him the chance to fight for the SWRC crown in Spain), but also developing into a massively fast rally driver.

DEFINING MOMENT: *The first four splits in Hafren in Wales last month – only Jari-Matti Latvala was quicker than this new-generation WRC debutant.*

2011 WORLD RALLY CHAMPIONSHIP

POS	DRIVER/ NATIONALITY	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	POINTS
1	SEBASTIEN LOEB (F)	CITROEN TOTAL WRT	CITROEN DS3 WRC	6**	1**	2***	3*	1*	1*	2**	1	2***	10***	R	1*	R	222
2	MIKKO HIRVONEN (FIN)	BP FORD ABU DHABI (M-SPORT)	FORD FIESTA RS WRC	1	2***	4	4**	2***	2**	3*	4***	4	1	3	2	R	214
3	SEBASTIEN OGIER (F)	CITROEN TOTAL WRT	CITROEN DS3 WRC	4***	R	1*	1***	4	3	1***	3*	1**	11	1*	R	11***	196
4	JARI-MATTI LATVALA (FIN)	BP FORD ABU DHABI (M-SPORT)	FORD FIESTA RS WRC	3*	3	3**	2	18**	7	9	2**	14	2**	4***	3	1*	172
5	PETTER SOLBERG (N)	SOLBERG WORLD RALLY TEAM	CITROEN DS3 WRC	5	4*	6	R	3	4***	4	5	5*	3*	-	R	R	110
6	MADS OSTBERG (N)	STOBART M-SPORT FORD WRT	FORD FIESTA RS WRC	2	5	31	13	5	5	12	6	R	-	7	6	2	88
7	MATTHEW WILSON (GB)	STOBART M-SPORT FORD WRT	FORD FIESTA RS WRC	9	R	5	5	9	8	6	8	11	4	10	R	5	63
8	DANI SORDO (E)	MINI WRT (PRODRIVE)	MINI JOHN COOPER WORKS WRC	-	-	-	-	6	-	-	R	3	-	2**	4**	19**	59
9	HENNING SOLBERG (N)	STOBART M-SPORT FORD WRT	FORD FIESTA RS WRC	R	6	9	14	R	-	5	7	7	14	16	8	3	59
10	KIMI RAIKKONEN (FIN)	ICE 1 RACING	CITROEN DS3 WRC	8	-	7	6	-	-	7	9	6	-	R	R	R	34
11	KRIS MEEKE (GB)	MINI WRT (PRODRIVE)	MINI JOHN COOPER WORKS WRC	-	-	-	-	R	-	-	R	R	-	R	5***	4	25
12	DENNIS KUIPERS (NL)	FERM POWERTOOLS WRT	FORD FIESTA RS WRC	13	R	10	9	R	-	10	11	10	-	5	9	8	21
13	FEDERICO VILLAGRA (RA)	MUNCHI'S FORD WRT	FORD FIESTA RS WRC	-	9	8	7	17	6	-	-	-	-	-	16	-	20
14	KHALID AL-QASSIMI (UAE)	BP FORD ABU-DHABI (M-SPORT)	FORD FIESTA RS WRC	10	-	14	8	13	-	-	14	-	5	12	12	-	15
15	OTT TANAK (EE)	STOBART M-SPORT FORD WRT	FORD FIESTA RS WRC	-	10	-	-	7	-	R	13	12	-	11	27	6	15
16	JUHO HANNINEN (FIN)	RED BULL SKODA	SKODA FABIA S2000	-	8	-	-	8	-	8	10	20	-	-	10	-	14
17	EVGENY NOVIKOV (RUS)	STOBART / BP FORD ABU-DHABI	FORD FIESTA RS WRC	-	R	-	-	14	-	20	R	-	R	23	7	7	12
18	HAYDEN PADDON (NZ)	NEW ZEALAND WRT	SUBARU IMPREZA WRX	-	-	11	-	-	9	-	19	-	6	-	34	13	10
19	MARTIN PROKOP (CZ)	CZECH FORD NATIONAL TEAM	FORD FIESTA S2000	12	7	-	-	10	-	15	12	30	-	14	13	21	7
20	PER-GUNNAR ANDERSSON (S)	PER-GUNNAR ANDERSSON	FIESTA WRC/SUBARU IMPREZA	7	-	-	-	15	-	-	15	-	-	-	-	-	6

21 Michal Kosciuszko (CZ), Lotus Dynamic Rally Team Mitsubishi Lancer Evo X, 6; 22 Ken Block (USA), Monster World Rally Team Ford Fiesta RS WRC, 6; 23 Armando Araujo (P), Motorsport Italia Mini John Cooper Works WRC, 5; 24 Aleksandr Saljuk (UA), Mentos Ascania Racing Mitsubishi Lancer Evo 9, 4; 25 Benito Guerra (MEX), Benito Guerra Mitsubishi Lancer Evo 9, 2; 26 Peter van Merksteijn Jr (NL), Van Merksteijn Motorsport Citroen DS3 WRC, 2; 27 Pierre Campana (F), Equipe de France FFS A Mini John Cooper Works WRC, 2; 28 Bernardo Sousa (P), Team Quinta do Lorde Ford Fiesta S2000, 1; 29 Patrik Flodin (S), Uspenskiy Rally Technica Subaru Impreza WRX, 1.

KEY RALLIES: 1 Sweden, February 10-13; 2 Mexico, March 3-6; 3 Portugal, March 24-27; 4 Jordan, April 14-16; 5 Sardinia, May 5-8; 6 Argentina, May 26-29; 7 Greece, June 16-19; 8 Finland, July 27-30; 9 Germany, August 18-21; 10 Australia, September 8-11; 11 France, September 29-October 2; 12 Spain, October 20-23; 13 Great Britain, November 10-13.

POINTS SYSTEM: 25-18-15-12-10-8-6-4-2-1 for top-10 finishers. Plus 3 points (***) for fastest time on Powerstage, 2 points (**) for second fastest, 1 point (*) for third fastest.

DTM

Vorsprung durch pyrotechnik

DTM champion Martin Tomczyk crosses the line at the Hockenheim season finale to a hail of celebratory fireworks. The Phoenix Racing Audi A4 driver finished second, but had previously been crowned at the penultimate round at Valencia, defying pre-season naysayers who had written off his title chances in an older-spec car.

Pic: LAT



DTM 2011
PIC OF THE YEAR



FLIGHT OF THE PHOENIX

Martin Tomczyk's career seemed to have crash-landed in the desert. Then he teamed up with Phoenix Racing. *JAMIE O'LEARY* details a season of surprises

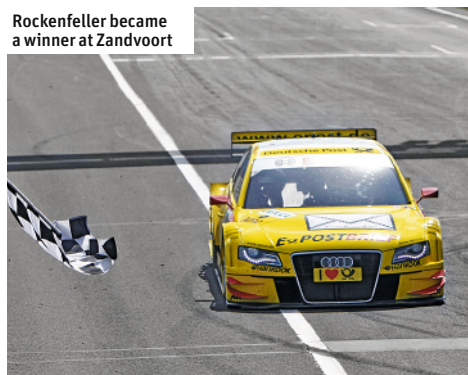


Tomczyk heads for win number two, at Lausitz

Spengler's win at the opener was superb



Rockenfeller became a winner at Zandvoort



Green was untouchable at Hockenheim finale



Imagine Mark Webber being pushed out of Red Bull's Formula 1 team in favour of Jaime Alguersuari, and then taking an old Toro Rosso to the world championship. Sounds unlikely, yet it's the scenario that played out for Martin Tomczyk in 2011 as he finally became DTM champion at the 11th time of asking.

Nobody gave the German a prayer of becoming champion when the crews rocked up at Hockenheim at the end of April. After a decade with Audi's top Abt Sportsline squad, he had been relegated to a 2008-spec A4 run by Phoenix Racing, an outfit that had not won a DTM race for a decade.

Cast into an unfamiliar setting, Tomczyk had lost the wealth of data and experience that Abt had amassed since entering the series with the TT-R in 2000. And, seemingly, the faith of Audi Sport head Wolfgang Ullrich.

"It was a demotion, no question," says Tomczyk. "And it doesn't feel nice when that happens. But Dr Ullrich explained his reasons and I accepted them."

There was a glimmer of hope, however. Mike Rockenfeller – the very man whose promotion to the Abt squad left Tomczyk to slot into the vacant hole left at Phoenix – pointed out that the championship's switch of rubber supplier from Dunlop to Hankook could play to the strengths of the older cars.

"Watch out for the old cars this year," Rockenfeller said a fortnight before the Hockenheim season opener. "There's a greater working window on the Hankook slick than on the Dunlop [used in previous seasons], plus nobody has any real tyre data to fall back on, so the advantage of the big teams is gone. And they're 25kg lighter than us too, so they'll wear the front tyres less. They've definitely got a better chance of winning races than before."

It was the final point that proved to be the most pertinent, and made Tomczyk's route to

the title as straightforward as it was unlikely. But don't let that detract from his performance behind the wheel: from the 10 races, he was the only driver to score points every time, adding five further podium finishes to wins at Spielberg, Lausitz and Brands Hatch. He was also the best of the drivers in old machinery by a huge margin, only being beaten once – by Filipe Albuquerque at Valencia, ironically on the day he clinched the title with a third-place finish.

Phoenix was, in every way, a happy home for Tomczyk in 2011, largely down to his increased influence over proceedings.

"What was nice was the way I was accepted by Phoenix as part of the family, and how they built everything around me, allowing me to develop things the way I wanted," he says.

"I wasn't happy with my stops, so we practised and practised and now my crew is the best"

"We just had a goal, first to be the best older car, and then, when we were leading the championship, to go all the way.

"It wasn't easy because I had to come back to an older car and a new engineer [Jurgen Jungklaus]. But it really worked well for me. At Abt there were always four top drivers with the same aim; so a very different situation and maybe harder to be heard. Here I still had a team-mate, but she was a rookie [Rahel Frey], so it's different."

Phoenix team boss Ernst Moser freely admits that Tomczyk's demotion, or whatever you want to call it, was of great benefit to his squad, which became a regular frontrunner for the first time as an Audi team.

"I can't say who is the best driver I've had, but he's certainly one of the best," says Moser. "What is his biggest quality, apart from being very fast, is that he always wants to see all the details, so that even a small improvement can be made in performance. It's a very important quality to have."

There's one area in particular in which Moser – who began life in the DTM as a mechanic with AMG Mercedes in 1988 – feels Tomczyk was a particular asset as a driving force within the team.

"I'm very proud of what we've achieved with pitstops," Moser adds. "We spent so long this season looking at the video tapes [of the stops], analysing where we could improve, and that came from Martin first. We switched guys around from one wheel to the other, or from removing the wheel to firing the gun, all kinds of things, all looking for perfection. And it's worked."

Phoenix's slick work helped it to win the pitstop league run by tyre supplier Hankook, one place and nine points ahead of Bruno Spengler's HWA boys in the table, which awards DTM-style points for the best eight stops on a given weekend (although when average times are examined, it is Abt driver Miguel Molina who comes out on top).

Nowhere were the results of Phoenix's constant drills more evident than at Lausitz, venue for round four in June.

After catching Jamie Green unawares on the second lap and nipping by for second, Tomczyk reduced a 1.5s deficit to leader Spengler down to nothing by the time the pit window opened. By staying out two laps longer than his rival, and by being stationary for 0.5s less, he gained track position on the Canadian and pulled away to victory.

"I wasn't happy with the stops during the winter," Tomczyk adds. "So we practised and practised and now my crew is the best in the ▶"

Spengler won at a wet Norisring



All anyone saw of Ekstrom at the 'Ring



Mortara took first podium at Brands



Molina claimed pole at Oschersleben by 0.001s

◀ pitlane – look at the Hankook list! Look at Lausitz where I came out just ahead of Bruno. That was crucial; very important to the year.”

He's not wrong. That Lausitz win put him at the head of the series by a point, earning him Audi's backing for the championship, and with it the assistance of the other eight A4s on-track whenever he needed it. This is a tried-and-tested technique of Audi's that has paid off in three of the past four seasons against Mercedes' policy of allowing its drivers to race more freely against each other.

With Mattias Ekstrom going on a winning spree in the second half of the year, and Oliver Jarvis, Timo Scheider and Rockenfeller all

aiding Tomczyk's challenge from August onwards, Spengler found himself very much the lone horse at Mercedes. What had got him there in the first place was as much down to an amazing turn of speed that made him the year's best qualifier.

Nowhere was this better illustrated than at the Hockenheim season opener, when a splitter problem caused the front of his C-class to bounce around excessively on the straights and cost him most of his Saturday practice session.

To bounce back and take pole position a few hours later – and victory the following day – was probably the performance of the season.

And it was a perfect way to banish the memories of the 2010 finale, where (having squandered a 17-point lead) the pressure told with practice and qualifying crashes that gave team-mate Paul di Resta a clear run to the title.

There certainly seemed to be no repeat on the horizon after the Nurburgring race in July, a late mistake from Rockenfeller at Turn 1 on shot tyres allowing the French-Canadian to slip by for a second place that gave him a seven-point advantage over Tomczyk with only 40 remaining on offer.

Two races later a very different picture emerged as an easy second place at a wet Oschersleben went away when Spengler's

front-right damper broke as a result of constant (although not excessive, according to Mercedes motorsport vice-president Norbert Haug) kerb hopping at the chicane, dropping him out of the points.

“That’s where we lost the championship,” says Spengler. “The feeling I had after Oschersleben was like I had in Shanghai last year. Eight more points there and it would have been a very different picture in the last two races.”

Maybe. As it was, Spengler was pretty anonymous at Valencia and Hockenheim, his usual searing qualifying speed having vanished into thin air as he could manage

only 12th and sixth spots on the grid and netted two points against Tomczyk’s 14.

That drop-off in form was coupled with a four-race run by Ekstrom during which the Swede dropped only two points from a maximum of 40, proving utterly dominant for Audi at the Nurburgring, Oschersleben and Valencia. That meant that the two-time champion needed only sixth place at the Hockenheim finale to snatch the runner-up spot in the table from Spengler.

So is the Canadian simply a loser? A fragile mind who cracks when the pressure is really on? He thinks not.

“I’ve fought for this championship

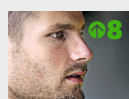
seriously four times in seven years, and when you do that, you are no loser,” he says.

“I’ve been the one fighting hard to keep the Mercedes star on top this year, and that’s a nice feeling, but I’d love us to have been more in front as a team and come to the last race fighting for the championship. But it was close. I don’t want to say we had a car deficiency, but definitely the ’08 Audi was the strongest this year – just like it was in 2008.”

He won’t have a car deficiency to Tomczyk next year. Both are heading off to BMW as the Bavarian giant returns to the DTM after 20 years away. Expect the competition, already hot this year, to step up a notch. ❧

OUR TOP 10 DRIVER RATINGS

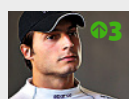
⬆️ up ⬇️ down RE re-entry NE new-entry NC no change



1 MARTIN TOMCZYK

Deserving title winner who refused to lay down after being demoted to old Audi. Instead, he tapped into the benefit of a 25kg weight advantage on Hankook rubber to score points in every race and defeat long-time rival Bruno Spengler in the fight for the title.

DEFINING MOMENT: Ace pitstop at Lausitz that got him out ahead of Spengler and led to a win, the points lead and Audi’s title nomination.



2 BRUNO SPENGLER

The fastest and most-consistent Mercedes driver over the season, and its only man to win – or even look like it – until Green’s Hockenheim domination. Would have been our number one had his performances not dropped off a cliff face at the final two races.

DEFINING MOMENT: Damper breakage at Oschersleben that caused a critical 10-point swing in Tomczyk’s favour with two to go.



3 MATTIAS EKSTROM

After nursing ‘a forklift’ to second at the Hockenheim opener, the two-time champ looked out-of-sorts until July – even though he insists all was normal. After his Spa 24 Hours win, however, he took 38 points out of 40 over the next four races, eclipsing Spengler for an unlikely P2 in the points.

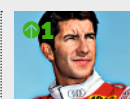
DEFINING MOMENT: Nurburgring weekend the catalyst for a brilliant second half of year.



4 JAMIE GREEN

The only Merc man to get near Spengler on Saturdays as the second-best qualifier in the DTM. But too often he started races badly, and rarely recovered the lost ground. At least totally dominating the final race made up for “a bit of a strange season” for the Brit.

DEFINING MOMENT: The lights going out at virtually every race; some mega qualifying efforts were undone by bad starts.



5 MIKE ROCKENFELLER

‘Rocky’ proved his promotion to an Abt car was deserved by winning round two at Zandvoort, and was Audi’s top man in the series until his horrific accident in the Le Mans 24 Hours. Missed only one DTM race as a result, but only he knows quite how much the recovery period hampered him. Still a class act.

DEFINING MOMENT: High-speed Le Mans crash derailed rest of season.



6 EDOARDO MORTARA

The outstanding rookie could have finished sixth on his debut and been on pole for his third race had outside factors not conspired against him. But as the year – which included two podiums – wore on, errors crept in and Valencia and Hockenheim results were lost to Saturday crashes.

DEFINING MOMENT: Poor qualify at Oschersleben turned into brilliant wet podium.



7 MIGUEL MOLINA

The Spaniard didn’t score until Oschersleben, having had some brilliant drives – at Lausitz in particular – go unrewarded. A great end to the season included two poles and his maiden podium. But the seven points that went begging would have had him in the championship top 10.

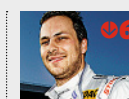
DEFINING MOMENT: Clutch exploding against a Lausitz kerb typical of his bad luck.



8 TIMO SCHEIDER

‘Super Timo’ would have given his right arm for an ’08 Audi (a car he adored anyway), and the two-time champ found it tough to be at the sharp end. How he managed fourth in the points, despite finishing on the podium only once, is a testament to his ‘never-say-die’ attitude.

DEFINING MOMENT: Ninth to second at Lausitz achieved by clever tactics rather than searing speed.



9 GARY PAFFETT

AUTOSPORT’s pre-season title favourite had a hideous year, his best hope of a podium disappearing into the wall at a very wet Lausitz. Like Green he didn’t tend to start well, his climb from last to sixth at Hockenheim a clear exception and highlight. He’ll be eager for a fresh start in the C-coupe.

DEFINING MOMENT: Norising crash summed up a year in which nothing went right.



10 MARO ENGEL

The German started brightly with points in the first two races but, as the disparity between the old-spec Audis and Mercedes on Hankooks surfaced, his form fell off. Usually the best of the ’08 Merc brigade in races, but was often beaten by Persson rookies in qualifying.

DEFINING MOMENT: Podium chance vanished at Spielberg due to first-corner collision with Mortara.

2011 DTM

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	MARTIN TOMCZYK (D)	PHOENIX RACING	AUDI A4 (2008)	5	3	1	1	3	5	1	2	3	2	72
2	MATTIAS EKSTROM (S)	ABT SPORTSLINE	AUDI A4 (2009)	2	8	R	11	7	1	2	1	1	6	52
3	BRUNO SPENGLER (CDN)	HWA	MERCEDES C-CLASS (2009)	1	2	4	3	1	2	7	13	7	9	51
4	TIMO SCHEIDER (D)	ABT SPORTSLINE	AUDI A4 (2009)	4	5	7	2	4	4	16	R	4	7	36
5	JAMIE GREEN (GB)	HWA	MERCEDES C-CLASS (2009)	7	4	6	6	2	6	8	11	10	1	35
6	MIKE ROCKENFELLER (D)	ABT SPORTSLINE	AUDI A4 (2009)	11	1	5	-	14	3	6	6	9	4	31
7	GARY PAFFETT (GB)	HWA	MERCEDES C-CLASS (2009)	6	9	8	4	R	8	4	4	8	5	25
8	RALF SCHUMACHER (D)	HWA	MERCEDES C-CLASS (2009)	3	11	2	12	6	R	5	R	13	11	21
9	EDOARDO MORTARA (I)	TEAM ROSBERG	AUDI A4 (2008)	14	6	16	R	5	7	3	3	16	13	21
10	OLIVER JARVIS (GB)	ABT SPORTSLINE	AUDI A4 (2009)	9	10	3	5	15	10	9	9	6	8	14
11	MIGUEL MOLINA (E)	ABT SPORTSLINE	AUDI A4 (2008)	16	14	11	16	12	12	R	8	5	3	11
12	FILIPE ALBUQUERQUE (P)	TEAM ROSBERG	AUDI A4 (2008)	17	R	12	8	16	9	11	R	2	10	9
13	MARO ENGEL (D)	MUCKE MOTORSPORT	MERCEDES C-CLASS (2008)	8	7	14	10	9	15	10	7	15	14	5
14	CHRISTIAN VIETORIS (D)	PERSSON MOTORSPORT	MERCEDES C-CLASS (2008)	13	15	15	9	11	13	13	5	12	R	4
15	TOM KRISTENSEN (DK)	ABT SPORTSLINE	AUDI A4 (2009)	-	-	-	7	-	-	-	-	-	-	2
16	DAVID COULTHARD (GB)	MUCKE MOTORSPORT	MERCEDES C-CLASS (2008)	10	16	9	13	8	17	12	10	EX	17	1
17	RENGER VAN DER ZANDE (NL)	PERSSON MOTORSPORT	MERCEDES C-CLASS (2008)	18	13	10	14	10	11	15	R	EX	12	0
18	SUSIE WOLFF** (GB)	PERSSON MOTORSPORT	MERCEDES C-CLASS (2008)	12	12	13	NS	13	14	14	R	11	15	0
19	RAHEL FREY (CH)	PHOENIX RACING	AUDI A4 (2008)	15	17	17	15	17	16	17	12	14	16	0

TEAMS: 1 Abt (Ekstrom/Rockenfeller/Kristensen), 85; 2 HWA (Paffett/Spengler), 76; 3 Phoenix (Tomczyk/Frey), 72; 4 HWA (Schumacher/Green), 56; 5 Abt (Scheider/Jarvis), 50; 6 Rosberg (Mortara/Albuquerque), 30; 7 Abt (Molina), 11; 8 Mucke (Coulthard/Engel), 6; 9 Persson (Wolff/Vietoris), 4.

KEY RACES: 1 Hockenheim, May 1; 2 Zandvoort, May 15; 3 Spielberg, June 5; 4 Lausitz, June 19; 5 Norising, July 3; 6 Nurburgring, August 7; 7 Brands Hatch, September 4; 8 Oschersleben, September 18; 9 Valencia, October 2; 10 Hockenheim, October 23. **POINTS SYSTEM:** 10-8-6-5-4-3-2-1. **KEY:** R=Retired; NS=Non-Starter; EX=Excluded; **Drove as Susie Stoddart for first nine races.

Muller march means Brit's Huff is not enough

It was close between Chevy's stars – so at least we got some action. By MARK GLENDENNING



Muller won on Huff's home ground at Donington

OUR TOP 10 DRIVER RATINGS

⬆️ up ⬇️ down RE re-entry NE new entry NC no change



1. YVAN MULLER

Despite a bottom-heavy field, the defending champion was forced to draw upon all his skill and experience to see off Huff's challenge. In the end, the points tally has to act as tie-breaker with Huff.

DEFINING MOMENT: Macau. Couldn't match Huff, but was able to do just enough to get himself over the line.



2. ROB HUFF

This could prove a career-defining season for the Brit. Dominant during the opening rounds, and even when Muller began to claw back, he never let his head drop. Proved himself to be Muller's equal; this gives him plenty to build upon.

DEFINING MOMENT: Macau, where he claimed pole and won both races to keep himself in hunt.



3. ALAIN MENU

It's unfortunate for the veteran Swiss that he came up short – this was probably his most convincing performance across a full season in recent times. Points lost early on put him in a hole he was unable to dig himself out of.

DEFINING MOMENT: Being spat into the barriers at Monza, putting him at an early disadvantage.



4. TOM CORONEL

Again stuck in no-man's land: too good to be eligible for Independent points, yet in no position to challenge for the outright title. Motivation never flagged, and he relished the challenge of being best non-Chevrolet.

DEFINING MOMENT: Off-season switch from SEAT to BMW seemed to bring best out of him.



5. COLIN TURKINGTON

Ranking a driver who contested just three rounds so highly probably seems a bit rich, but ex-BTCC champ was outstanding in Wiechers BMW. It would have been great to see what he could have done over a full season.

DEFINING MOMENT: Tianma suited the BMWs, and he made the most of it to take a second place.



6. ROBERT DAHLGREN

No word yet on how Volvo plans to move on from its 'evaluation season'. Underdeveloped though the C30 was, Dahlgren still had a few opportunities to show his class. Denied chance to spring an upset in Japan by a startline crash.

DEFINING MOMENT: Second on grid at Oschersleben hinted at the Volvo's potential.



7. TIAGO MONTEIRO

This was a frustrating year for the ex-F1 and Champ Car racer, with a good performance at home in Porto the highlight. Efforts to repeat it elsewhere often derailed by accidents – but they usually weren't his fault.

DEFINING MOMENT: Japan. Decent race-one grid spot ruined by a startline crash that put him out for the day.



8. GABRIELE TARQUINI

Former champ was the first to break Chevy stranglehold on the top step of the podium when he won at Zolder, but his habit of being involved in accidents prevented him from delivering more regularly.

DEFINING MOMENT: Brno. Turn 1 crash in first race; solid result in second: that was his year in microcosm.



9. KRISTIAN POULSEN

Before, the Dane finished the Independent class in 10th, sixth and third. This year he won it. Progress? Partly, but he also had fewer quick guys to race. Retired straight after claiming title.

DEFINING MOMENT: Monza. Looked as baffled at being on the outright podium as everyone else did at seeing him there.



10. FRANZ ENGSTLER

Independent BMW owner/driver, who ran Poulsen, continued to be one of the more-reliable figures in the midfield. Highlight was an outright win in the reversed-grid race at Oschersleben.

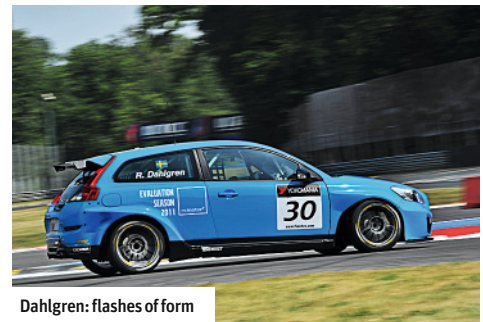
DEFINING MOMENT: The four points he got for his eighths at Porto and Tianma represented his points-per-race average for year.

The World Touring Car Championship has had an increasingly difficult time justifying the need – or demand – for a global series featuring production-based touring cars. But even within that context, the 2011 season was a particularly poor one, with a grid thin on talent, a universally unpopular qualifying system, and an unstable calendar. No less than four rounds were subjected to late rescheduling.

Bleak as the backdrop may have been, Chevrolet still managed to conjure up a decent championship battle, even if the lack of worthy rivals forced it to look within its own walls for opposition. Yan Muller went into the year as favourite to defend his 2010 crown, and although the Frenchman duly achieved it, few expected the degree of resistance presented by team-mate Rob Huff. The Briton might look back on the season as an opportunity missed after letting an early lead slide – he was 36 points ahead of Muller after six races, and remained in front right through to round eight at Oschersleben in July.

Even after he was overhauled by Muller, Huff never stopped fighting. His deficit to Muller was at its greatest after Tianma, when it blew out to 20 points with only the two races in Macau still to come, and yet he still managed to claw it back to fall just three short in the final reckoning. You couldn't ask for much more than pole and two wins from the final race weekend, and it was almost enough to get him across the line.

That we're only just getting to third Chevy man Alain Menu may give the impression that the Swiss driver's season was worse than it actually was. He was equal with Huff and Muller with four poles for the season (he and Huff also had a reversed-grid pole each), and his five race wins were two more than Muller needed to win the 2010 title. But this year's opposition was so weak that both Muller and



Huff were able to win eight times each.

Menu's real problem, however, was that he was fighting with one hand behind his back from early in the season, after being punted out of a podium position by Muller at Monza. Ordinarily, one DNF is not a deal-breaker but, when your only two rivals virtually never drop points, it makes for a rough ride. It's to Menu's credit that he was able to stay in the hunt until the penultimate round in China.

Beyond the Chevrolet garage, the star of the season was Tom Coronel. Buoyed by what he described as a return to a "real car" during the off-season, when he swapped his front-wheel-drive SEAT for a rear-drive BMW prepared by

former works team ROAL, the Dutchman realised from the offset that he could never compete with the Chevrolets, and instead set out to be best of the rest. He only managed one reversed-grid win, at Suzuka – victory celebrated with a stage dive from the bonnet of his 320 TC into the arms of his team – but it was his consistency and cool head when racing in a pack that really made the difference.

Notable changes to the calendar included the series' first visit to Suzuka, although the drivers' excitement at racing on one of the world's great circuits was tempered considerably by the dramatically-truncated East layout that awaited them. ❄

2011 WORLD TOURING CAR CHAMPIONSHIP

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	POINTS
1	YVAN MULLER (F)	RML	CHEVROLET CRUZE 1.6T	2/3	3/R	2/2	5/1	2/1	2/2	1/1	1/5	1/1	4/2	4/1	2/3	433
2	ROB HUFF (GB)	RML	CHEVROLET CRUZE 1.6T	1/4	1/6	1/1	4/2	1/4	3/1	2/2	2/6	5/2	2/3	3/3	1/1	430
3	ALAIN MENU (CH)	RML	CHEVROLET CRUZE 1.6T	6/1	2/2	19/5	1/R	3/3	1/6	3/5	5/2	2/3	1/4	1/6	R/NS	323
4	TOM CORONEL (NL)	ROAL MOTORSPORT	BMW 320 TC	4/2	R/NS	5/15	18/4	4/2	6/5	4/4	10/4	3/7	NC/1	5/5	4/2	233
5	GABRIELE TARQUINI (I)	SUNRED	SEAT LEON 1.6T/TDI	7/6	4/1	R/10	6/3	NC/6	5/7	5/7	3/3	17/4	9/R	NC/2	3/4	204
6	TIAGO MONTEIRO (P)	SUNRED	SEAT LEON 1.6T/TDI	11/7	5/3	3/4	7/5	12/12	4/3	R/R	R/8	8/R	R/NS	8/R	12/8	117
7	KRISTIAN POULSEN (DK)	ENGSTLER MOTORSPORT	BMW 320 TC	5/14	6/R	6/3	9/R	5/8	14/19	9/17	13/R	4/5	5/10	6/7	7/13	112
8	FRANZ ENGSTLER (D)	ENGSTLER MOTORSPORT	BMW 320 TC	9/9	R/12	9/9	15/6	16/R	11/8	6/3	16/1	NC/10	10/11	12/8	6/7	88
9	NORBERT MICHELISZ (H)	ZENGO-DENSION	BMW 320 TC	-	7/8	4/7	2/15	8/15	8/4	NC/12	15/R	7/6	15/9	11/R	8/9	88
10	MICHEL NYKJAER (DK)	SUNRED	SEAT LEON 1.6T/TDI	8/R	8/5	12/R	13/13	10/5	9/12	7/R	7/17	11/15	3/6	14/14	5/5	86
11	ROBERT DAHLGREN (S)	POLESTAR RACING	VOLVO C30	12/13	13/7	15/13	NC/9	6/9	7/16	8/6	4/7	9/9	R/5	9/9	NS/NS	72
12	JAVIER VILLA (E)	PROTEAM	BMW 320 TC	14/8	9/10	8/8	3/7	9/7	R/17	17/16	12/10	6/19	16/8	10/R	11/10	59
13	COLIN TURKINGTON (GB)	WIECHERS-SPORT	BMW 320 TC	-	-	-	-	-	-	10/10	-	-	6/7	2/4	-	46
14	DARRYL O'YOUNG (PRC)	BAMBOO-ENGINEERING	CHEV CRUZE 1.6T/LACETTI	R/11	10/4	7/6	12/8	7/R	12/9	11/8	14/11	15/14	11/R	13/R	R/12	43
15	CACA BUENO (BR)	RML	CHEVROLET CRUZE 1.6T	3/5	-	-	-	-	-	-	-	-	-	-	-	25
16	MEHDI BENNANI (MA)	PROTEAM	BMW 320 TC	10/R	R/11	11/20	14/14	11/10	16/18	14/9	11/R	R/12	8/18	7/11	9/6	24
17	STEFANO D'ASTE (I)	WIECHERS-SPORT	BMW 320 TC	-	-	-	-	-	10/11	-	6/9	10/11	-	-	-	12
18	PEPE ORIOLA (E)	SUNRED	SEAT LEON 1.6T/TDI	13/10	11/14	14/12	10/R	13/11	13/14	12/15	8/12	12/8	18/13	17/13	10/11	11
19	FREDDY BARTH (CH)	SUNRED	SEAT LEON 1.6T/TDI	15/R	R/NS	10/19	8/10	R/16	NC/10	13/11	NC/R	19/18	R/NS	21/12	NS/NS	7
20	YUKINORI TANIGUCHI (J)	BAMBOO-ENGINEERING	CHEV CRUZE 1.6T/LACETTI	18/15	14/EX	13/11	11/11	15/14	15/15	16/13	17/14	14/16	7/14	20/NS	-	6

21 Aleksei Dudukalo (RUS), SUNRED SEAT Leon 1.6T/TDI, 4; 22 Charles Ng (PRC), DeTeam KK Motorsport BMW 320Si, 1.

KEY TO RACES: 1 Curitiba, March 20; 2 Zolder, April 24; 3 Monza, May 15; 4 Hungaroring, June 5; 5 Brno, June 19; 6 Porto, July 3; 7 Donington, July 17; 8 Oschersleben, July 31; 9 Valencia, September 4; 10 Suzuka, October 23; 11 Tianma, November 6; 12 Macau, November 20.
POINTS SYSTEM: 25-18-15-12-10-8-6-4-2-1

KEY: R=Retired; EX=Excluded; NC=Not classified; NS=Did not start.



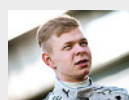
Nasr by the numbers

Carlin team-mates Felipe Nasr and Kevin Magnussen were the stars of British F3. *BEN ANDERSON* watched the Brazilian win it with a superbly consistent campaign



Magnussen attacks Nasr (left) at Snetterton

OUR TOP 10 DRIVER RATINGS



1. KEVIN MAGNUSSEN

Just edges Nasr in AUTOSPORT's head-to-head comparison and was very unlucky not to win more than seven races in his first UK season. A few errors and a lot of unreliability prevented a proper title challenge.

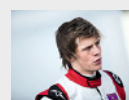
DEFINING MOMENT: Having Nasr beaten at the Nurburgring before mechanical gremlins struck.



2. FELIPE NASR

A textbook championship campaign for the Brazilian; he was fast everywhere and racked up podiums and points with the consummate professionalism expected of a top second-year driver.

DEFINING MOMENT: Winning twice superbly at the Monza season opener to take immediate control of the title race.



3. WILL BULLER

Buller was the only non-Carlin driver to finish the title race inside the top six. The Northern Irish Fortec driver raced superbly at times, but made life difficult for himself by often underperforming in qualifying.

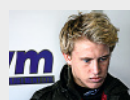
DEFINING MOMENT: Battling through the field in difficult conditions after qualifying badly at Rockingham.



4. LUCAS FORESTI

Enigmatic Brazilian came out of his shell after switching from Carlin to Fortec for 2011. Went missing in the second half of the season, but was mightily impressive in the early rounds.

DEFINING MOMENT: Making it three wins in three rounds on the Brands GP circuit before being off the pace on the continent.



5. RUPERT SVENDSEN-COOK

The ex-Formula BMW racer was much more of a factor in his second season at this level; showed flashes of real pace at times this year and was unlucky not to score more points than he managed.

DEFINING MOMENT: Scoring two poles on the daunting Brands GP circuit before falling away in the wet races.



6. CARLOS HUERTAS

Moved from Double R to Carlin for a third year of F3 and was expected to challenge for the title. Had speed, and became the first Colombian since Juan Pablo Montoya to win in British F3, but didn't raise his game enough.

DEFINING MOMENT: Winning the last race of the season proved he could get the job done – eventually.



7. PIETRO FANTIN

Impressive progress from a driver with lots of test miles but little race experience under his belt. Was brilliant at Rockingham, after a tough three-round run on the continent.

DEFINING MOMENT: Dominant double pole at Rockingham followed by the tardy getaways of an inexperienced racer.



8. JACK HARVEY

Struggled to find his feet early on, following graduation from Formula BMW Europe, but things started to click once the championship went abroad and Harvey was consistently fast during the run-in.

DEFINING MOMENT: Three top-six finishes in three races at Paul Ricard banished early-season demons.



9. JAZEMAN JAAFAR

The Petronas protege showed a marked improvement on his first year in British F3. There were fewer shunts and more points, but the Malaysian never really looked like taking a pole or winning a race.

DEFINING MOMENTS: Run of 12 top-six finishes from the first 15 races showcased newfound consistency.



10 SCOTT PYE

The Aussie struggled with a lack of budget and pre-season testing, but came on strong after mid-season change of management. Higher scoring over final three rounds showed potential.

DEFINING MOMENT: Putting tough early season behind him by splitting Magnussen and Nasr in Silverstone finale.

The expected title showdown between British Formula 3 Championship returnee Felipe Nasr and German F3 Cup graduate Kevin Magnussen unfortunately didn't materialise in 2011. These two were the standout drivers of a year in which grids held up well and the championship again showed why it is a great place for Formula 1 hopefuls to train.

Champion Nasr and Carlin team-mate Magnussen were clearly the class of the field, winning 14 races evenly between them, but a problematic season for the Dane meant he scored fewer podiums than his Brazilian rival and ended the year well adrift in the title race.

There grew a yawning chasm between them in the points, but the differences in their respective levels of performance were far smaller. Magnussen seemed the more aggressive and dynamic driver, but this inevitably led to the odd mistake, while Nasr's calm, level-headed approach meant he racked up points with metronomic consistency.

Nasr's star drive came in the Monza season opener. Having switched to Carlin from Double R Racing over the winter, the Brazilian arrived in Italy as the title favourite and promptly failed to qualify on the first two rows of the grid. The way he recovered to win both of the main points-paying races – keeping his head through all the slipstreaming chaos erupting around him – was the work of a champion. Four victories and four second places across the first four meetings of the season were the foundation of his title win.

Magnussen's season started in diametrically-opposed fashion: two impressive front-row qualifying spots, but only one top-six finish in those first two weekends. His potential was obvious immediately, but a qualifying crash during the next round at Oulton Park, followed by a sequence of mechanical woes, ruined his chances.

The Dane got his season going by mugging



Nasr delivered as expected

“Nasr's calm and level-headed approach meant he racked up points with metronomic consistency”

Nasr for two wins at Snetterton in round three (twice going round the outside of his rival at Riches after restarts!) and upped his game further when the series visited Europe in the summer. But Magnussen lost a certain win to Nasr when a recurring electrical misfire struck at the Nurburgring, before Hitech guest driver Antonio Felix da Costa punted him out of the lead at the last corner at Paul Ricard – handing another victory to Nasr and all but ending Magnussen's slim title hopes.

These two were the clear standouts among Carlin's six drivers, with Carlos Huertas, Rupert Svendsen-Cook, Jazeman Jaafar and rookie Jack Harvey fighting with the top Fortec, Double R and Hitech pilots to be best of the rest.

Colombian Huertas's third season at this

level was easily his most impressive. He was quick in pre-season testing, qualified well and scored points consistently, but probably expected more than a single win at the Silverstone finale.

Team-mates Svendsen-Cook and Jaafar were similarly much-improved, but RS-C's form ebbed and flowed with his confidence in his car, while Jaafar never looked like challenging for victory, despite achieving greater maturity behind the wheel. Rookie Harvey (who spent his formative years in Formula BMW Europe) struggled in the early rounds on unfamiliar UK circuits, but came on strong once the series went abroad in the summer.

Fortec's sophomore duo Will Buller and Lucas Foresti were the most-regular threat to Carlin's fastest drivers and Buller broke its monopoly of the top five by taking fourth in the points. After a difficult pre-season, Fortec starred in the opening two rounds of the season, with Buller taking two poles at Monza and Foresti scoring a stunning maiden win at Oulton Park. After taking a further expertly-judged win at Brands Hatch in round three, Foresti crumbled under the pressure of being a frontrunner and fell away badly in the second half of the year, while Buller stymied his often excellent race pace by underperforming in qualifying.

Their rookie team-mate Harry Tincknell, Double R's Scott Pye and Hitech Racing's Pietro Fantin all showed flashes of real potential, with Tincknell scoring an impressive podium at the Nurburgring, Fantin nailing two poles and a maiden win at Rockingham, and Pye impressively splitting Magnussen and Nasr in race one of the Silverstone finale – in Nasr's old car!

Pye's cameo at the front prevented a final head-to-head fight between the two main men of 2011. It's a shame there weren't more of them over the course of the year. ❄

2011 COOPER TIRES BRITISH FORMULA 3 INTERNATIONAL SERIES

POS	DRIVER (NATIONALITY)	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	POINTS
1	FELIPE NASR (BR)	CARLIN	DALLARA-VOLKSWAGEN F308	1*/2/1*	2/5/1	2*/6/17*	2/6/1	2/4/1	1*/16/1	9/8/7*	6*/2*/3	R/10*/9	3/7/R	318
2	KEVIN MAGNUSSEN (DK)	CARLIN	DALLARA-VOLKSWAGEN F308	15/8/6	8/18/R	1/8*/1	8/11/15*	1*/6/5*	4/4/R	7*/1/8	7/5/1	R*/16/1	1*/8*/2*	237
3	CARLOS HUERTAS (CO)	CARLIN	DALLARA-VOLKSWAGEN F308	3/6/4	4/6/10	3/10/2	5/3/5	R/R/3	3/5/5	10/11/9	5/6/11	2/6/4	7/9/1	222
4	WILL BULLER (GB)	FORTEC MOTORSPORTS	DALLARA-MERCEDES F311	4/3*/7	14/13/5	9/3/R	6*/15*/3	5/R/7	7/1*/2	2/10/3	15/3/4	8/2/16	6/12/5	197
5	RUPERT SVENDSEN-COOK (GB)	CARLIN	DALLARA-VOLKSWAGEN F308	5/1/8	10/8/4	4/R/13	3/7/R	8/2/6	6/2/4	6/2*/14	2/10/R	1/8/3	R/15/3	191
6	JAZEMAN JAAFAR (MAL)	CARLIN	DALLARA-VOLKSWAGEN F308	2/5/3	3/4/6	16/16/4	4/5/4	4/5/11	8/9/R	3/EX/12	4/4/5	5/4/10	4/19/9	187
7	LUCAS FORESTI (BR)	FORTEC MOTORSPORTS	DALLARA-MERCEDES F311	9/17/2	1*/7/2*	10/1/9	1/8/2	9/11/4	9/7/R	13/13/11	11/12/12	17/7/8	5/2/6	170
8	PIETRO FANTIN (BR)	HITECH RACING	DALLARA-VOLKSWAGEN F308	R/9/5	5/2*/9	6/4/5	12/9/10	11/R/8	15/8/R	19/14/EX	1/19/2*	12/14/6	9/3/8	119
9	JACK HARVEY (GB)	CARLIN	DALLARA-VOLKSWAGEN F308	R/10/17	11/10/19	15/R/12	13/12/6	7/1*/14	5/6/3	5/12/10	3/14/6	3/9/R	10/6/18	112
10	SCOTT PYE (AUS)	DOUBLE R RACING	DALLARA-MERCEDES F308	R/12/14	9/9/8	R/11/7	7/4/8	12/10/12	14/R/R	16/16/15	8/1/7	4/R/5	2/20/17	81
11	HARRY TINCKNELL (GB)	FORTEC MOTORSPORTS	DALLARA-MERCEDES F311	11/11/16	6/3/7	8/2/8	10/1/9	3/8/9	10/17/R	22/R/16	R/13/8	7/5/14	12/16/11	78
12	RIKI CHRISTODOULOU (GB)	HITECH RACING	DALLARA-VOLKSWAGEN F310	6/4/11	7/1/12	5/7/3	-	-	-	-	-	-	-	51
13	ANTONIO FELIX DA COSTA (P)	HITECH RACING	DALLARA-VOLKSWAGEN F310	-	-	-	-	6/7/2	2/3/9*	-	-	-	-	51
14	MENASHEH IDAFAR (BRN)	T-SPORT	DALLARA-VOLKSWAGEN F311	8/18/10	R/R/3	14/17/19	9/2/R	19/R/R	R/11/12	R/R/19	9/7/R	11/3/11	19/4/13	48
15	PIPO DERANI (BR)	DOUBLE R RACING	DALLARA-MERCEDES F308	R/R/9	R/14/13	13/12/6	15/13/R	14/9/13	13/R/10	18/21/R	13/8/R	10/R/2	14/5/12	36
16	HYMEL LLOYD (GB)	SINO VISION RACING	DALLARA-MERCEDES F308	7/7/15	12/11/14	7/5/14	R/R/7	16/13/19	12/10/7	15/18/R	10/9/R	15/13/12	11/R/10	34
17	VALTTERI BOTTAS (FIN)	DOUBLE R RACING	DALLARA-MERCEDES F308	-	-	-	-	-	-	-	-	6/1/13*	-	17
18	ALEXANDER SIMS (GB)	MOTOPARK ACADEMY	DALLARA-VOLKSWAGEN F308	-	-	-	-	-	-	-	-	-	8/1/7	17
19	PEDRO NUNES (BR)	HITECH RACING	DALLARA-VOLKSWAGEN F308	-	-	-	-	10/3/10	-	-	-	-	-	10
20	MITCH EVANS (NZ)	DOUBLE R RACING	DALLARA-MERCEDES F308	-	-	-	-	-	-	-	-	-	R/11/4	10

21 Fahmi Ilyas (MAL), Fortec Motorsports Dallara-Mercedes F311, 7; 22 Adderly Fong (PRC), Sino Vision Racing Dallara-Mercedes F308, 5; 23 Bart Hylkema (NL), T-Sport Dallara-Volkswagen F311, 5; 24 Max Snegirev (RUS), Hitech Racing Dallara-Volkswagen F308, 2; 25 Bruno Mendez (E), Hitech Racing Dallara-Volkswagen F308, 1; 26 Yann Cunha (BR), T-Sport Dallara-Volkswagen F311, 36.

ROOKIE CUP: 1 Kotaro Sakurai (J), Hitech Racing Dallara-Mugen Honda F305, 378; 2 Bart Hylkema (NL), T-Sport Dallara-Mugen Honda F307, 214; 3 Luca Orlandi (I), Team West-Tec Dallara-Mugen Honda F307, 45.

KEY TO RACES: 1 Monza, April 16-17; 2 Oulton Park, April 23 & 25; 3 Snetterton, May 14-15; 4 Brands Hatch GP, June 18-19; 5 Nurburgring, July 2-3; 6 Paul Ricard, July 16-17; 7 Spa-Francorchamps, July 29-30; 8 Rockingham, September 3-4; 9 Donington Park, September 24-25; 10 Silverstone GP, October 8-9.

POINTS SYSTEM: 20-15-12-10-8-6-4-3-2-1, plus 1 for fastest lap (denoted by *) in races one and three; 10-9-8-7-6-5-4-3-2-1, plus 2 for fastest lap (denoted by #) in race two.

KEY: R=Retired; EX=Excluded.

Roberto Merhi (E), Prema Powerteam Dallara-Mercedes F308, won races one and three at Spa but scored no points.



Bortolotti wrapped up the title at Monza

Italian proves a point

Mirko Bortolotti has had a rollercoaster career including flirtations with F1 at Ferrari and Red Bull. He really needed a big season... By *SAM TREMAYNE*

At just 21, Mirko Bortolotti has already tested twice in Formula 1, won the Italian Formula 3 title and been part of the Red Bull and Ferrari young-driver programmes. Yet the vagaries of modern motorsport dictated that his Formula 2 return – after a season in GP3 – needed to be a success; that he needed not just to win races, but to do so in style.

It was clear even after the first race, at Silverstone – where he took pole position and victory – that he would be a title threat. What was not evident, particularly after he finished sixth and third at Magny-Cours, was just how dominant his season would turn out to be.

“After the winter testing I felt very comfortable in the car, and as soon as the season started we had a win,” Bortolotti reflects. “Obviously the goal when we decided to come back was the title, but that’s not always easy. That’s why I’m so happy with my season – we were competitive in all the rounds, we won on every F1 circuit and our level never dropped.”

The last sentiment sums up his campaign best. Only twice in 16 races did he finish off the podium, and even then sixth was his worst result. Seven victories and seven poles are testament to an unrelenting pace that



“Seven wins and seven poles are testament to an unrelenting pace that overwhelmed the field”

overwhelmed the rest of the field. Simply put, the longer it went, the more Bortolotti existed in a class of his own.

Not that he always had it his own way. Miki Monras cruised to his first win of the year at Silverstone and then finished ahead of Bortolotti in a wet Magny-Cours opener to assume the championship lead. One race later and it was Christopher Zanella’s turn to lead, as he completed a clean sweep of victories on the French circuit to move five points clear.

By the fifth race, at Spa, F2 had its fifth different polesitter and fourth race winner. Ramon Pineiro opened his account for the season by topping qualifying, before Britain’s Will Bratt came through from fifth on the grid to claim a maiden F2 victory.

It was to be the last time Bortolotti was not on top of the standings. Victory in the second Spa race gave him the points lead over Zanella, and he would extend it in every race thereafter. He won on five further occasions – twice at the Nurburgring, at Monza to seal the title and twice again at Barcelona – and by the season finale his advantage was over 100 points.

“Barcelona was the perfect way to say goodbye,” he says. “I don’t think I could have finished the year better. It makes me proud to be the first driver in the points in every race,

and to have the most wins in the new era of F2.”

Pineiro was the only man able to live with Bortolotti in the second half of the year, but the Palmer Audi graduate's early low points scores meant his title challenge was already blown. After seven podiums in the final eight races, he was just four points off Zanella once dropped scores were accounted for, the Swiss driver keeping his nose in front thanks to his fantastic opening and his consistency. In 16 races this graduate of Italian F3 brought the car home in the points 15 times, a record better than previous champions Andy Soucek and Dean Stoneman.

The season nevertheless belonged to

Bortolotti. What happens next will be more difficult of course. Here F2's biggest asset – its low-cost philosophy – can also be its hubris. Money talks, and for Bortolotti that means dealing with issues out of his control.

“In single-seaters I have done everything in my hands,” he says frankly. “F1 is not always relating with results, potential or talent though: unfortunately it also relates with elements not in my hands, like finance. We have shown good potential in all the tests I have done in the past, so I think we could do a good job. But we have to consider our situation, and analyse what's going to be realistic for us.”



Pineiro carried fight to Bortolotti in second half

OUR TOP 10 DRIVER RATINGS



1. MIRKO BORTOLOTTI

On his return (he was a winner in F2 in 2009), he was the quickest driver and the most consistent, and that made for a devastating combination over the season. Won seven times and finished every race in the points, a record in the new era of F2.

DEFINING MOMENT: Winning the title with victory on home soil at Monza capped a fairytale season.



2. RAMON PINEIRO

Spain just edges Switzerland for silver. Still only 20, and new to this level of motorsport, Pineiro made up for a stuttering start with a run of three wins and seven podiums in the final eight races to edge Zanella in our rankings.

DEFINING MOMENT: Breakthrough win at Brands was the start of six podiums in the final seven races.



3. CHRISTOPHER ZANELLA

Exceeded expectations, particularly in the early races. A double win at Magny-Cours put him in the championship lead, but his challenge faded and he failed to get on the podium in the final eight races.

DEFINING MOMENT: Sixth and seventh at Brands ended title challenge, but summed up his knack of scoring points.



4. MIKI MONRAS

Ex-GP3 racer justified pre-season billing with an early win, and then led championship after round three. That was as good as it got, as a mid-season slump meant he dropped down the order. More was expected.

DEFINING MOMENT: Followed third straight non-score with a Monza podium, helping him keep fourth.



5. WILL BRATT

Breakthrough win at Spa suggested he could have been a genuine contender until budget issues curtailed his season. Would have been interesting to see what he did with a full season.

DEFINING MOMENT: Disqualified from second at Silverstone for missing a penalty flag – it just wasn't meant to be...



6. MIHAI MARINESCU

Breakthrough victory at Monza was the highlight, but too often he struggled with qualifying inconsistency. Five non-scores proved costly to the Romanian's bid for a top-three berth.

DEFINING MOMENT: Breakthrough win was followed by a retirement from race two at Monza – his season in a nutshell.



7. ALEX BRUNDLE

Would have finished fourth in the standings, 52 points to the good, if points were awarded for qualifying. Instead struggled to match his one-lap pace in the races. Pole in France showed his potential.

DEFINING MOMENT: Pole at Magny-Cours became third at the flag. Couldn't match qualifying pace on a consistent basis.



8. TOBIAS HEGEWALD

Won two races in 2009, but ran inside the top two for just nine and a half laps all year this term. Too often went backwards in races, but did remain in mathematical contention for third heading into final round.

DEFINING MOMENT: Podium at Magny-Cours was followed by one top six in the next three races and he dropped away.



9. JACK CLARKE

F2 loyalist twice qualified inside the top five, and both times he finished on the podium, including Brands win – proof that when he got it right he was in the mix. Too often was let down by qualifying pace.

DEFINING MOMENT: Maiden F2 win at Brands Hatch was a welcome boost and helped banish early-season demons.



10. KELVIN SNOEKS

Didn't trouble the top order too often, but was also well clear of Mikkell Mac and the rest of the field from 11th down. Often made good ground in the races, but qualified lower than he should have.

DEFINING MOMENT: Made 10 places to finish sixth at the Nurburgring, but too often found himself having to salvage a result.

2011 FIA FORMULA 2 CHAMPIONSHIP

POS	DRIVER (NATIONALITY)	1	2	3	4	5	6	7	8	POINTS
1	MIRKO BORTOLOTTI (I)	1/2	6/3	2/1	1/1	5/2	2/2	2/1	1/1	298*
2	CHRISTOPHER ZANELLA (CH)	7/3	1/1	3/2	2/3	6/7	12/4	5/6	6/7	189**
3	RAMON PINEIRO (E)	5/11	5/9	7/12	14/10	2/1	1/1	4/2	3/2	185
4	MIKI MONRAS (E)	3/1	4/4	9/4	4/8	4/9	R/11	17/3	2/4	153
5	MIHAI MARINESCU (RO)	4/5	R/5	8/5	R/11	R/4	3/3	1/R	5/3	138
6	TOBIAS HEGEWALD (D)	6/4	2/8	4/R	12/4	3/5	15/6	6/9	4/11	121
7	ALEX BRUNDLE (GB)	19/R	3/2	5/7	R/5	R/17	4/R	3/4	8/5	112
8	JACK CLARKE (GB)	8/6	13/10	19/6	3/7	1/3	5/R	8/7	7/9	110
9	WILL BRATT (GB)	2/EX	8/7	1/3	7/2	-	-	-	-	92
10	KELVIN SNOEKS (NL)	R/8	10/R	10/9	6/19	R/R	R/5	11/8	9/6	40
11	MIKKEL MAC (DK)	12/9	15/12	11/14	8/6	13/11	R/9	9/11	10/8	23
12	THIEMO STORZ (D)	14/14	9/15	6/10	9/15	R/R	R/14	7/R	11/16	19
13	LUCIANO BACHETA (GB)	-	-	-	-	-	7/10	10/5	-	18
14	JORDAN KING (GB)	-	-	17/8	5/9	R/10	-	-	-	17
15	ARMAAN EBRAHIM (IND)	11/7	12/R	13/20	15/13	9/6	14/R	-	-	16
16	BENJAMIN LARICHE (F)	13/10	11/13	20/R	13/12	R/8	8/8	13/10	13/10	15
17	JON LANCASTER (GB)	-	7/6	-	-	-	-	-	-	14
18	MAXIM SNEGIREV (RUS)	9/R	16/14	14/13	11/18	7/R	11/7	16/R	12/12	14
19	JULIAN THEOBALD (D)	17/R	17/R	15/15	16/R	-	6/12	R/R	-	8
20	JAMES COLE (GB)	15/13	18/17	16/16	18/14	8/12	9/18	14/15	14/15	6

21 Johannes Theobald (D), 1; 22 Jose Luis Abadin (E), 1; 23 Plamen Kralev (BG), 1; 24 Tom Gladdis (GB), 1

CAR: All drivers in Williams-Audi JPH1B

KEY TO RACES: 1 Silverstone, April 16-17; 2 Magny-Cours, May 14-15; 3 Spa-Francorchamps, June 25-26; 4 Nurburgring, July 2-3; 5 Brands Hatch GP, July 23-24; 6 Red Bull Ring, August 27-28; 7 Monza, October 1-2; 8 Barcelona, October 29-30.

POINTS SYSTEM: 25-18-15-12-10-8-6-4-2-1. Drivers drop worst two rounds, affecting Mirko Bortolotti, who scored 316 points before dropped scores (as denoted by *) and Christopher Zanella (**), who scored 195.

KEY: R=Retired; EX=Excluded.



Vergne couldn't quite catch Wickens in 2011

Wickens's Carlin Cup final

The Canadian beat Vergne in an intra-team scrap, watched by *PETER MILLS*

This year's Formula Renault 3.5 title run-in perhaps surpassed all others for tension, as Carlin's close-matched pairing of Robert Wickens and Jean-Eric Vergne showed the signs of feeling the strain during a pressure-cooker penultimate round at Paul Ricard.

Buoyed by a successful appeal, which reinstated him to an early-season Monza victory, reigning British Formula 3 champion Vergne appeared to revel in the Gallic support at his home round and charged to his fifth win of the season in the Saturday race.

Wickens attempted to maintain composure after witnessing the sudden slashing of what many had considered an unassailable points lead and, perhaps coincidentally, the Toronto ace delivered a rare wayward performance in race two. In fact, neither man left the Var department of Provence-Alpes-Cote d'Azur wholly satisfied with events on Sunday.

An almost certain victory for Vergne was denied by a problematic tyre change, and his frustration was stoked by wincing at defensive tactics from his adversary, who cut across the track after rejoining from his own pitstop in a failed bid to keep Vergne at bay. By contrast, the Parisian's Red Bull Junior colleague Daniel Ricciardo executed firm but rather better-mannered actions in a late-race scrap. In what would be his last appearance in the category, the Australian was in no mood to yield, given the uncertainty surrounding Red Bull's

placing of its stable of talent in 2012.

Vergne's final result of third closed the gap on Wickens to two points, but the championship lead had been there for taking. Had he done so, the dynamic of what proved to be an explosive Barcelona final may have fundamentally differed.

Wickens reinstated his authority at the Circuit de Catalunya in the Saturday race with a dominant – 20 seconds-plus – victory over

“Despite the messy conclusion, for the most part the battle was conducted sportingly”

Vergne. But a scrappy pair of collisions at the start of race two denied the anticipated thrilling climax to the year.

Wickens retired instantly as a result of smashed suspension in the second impact. The former GP3 and Formula 2 runner-up endured a nervous wait before confirmation as champion, impotently watching from the sidelines as Vergne's faltering machine slid from the fifth place required to wrest the title.

Despite the messy conclusion, for the most part the battle was conducted sportingly. Both men can be proud of their seasons, and in Wickens the series has a worthy winner who

had the measure of Vergne on one-lap pace, as his 12-5 qualifying record testifies.

Fortec Motorsports new boy Alexander Rossi offered the most consistent challenge to the Carlin duo, although the Californian's early momentum was derailed by an awful run of misfortune mid-season.

Ricciardo was also a regular for honours. But whether it was his burgeoning F1 commitments or the change from Tech 1 to ISR for 2011, the raw qualifying speed of his stellar rookie '10 season appeared reluctant to come to the fore with its previous regularity.

With Ricciardo absent from two rounds owing to Formula 1 duties with Toro Rosso and HRT, he was demoted to fifth in the standings at the last race, when underfunded Albert Costa achieved a home win. The

New boy Korjus smokes inside Costa at Aragon



Catalan's successor as Renault Eurocup champ, Kevin Korjus, surpassed expectations in his maiden year. Three wins at former champion team Tech 1 was a fine tally, although the 18-year-old struggled to achieve consistency.

Costa's team Epic achieved the best results of three newcomers to the 2011 season, but the Spanish squad was rejected from the oversubscribed '12 entry slots in favour of teams demonstrating closer compliance to Renault Sport's selection criteria.

This year's other new squads, BVM Target and Gravity-Charouz, remain after promising

efforts. Joining Epic as a reluctant absentee from next year's grid is former Lotus reserve driver Fairuz Fauzy's family Mofaz team, which will focus on its Asian arm. The heavyweight arrivals of MW Arden and GP2 champion DAMS ably fill the void.

A new crop of drivers will be encouraged by the steps made by the class of 2011 towards fulfilling their F1 ambitions. But while Toro Rosso new recruits Vergne and Ricciardo have reason for added festive cheer, Wickens's hopes of racing against his recent sparring partners in F1 appear to be on hold for another season. ❧



Costa took an 'Epic' win at the season finale

OUR TOP 10 DRIVER RATINGS



1 ROBERT WICKENS

Had an edge over Carlin team-mate Vergne in qualifying, and his racecraft had improved since his previous FR3.5 season in 2008 to the extent that it matched his inherent speed. Superb season, despite Barcelona crash.

DEFINING MOMENT:

Bounced back from a trying weekend at the Hungaroring to score a double at Silverstone.

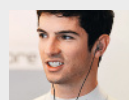


2 JEAN-ERIC VERGNE

Reproduced his stunning 2010 British F3 and FR3.5 form to joust with Carlin team-mate Wickens for the title until the final race. Demonstrated resolve by reducing a 34-point deficit in August to finish just nine points adrift.

DEFINING MOMENT:

Soared into the championship lead following a dominant pair of wins at the Hungaroring.



3 ALEXANDER ROSSI

Fortec's ex-GP3 racer was by some margin the best FR3.5 newcomer this season. A win in the opening round led to hopes of a title assault, but the Californian fell short in tackling the Carlin duo's unbeatable mix of speed and surefootedness.

DEFINING MOMENT:

Demonstrated flair to convert smart strategy into a win at Motorland's season opener.



4 DANIEL RICCIARDO

The move from Tech 1 to Czech squad ISR didn't quite deliver the hoped-for punch, but Ricciardo still reaffirmed his talent to backer Red Bull and received his deserved Formula 1 call-up with HRT.

DEFINING MOMENT:

Glied between a Friday practice outing for Toro Rosso in Monaco to a flawless second FR3.5 victory in the streets of the Principality.



5 ALBERT COSTA

The Catalan has been a consistent frontrunner during two seasons in the category. Budget pressures at Epic threatened to curtail his season, but a thoroughly just maiden win was scored at the final race.

DEFINING MOMENT:

A breathless performance on home ground at Barcelona, delivering a breakthrough victory.

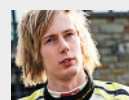


6 KEVIN KORJUS

Surpassed expectations by recording a debut win, under constant pressure, at Motorland's opening round. The series' youngest-ever winner (aged 18) spent several races in the midfield, but on balance should receive high praise.

DEFINING MOMENT:

Fending off Rossi to take a startling victory in round one at Motorland.



7 BRENDON HARTLEY

Former Red Bull Junior driver was an asset to newcomer Gravity-Charouz. Hartley adjusted to the team's mid-season technical shake-up with great professionalism. But despite a number of strong drives, his sought-after first win failed to materialise.

DEFINING MOMENT:

A front-row start at Monaco, the prelude to a fine podium.



8 SERGIO CANAMASAS

The Madrid racer emerged as, arguably, the revelation of the season. After failing to register a point with the now-departed FHV Interwetten team in 2010, Canamasas – engineered by ex-Carlin man Marcus Koch – created a shock at the Hungaroring by taking the fight to Vergne.

DEFINING MOMENT:

Sensational pole for race two at Hungaroring.



9 DANIIL MOVE

P1 Motorsport's experienced returnee led the early laps at Motorland's opening race before dropping to third. The result was repeated at Monza and Barcelona, but the Russian may have hoped for more.

DEFINING MOMENT:

Team and driver recovered from tech changes at P1 mid-season to return to the podium at the Barcelona finale.



10 NELSON PANCIATICI

The Frenchman enjoyed a respectable season, regularly troubling the top six. Others to demonstrate potential included Fortec's double pole-winner Cesar Ramos; Pons Racing's Britons Oliver Webb and Nick Yelloly; and Kiwi Chris van der Drift.

DEFINING MOMENT:

Fourth in first Motorland race. On course for repeat until fuel-pressure drama.

2011 FORMULA RENAULT 3.5 SERIES

POS	DRIVER (NATIONALITY)	TEAM	1	2	3	4	5	6	7	8	9	POINTS
1	ROBERT WICKENS (CDN)	CARLIN	2/5	1/2	R/R	2	1/2	5/7	1/1	2/19	1/R	241
2	JEAN-ERIC VERGNE (F)	CARLIN	6/7	2/1	2/1	12	R/4	1/1	12/4	1/3	2/R	232
3	ALEXANDER ROSSI (USA)	FORTEC MOTORSPORTS	1/2	7/7	17/3	R	R/R	2/5	3/EX	16/1	4/7	156
4	ALBERT COSTA (E)	EPIC RACING	4/3	3/5	18/5	9	5/6	R/2	5/5	EX/7	R/1	151
5	DANIEL RICCIARDO (AUS)	ISR	-/-	10/9	6/2	1	2/5	NS/12	2/2	6/2	-	144
6	KEVIN KORJUS (EE)	TECH 1 RACING	R/1	R/R	1/R	4	3/1	6/23	8/8	9/18	11/R	120
7	BRENDON HARTLEY (NZ)	GRAVITY-CHAROUZ	21/R	4/8	5/R	3	14/7	8/6	21/7	3/20	NS/3	95
8	SERGIO CANAMASAS (E)	BVM TARGET	22/10	9/R	R/8	21	9/11	3/4	10/19	5/17	5/4	69
9	NELSON PANCIATICI (F)	KMP RACING	3/R	5/10	NS/7	5	18/15	7/17	20/17	10/11	7/R	55
10	DANIIL MOVE (RUS)	P1 MOTORSPORT	5/18	6/13	3/R	17	17/18	R/14	13/NC	7/R	3/14	54
11	CESAR RAMOS (BR)	FORTEC MOTORSPORTS	23/4	13/R	R/4	20	4/8	10/24	R/EX	8/9	R/R	47
12	CHRIS VAN DER DRIFT (NZ)	MOFAZ RACING	8/13	11/3	4/6	8	-	-	-	-	-	43
13	NATHANIEL BERTHON (F)	ISR	12/8	14/16	R/R	10	R/R	9/10	4/3	14/14	9/R	37
14	NICK YELLOLY (GB)	PONS RACING	-	-	-	-	-	-	EX/14	R/5	6/2	36
15	JAKE ROSENZWEIG (USA)	MOFAZ RACING	13/12	20/R	11/16	18	10/R	R/15	11/6	4/4	19/R	33
16	DANIEL ZAMPIERI (I)	BVM TARGET	9/21	18/4	R/17	14	7/9	12/9	R/13	13/8	12/R	28
17	ADAM CARROLL (GB)	P1 MOTORSPORT	-	-	-	-	-	4/3	-	-	-	27
18	WALTER GRUBMULLER (A)	P1 MOTORSPORT	7/16	12/6	8/13	13	12/NS	-	9/11	12/R	13/8	24
19	ANTON NEBYLITSKIY (RUS)	KMP RACING	R/6	NS/19	19/19	R	8/R	-	15/15	R/16	R/5	22
20	ANDRE NEGRAD (BR)	INTERNATIONAL DRACO RACING	14/9	NS/11	10/10	R	6/12	20/R	R/16	15/6	-	20

21 Oliver Webb (GB), Pons Racing, 17; 22 Fairuz Fauzy (MAL), Mofaz Racing, 15; 23 Arthur Pic (F), Tech 1 Racing, 12; 24 Sten Pentus (EE), Epic Racing, 11; 25 Jan Charouz (CZ), Gravity-Charouz, 10; 26 Stéphane Richelmi (MC), International Draco Racing, 6; 27 Adrien Tambay (F), Pons Racing, 6; 28 Mikhail Aleshin (RUS), KMP Racing, 4; 29 Daniel de Jong (NL), Comtec Racing, 2.

TEAMS CHAMPIONSHIP: 1 Carlin, 473; 2 Fortec Motorsport, 203; 3 ISR, 181; 4 Epic Racing, 162; 5 Tech 1 Racing, 132; 6 P1 Motorsport, 105; 7 Gravity-Charouz, 105; 8 BVM Target, 97; 9 Mofaz Racing, 91; 10 KMP Racing, 81; 11 Pons Racing, 59; 12 International Draco Racing, 26; 13 Comtec Racing, 2.

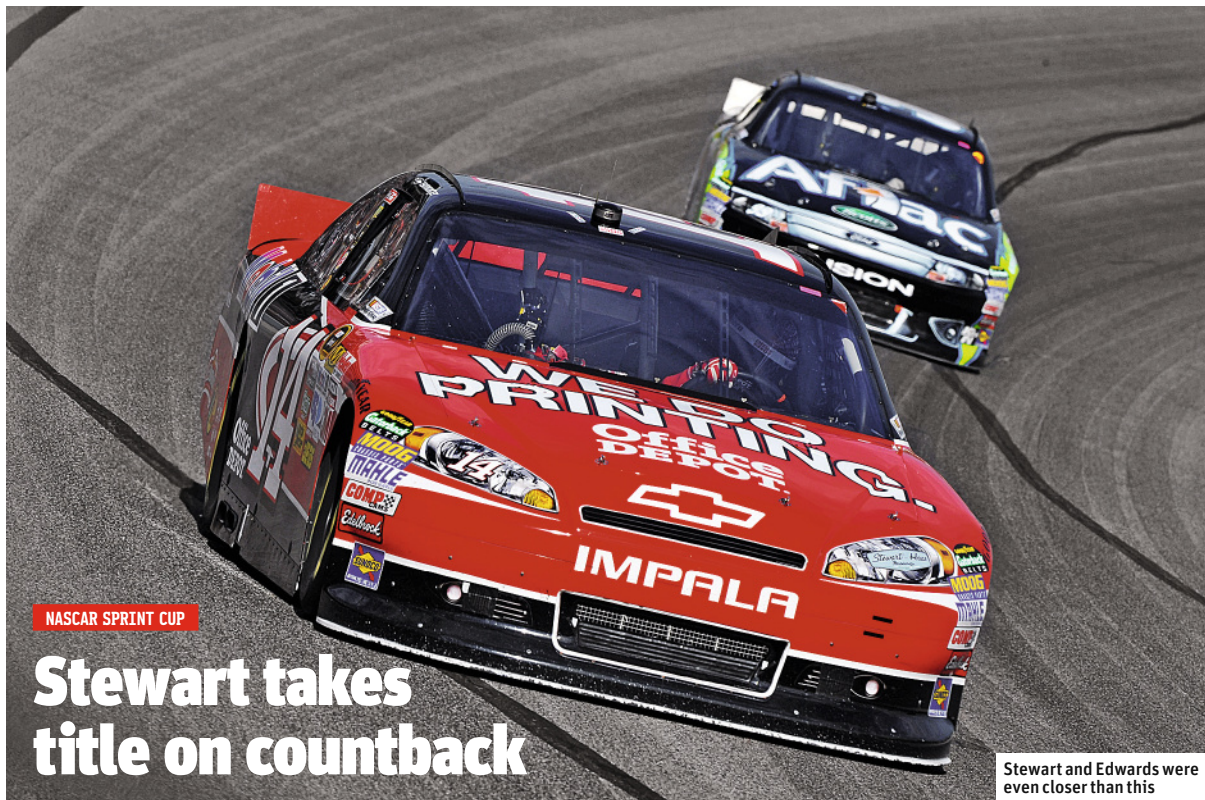
KEY TO RACES: 1 Motorland Aragon, April 16-17; 2 Spa-Francorchamps, April 30-May 1; 3 Monza, May 14-15; 4 Monte Carlo, May 29; 5 Nurburgring, June 18-19; 6 Hungaroring, July 2-3; 7 Silverstone, August 20-21; 8 Paul Ricard, September 17-18; 9 Barcelona, October 8-9.

POINTS SYSTEM: 25-18-15-12-10-8-6-4-2-1
KEY: R=Retired; NS=Non-Starter; NC=Not Classified; EX=Excluded.

INTERNATIONAL RACES & RESULTS
NASCAR SPRINT CUP
36 races, 18 winners

QUICK RESULTS
→ **Champion Tony Stewart**
→ **Runner-up Carl Edwards**
→ **Third Kevin Harvick**
→ **Top rookie Andy Lally**

SEASON RATING Amazing finale, but uneventful races littered the series
★★★★☆



NASCAR SPRINT CUP

Stewart takes title on countback

Stewart and Edwards were even closer than this

EVEN DAYS OF THUNDER

lacked the Hollywood sensibilities of the 2011 NASCAR Cup. From rookie Trevor Bayne drafting his way to an improbable win for the legendary Wood Brothers at the Daytona 500 season opener, through to Tony Stewart and Carl Edwards' epic winner-takes-all fight for the title at the finale, it had everything.

While Bayne was unable to build on his stunning start during his part-time campaign, the battle to get into the 10-race Chase for the Cup boiled down to the usual suspects from NASCAR's grandee teams. They were led by Edwards (Roush Fenway Ford), Kevin Harvick (Richard Childress Chevrolet), Kyle Busch (Joe Gibbs Toyota) and Hendrick Chevy team-mates Jimmie Johnson and Jeff Gordon. Scraping his way in, without a win to his name, was Stewart – outscored over the opening 26 races by his Stewart-Haas Racing team-mate Ryan Newman.

A new points system was introduced for 2011, designed to reward winning over consistency. And this

proved to be the case. Stewart won five times in the Chase; Edwards failed to register a single victory. He was far more consistent but, when the two of them staged one of the all-time great battles at the season finale, Stewart's narrow win was enough to take his third title on wins countback.

It was heartbreaking for Edwards, who had led the championship for more weeks than any other driver. And a bitter irony too – when he lost out to Johnson in 2008, he'd won nine races to Johnson's seven.

So what happened to the defending five-time champion? By his own, super-high, standards it was a disappointing year, featuring just two wins and probably more team/driver errors than in his five previous campaigns combined. Yet, in spite of all this, he was still sixth in the standings and the top Hendrick driver.

Pre-Chase, Harvick had the look of a real title prospect. His ability to read races, and adjust the car and track position to ensure he was a factor when it

mattered, was staggering. But when an extra push was required in the Chase, he was left sadly wanting.

Edwards' team-mate Matt Kenseth has days – usually on 'cookie cutter' 1.5-milers – when he is unbeatable. At other times he can be totally anonymous. Fourth in points was a solid campaign, and he won more than any other Ford man.

It was a breakthrough season for Brad Keselowski, who took fifth in the points in his Penske Dodge. He raced through the pain of a broken ankle to win at Talladega, and benefited from the new rule allowing the drivers with the most wins outside the top 10 in points to enter the Chase. He was strong in this too.



Keselowski was a revelation in 2011

Kasey Kahne gave the moribund Red Bull Toyota team something to cheer with a great win at Phoenix, while Regan Smith (Darlington), David Ragan (Daytona night race), Paul Menard (Indianapolis) and Marcos Ambrose (Watkins Glen) all scored their first Cup wins during the season.

FINAL POINTS

- 1 Tony Stewart (Chevrolet Impala), 2403; 2 Carl Edwards (Ford Fusion), 2403; 3 Kevin Harvick (Chevy), 2345; 4 Matt Kenseth (Ford), 2330; 5 Brad Keselowski (Dodge Charger), 2319; 6 Jimmie Johnson (Chevy), 2304; 7 Dale Earnhardt Jr (Chevy), 2290; 8 Jeff Gordon (Chevy), 2287; 9 Denny Hamlin (Toyota Camry), 2284; 10 Ryan Newman (Chevy), 2284.

IN BRIEF



Sekiguchi became JF3 king

JAPANESE F3

Yuhi Sekiguchi only joined the series at round two, but the B-Max Dallara-Toyota man claimed the crown from Three Bond Dallara-Nissan driver Hironobu Yasuda by a point. It ended a run of six straight titles for the TOM'S team.

ITALIAN F3

American Michael Lewis lost his chance of the title when he crashed his Prema Dallara in the finale. Series veteran Sergio Campana (BVM Dallara), who won twice, claimed the crown, with Raffaele Marciello third.

EUROPEAN F3 OPEN

Two wins gave Corbetta-run Swiss Alex Fontana the title from David Fumanelli, who couldn't recover from a slow start to the season, and Fabio Gamberini. Ten drivers won races.

SUD-AM F3

Hitech's Guilherme Silva made the early running, but didn't do all the rounds. Fabiano Machado overhauled him in his Cesario Formula Dallara-Berta.

AUSTRALIAN F3

Chris Gilmour won six times in his Dallara-Mercedes to take the title at the finale when Brit James Winslow jumped the start.

FORMULA RENAULT NEC

Carlos Sainz Jr made up for his Eurocup heartache by heading Koiranen team-mate Daniil Kvyat to the title, the pair winning 17 of 20 races. The consistent Stoffel Vandoorne was third.

FORMULA RENAULT ALPS

Eight winners in 14 races made for an open fight. Spaniard Javier Tarancon took the title from fellow Tech 1 Racing man Paul-Loup Chatin and ARTA's Yann Zimmer at the finale. Brit Melville McKee won three races.

INTERNATIONAL RACES & RESULTS
V8 SUPERCARS
 30 races, 13 winners

QUICK RESULTS
 → Champion **Jamie Whincup**
 → Runner-up **Craig Lowndes**
 → Third **Mark Winterbottom**
 → Teams' title **Triple 8**

SEASON RATING The racing was great, as ever, but Whincup was always just a bit too out of reach
 ★★☆☆☆

WORLD OF SPORT
SEASONAL SURVEYS



Whincup (pursued by Bright) won out again

V8 SUPERCARS

Whincup's third title out of four

WHEN JAMIE WHINCUP LOST the 2010 V8 Supercar title to James Courtney at the finale, he insisted it was a blip and that the Triple 8 Holden squad would be back, hungrier than ever, to reclaim its titles in 2011. How right he was.

Whincup, now a three-time champion, and his team-mate Craig Lowndes locked out the top two

positions in the points, but there was no hint of the dominance of Whincup's campaigns of 2008 and '09. No, he really had to dig deep for this one.

There was a number of lowly finishes, a 25-point penalty for dangerous driving at Hidden Valley, and a bizarre warm-up-lap retirement mid-season at Queensland Raceway, when

an injection cover was left under his bonnet.

This last incident, coupled with a double win for Lowndes, made the championship battle interesting. But with Whincup almost 100 points ahead at this stage, Lowndes needed to rely on more than just speed and guile to take the crown away.

The lack of any further

(major) misfortune for Whincup meant that he couldn't quite do enough, despite racking up five wins, including a Phillip Island 500 triumph with Mark Skaife. Nor could he add a sixth Bathurst 1000 win to his CV, finishing instead right on the tail of Holden Racing Team pair Garth Tander/Nick Percat in one of the most exciting final laps on record.

As a result, Lowndes arrived at Homebush still with a hill to climb. Despite the title not being decided until a nervy final race, Whincup was in the pound seats.

Mark Winterbottom, as usual, was the form man at the end of the season as he climbed to third in the points for Ford Performance Racing, one of his highlights being victory in the second star-studded Surfers Paradise enduro with guest co-driver Richard Lyons (Whincup and Sebastien Bourdais took the other). Fellow Ford man Shane van Gisbergen (Stone Brothers) took his maiden V8 win on home soil across the Tasman Sea at Hamilton, while Rick Kelly had a much-improved season in the family's Holden squad, the 2006 champion winning

three times to finish sixth in the championship.

Veteran Jason Bright was a revelation, scoring Brad Jones Racing's first V8 win. His Barbagallo success was his first since 2006, and he then charged from third to first in the late stages at Winton to add another. A late-season rib injury, sustained in a Symmons Plains shunt, forced him to sit out a round and dropped him outside the top 10 in the points table.

Defending champion Courtney believed a close-season move to HRT alongside Tander would enhance his chances of back-to-back titles, and things looked good when he won on the first weekend of the season at Yas Marina. Just one other podium was to follow in what turned out to be a dismal year. He ended 10th in the standings.

FINAL POINTS

- 1 Jamie Whincup (Holden Commodore), 3168;** 2 Craig Lowndes (Holden), 3133; 3 Mark Winterbottom (Ford Falcon), 2710; 4 Shane van Gisbergen (Ford), 2672; 5 Garth Tander (Holden), 2574; 6 Rick Kelly (Holden), 2358; 7 Will Davison (Ford), 2345; 8 Lee Holdsworth (Holden), 1920; 9 Tim Slade (Ford), 1904; 10 James Courtney (Holden), 1869.

BRAZILIAN V8 STOCK CARS

Good season for Bueno

CACA BUENO MADE IT four titles in six years after making it through the four-race, NASCAR-style Chase with Jimmie Johnson-like efficiency.

The Red Bull Peugeot man had four poles and three podiums in those races to rise from fourth.

Thiago Camilo was the dominant driver during

the regular season, taking three wins out of eight in his RCM Chevrolet. But he couldn't carry it into The Chase and fell back, not helped by DNFs at Santa Cruz and Londrina.

Atila Abreu cemented his reputation as king of the streets with another win at Ribeirao Preto.

FINAL POINTS

- 1 Caca Bueno (Peugeot), 276;** 2 Ricardo Mauricio (Chevrolet), 258; 3 Marcos Gomes (Peugeot), 254; 4 Paulo Bueno (Chevy), 253; 5 Max Wilson (Chevy), 248; 6 Daniel Serra (Peugeot), 240.

Title number four for Bueno



BLANCPAIN ENDURANCE SERIES

Franchi wins title after steady year

BELGO-ITALIAN GREG Franchi became the inaugural champion in the GT3 endurance series.

The WRT Audi R8 driver got his only win at the double-points Spa 24 Hours – partnered by DTM regulars Mattias Ekstrom and Timo Scheider – but was aided by a strong list of co-drivers for the rest of the year and was able to drive for points, rather than wins, in search of the title. He beat Markus Palttala,



Franchi won Spa 24 Hours

who won the last two races in the Marc VDS BMW Z4 he shared with Maxime Martin and Bas Leinders.

Monza and Navarra wins went to, respectively, Paolo Ruberti/Gianluca Roda/Raffaele Giammaria (Porsche) and Frank Kechele/Nico Verdonck/Michael Bartels (Ferrari).

FINAL POINTS

- 1 Greg Franchi (Audi R8 LMS), 89.5;** 2 Markus Palttala (BMW Z4/Ford GT), 80; 3 Filipe Albuquerque/Stephane Ortelli/Bert Longin (Audi), 74; 4 Gianluca Roda/Paolo Ruberti/Raffaele Giammaria (Porsche 911 GT3-R), 70; 5 Bas Leinders/Maxime Martin (BMW/Ford), 69; 6 Giacomo Petrobelli (Ferrari 458 Italia GT3), 53.

F3 EURO SERIES/FIA INTERNATIONAL F3 TROPHY

We wish you a Merhi Christmas



Merhi (8) beat Juncadella(7), Vanthoor (2) and Melker (4)

ROBERTO MERHI STORMED to the Formula 3 Euro Series and the new FIA International F3 Trophy titles in double-quick time.

The third-year driver had to win to keep his career momentum going, and this he did, giving Prema Powerteam its first Euro Series crown since Ryan Briscoe in 2003. Points finishes from 26 of the 27 races – and 11 wins – helped him clinch the title with a round to spare.

There were a few mad

moments – he caused a shunt at the start of the Masters (at which he became FIA Trophy winner) at Zandvoort for which he apologised – but these were overshadowed by his general on-track excellence.

This was best displayed at Spielberg, where he went from eighth to first in just six racing laps in atrocious weather. He was helped by his rivals hitting a few stumbling blocks along the way.

Team-mate Daniel

Juncadella spent August to October with a worsening clutch, preventing him from making a decent start. He did at least make things right with a Macau win (also the FIA Trophy finale).

The Volkswagen-powered Signature team, which dominated last year, couldn't get to grips – literally – with a new tyre compound and also suffered as a result of Mercedes (supplier to the Prema and Mucke teams) making a big push on development.

Marco Wittmann was still Merhi's biggest rival and won five times in the Euro Series. Wittmann was sometimes awesome – his highlight coming as he won the Pau GP (a Trophy event) – but during the final four rounds he never qualified higher than fourth, killing his hopes of the title.

None of the other Signature men provided a threat, Laurens Vanthoor losing a Norising win to a post-race penalty.

Mucke Motorsport's

Nigel Melker and Felix Rosenqvist were the only other regular frontrunners, both winning races.

● Jamie O'Leary

FINAL POINTS

Euro Series 1 Roberto Merhi (Dallara-Mercedes), 406; 2 Marco Wittmann (Dallara-VW), 285; 3 Daniel Juncadella (DM), 280; 4 Nigel Melker (DM), 251; 5 Felix Rosenqvist (DM), 219; 6 Laurens Vanthoor (DV), 189.

FIA Trophy 1 Merhi, 133;

2 Wittmann, 101; 3 Juncadella, 72; 4 Daniel Abt (DV), 44; 5 Vanthoor, 39; 6 Carlos Munoz (DV), 28.

BRITISH RALLY CHAMPIONSHIP

Bogie keeps clear of the chasing pack

DAVID BOGIE BEGAN HIS British Rally Championship season with a win – and the year got better and better.

The Group N Mitsubishi-driving Scot collected more wins, including an emotional home success on the Jim Clark Rally, before taking the title with a measured drive to third on Rally Yorkshire.

Bogie might not have had it all his own way had Elfyn Evans – son of Gwyndaf – got to grips with his Pirelli Subaru sooner.



Bogie took title in Yorkshire

Evans's highlight was a home win in Wales, and second in the points. Jonny Greer was third in his Skoda, but Marty McCormack was a real hero in fourth – taking outright victory in Northern Ireland in his 2WD Citroen.

● David Evans

FINAL POINTS

1 David Bogie (Mitsubishi Lancer Evo 9), 110; 2 Elfyn Evans (Subaru Impreza WRX), 100; 3 Jonny Greer (Skoda Fabia S2000), 95; 4 Marty McCormack (Citroen DS3 R3T), 74; 5 Mikko Pajunen (Renault Twingo R2), 49; 6 Adam Gould (Subaru), 47.

GERMAN F3 CUP

Stanaway's career lift

RICHIE STANAWAY SWEEPED to the German Formula 3 title with Dutch team Van Amersfoort Racing.

The New Zealander won on his F3 debut at Oschersleben and took his Dallara-VW to 13 victories from 18 races.

Marco Sorenson (Brandl Dallara-Mercedes) kept Stanaway within reach and was only off the podium once all season, but couldn't win enough races to pose a serious threat. Klaus Bachler (URD Dallara-Mercedes) scored less

than half the number of points of Stanaway and was the only other man to win more than once.

Anglo-Swede Tom Blomqvist won at Assen, but broke his back when crashing his Performance Dallara-VW at Lausitz, curtailing his year.

FINAL POINTS

1 Richie Stanaway (Dallara-VW), 181; 2 Marco Sorenson (Dallara-Mercedes), 126; 3 Klaus Bachler (DM), 79; 4 Alon Day (DV), 62; 5 Hannes van Asseldonk (DV), 61; 6 Tom Blomqvist (DV), 59.

INTERNATIONAL RACES & RESULTS

AUTO GP

14 races, 10 winners

QUICK RESULTS

- Champion **Kevin Ceccon**
- Runner-up **Luca Filippi**
- Third **Sergei Afanasiev**
- Teams' title **DAMS**

SEASON RATING

★★★★☆ Plenty of twists and turns in title chase, but no standout race

WORLD OF SPORT SEASONAL SURVEYS

AUTO GP

Checkmate Ceccon in close Auto GP title fight

KEVIN CECCON WENT FROM relative unknown to making his Formula 1 test debut as a result of a title-winning Auto GP campaign.

The Italian teenager, an unheralded graduate of European F3 Open, won just once – and that was in bizarre circumstances in Hungary, where he gained almost a lap on the field when the safety car picked up the wrong leader. But the Ombra Racing driver racked up four other podiums and scored points in all bar one of the 14 races, and that level of consistency was enough to earn him the title and a GP2 race seat with Coloni in 2012.

Three drivers headed to the Mugello finale with a realistic title shot. But the hopes of fleet young Russian Sergei Afanasiev ended when he stalled his DAMS car on the grid for the last race, setting up a head-to-head showdown between Ceccon and the pre-season favourite, Super Nova's Luca Filippi.



Ceccon won out in the end

Filippi, who skipped a round to focus on his GP2 renaissance, needed a top-three finish to have any hope of overturning Ceccon's championship lead. But after making a great start, he came up against countryman Fabrizio Crestani (Lazarus), who was in fine defensive form, and couldn't better fourth place. Ceccon, therefore, was champion.

IndyCar refugee Adam Carroll won the final Mugello encounter for Campos Racing. He was one of 10 different drivers to stand on the top step of the podium. These included Jon Lancaster, who starred at a sodden Donington for Super Nova before breaking his ankle in a triathlon training accident.

Afanasiev was the most prolific with three wins,

which, along with Rio Haryanto's sole win at Valencia, helped DAMS to retain the teams' championship. ● Andrew van de Burgt

FINAL POINTS

1 **Kevin Ceccon**, 130; 2 Luca Filippi, 127; 3 Sergei Afanasiev, 117; 4 Adrien Tambay, 114; 5 Fabio Onidi, 99; 6 Fabrizio Crestani, 92; 7 Rio Haryanto, 82; 8 Samuele Buttarelli, 81; 9 Giovanni Venturini, 76; 10 Adam Carroll, 64.

PORSCHE SUPERCUP

Slow-starting Rast doubles up with second crown

AFTER TWO ROUNDS OF THE Porsche Supercup, Rene Rast lay only eighth in the points. But that was the end of the German's bad form. He won the next four races to move into the championship lead, and sealed back-to-back titles at the final round.

That string of victories included one at the Porsche Carrera World Cup, held on the Nurburgring Nordschleife. His move around the outside of his Lechner team-mate Norbert Siedler to take the lead at a wet Flugplatz was as brave as they come and a testament to how well he drove all year. Nick Tandy, the 2010

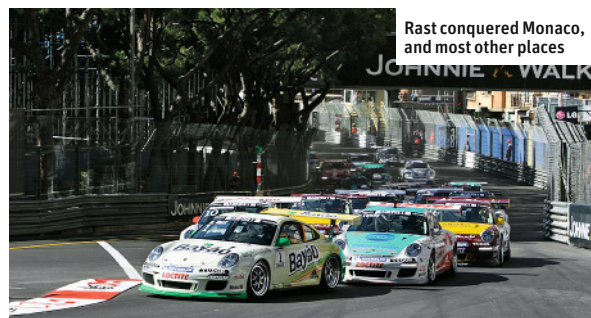
runner-up, started strongly with four seconds from five races – a sequence that included being beaten to victory by his Konrad Motorsport team-mate Christian Engelhart at the Istanbul opener. But then he crashed out of the World Cup, was disqualified upon returning to the 'Ring, and then spun early in the wet at the Hungaroring. He ended up fifth after taking his lone win at Yas Marina.

That allowed Austrian Siedler and Verva Racing's Kuba Giermaziak to take up the chase of the German, the Pole winning twice. Frenchman Kevin Estre

was impressive in his first Supercup campaign, adding two poles to his Monza win with Attempto Racing, while Brit Sean Edwards (Tolimit) won at Barcelona and remained in the title hunt until the final round.

FINAL POINTS

1 **Rene Rast**, 181; 2 Norbert Siedler, 145; 3 Kuba Giermaziak, 140; 4 Sean Edwards, 140; 5 Nick Tandy, 129; 6 Jeroen Bleekemolen, 129; 7 Kevin Estre, 127; 8 Christian Engelhart, 106; 9 Stefan Rosina, 83; 10 Patrick Huisman, 76.



Rast conquered Monaco, and most other places

IN BRIEF



CARRERA CUP GERMANY

The points lead swung from Nick Tandy (Konrad) to Sean Edwards (Tolimit) and back again as Tandy sealed the title from his fellow Brit at the finale. Jeroen Bleekemolen (Tolimit) was third.

GT4 EUROPEAN CUP

Ex-Formula Ford Festival winner Ricardo van der Ende took the title from fellow Dutchman Duncan Huisman, who shared his BMW M3. WTCC regular Stefano d'Aste (Lotus Evora) won most races, and was third.

TC2000

Matias Rossi took Toyota's first title since 2002, benefiting when his team-mate Mariano Werner and Honda's Leonel Pernia collided at the finale. Werner took the runner-up spot.

ADAC GT MASTERS

Engstler BMW M3 duo Alex Margaritis/Dino Lunardi won out to beat 30-plus rivals. Hans Stuck's sons Johannes and Ferdinand (Reiter Lamborghini) pushed them hardest.

INTERNATIONAL GT OPEN

Soheil Ayari won the title in his JMB Ferrari, shared by Nicolas Misslin, then by ex-Champ Car racer Joel Camathias. But the Frenchman needed a DNF at the finale for the Villorba Ferrari of Emanuele Moncini/Andrea Montermini to take glory.

SUPERSTARS

Former GT1 world champion Andrea Bertolini added the Superstars crown in his Swiss Maserati, from Caal BMW's Luigi Ferrara. Alberto Cerqui (ROAL BMW) took the Italian title.

MEGANE TROPHY

Swiss Stefano Comini won 11 times from 14 races and easily took the title ahead of Oregon team-mate Niccolò Nalio.

GRAND-AM

Pruett on the prowl

THAT SCOTT PRUETT AND Memo Rojas will win the Grand-Am title has almost become a given in recent years. But after the Chip Ganassi Racing pair's record-breaking 2010 season, their 2011 crown came less easily.

Their year began well with victory at the series' showpiece event, the Daytona 24 Hours, despite spending two early laps in the pits having a gear cluster changed in their Riley-BMW, knowing a higher top ratio would be needed for the banking.

That win, featuring guest drivers Joey Hand and Graham Rahal, set the tone for the early part of the season as Pruett and Rojas established a healthy points lead by racking up the next two races as well – a run that meant the pair had been beaten just twice in 16 months of competition.

Riley drivers Pruett/Rojas won just twice more all year

and didn't take a single pole, but it was still more than enough to secure the title at the Mid-Ohio finale.

The run was broken by the Action Express Riley team at Virginia International Raceway, Terry Borcheller/Joao Barbosa/JC France winning a \$25,000 bonus in the process.

The qualifying kings were the Wayne Taylor Motorsport-run SunTrust Dallara pairing of Ricky Taylor (the owner's son) and Max Angelelli, which took six poles in a row during the second half of the year and won three times, including both trips to Watkins Glen.

Two-time champions Jon Fogarty/Alex Gurney (Bob Stallings Riley) failed to muster a title challenge but won twice, the pair triumphing at Montreal and Laguna Seca. Scotsman Ryan Dalziel teamed up with relative newcomer Enzo Potolicchio and they won the final race of the



Ganassi pair took their usual title win

year in their Starworks Riley.

The battle in GT was close, with crews from three different manufacturers in the hunt. Autohaus Camaro pair Bill Lester/Jordan Taylor led into the finale, but a spin thwarted their hopes. It meant that when Leh Keen beat Jonathan Bomarito's SpeedSource Mazda out of the pits for

fourth at the final round of stops, it was enough to carry the Brumos Porsche man and his co-driver Andrew Davis to the crown, just four points covering all three crews.

FINAL POINTS

1 Scott Pruett/Memo Rojas (Riley-BMW MkXI), 385; 2 Max Angelelli/Ricky Taylor (Dallara-

Chevrolet DPO1), 353; 3 Darren Law/David Donohue (Riley-Porsche), 318; 4 Alex Gurney/Jon Fogarty (Riley-Chevrolet), 315; 5 Joao Barbosa/JC France (Riley-Porsche), 314; 6 John Pew/Oswaldo Negri Jr (Riley-Ford), 299. **GT 1 Andrew Davis/Leh Keen (Porsche 911 GT3), 319;** 2 Jordan Taylor/Bill Lester (Chevrolet Camaro GT.R), 317; 3 Jonathan Bomarito/Sylvain Tremblay (Mazda RX-8), 315.

FORMULA RENAULT EURO CUP

Fast Frijns wins Eurocup

ROBIN FRIJNS AND JOSEF Kaufmann Racing carried their Formula BMW Europe form into the Formula Renault Eurocup as they won the title at the first attempt, the Dutch teenager taking the crown after finishing in the top five of every race.

Fellow BMW graduate Carlos Sainz Jr offered stiff competition, the Spaniard establishing an early points lead before encountering trouble at the Hungaroring. His effort to recover was hampered by a penalty at Silverstone, allowing Frijns to seal the title at Paul

Ricard with a round to spare.

Fortec's Will Stevens was initially a match for the championship protagonists, but the Briton was bumped to an eventual fourth in the standings by Sainz's strong Koiranen Bros team-mate Daniil Kvyat. KTR-run Belgian rookie Stoffel Vandoorne was a regular frontrunner en route to fifth.

Other wins fell to Interwetten's Timmy Hansen, Spaniards Alex Riberas (Epic) and Javier Tarancon (Tech 1), and Tech 1's impressive French teenager Paul-Loup Chatin.

FINAL POINTS

1 Robin Frijns, 245; 2 Carlos Sainz Jr, 200; 3 Daniil Kvyat, 155; 4 Will Stevens, 116; 5 Stoffel Vandoorne, 93; 6 Alex Riberas, 82; 7 Timmy Hansen, 82; 8 Javier Tarancon, 78; 9 Paul-Loup Chatin, 75; 10 Oscar Tunjo, 58.

Frijns led the way in Europe



FIA GT3 CHAMPIONSHIP

Ferrari duo take crown

EX-SINGLE-SEATER RACERS Francesco Castellacci and Federico Leo took the title in their AF Corse Ferrari, but their campaign was anything but a dominant one.

The 12 races featured wins for Ferrari, Porsche, Mercedes, Audi, BMW and Lamborghini and a wide-open title fight that was only settled in the

final round at Zandvoort.

While the Italian pair was the most consistent, there were faster drivers, with youngsters Jeroen den Boer (DB BMW) and Dominik Baumann (Heico Mercedes) in particular emerging. Anglo-Irish duo Duncan Cameron/Matt Griffin (M-Tech Ferrari) were sixth at Navarra in a year of little British interest.

Italian Ferrari men won title



FINAL POINTS

1 Francesco Castellacci/Federico Leo (Ferrari 458 Italia GT3), 111; 2 Mike Parisy (Mercedes SLS), 102; 3 Enzo Ide (Audi R8 LMS), 100; 4 Dominik Baumann/Brice Bosi (Mercedes), 95; 5 Philippe Giaouque (Mercedes), 93; 6 Jeroen den Boer/Hoevert Vos (BMW Z4), 84.

INTERNATIONAL RACES & RESULTS

SUPER GT

8 races,
5 winning cars

QUICK RESULTS

- GT500 Quintarelli/Yanagida
- Teams' title MOLA
- GT300 Bamba/Taniguchi

SERIES RATING Few poor races, but success ballast again blighted fastest men

★★★★☆☆

WORLD OF SPORT SEASONAL SURVEYS

SUPER GT

MOLA pair chew them up

THE MOLA NISSAN TEAM moved up to the headline GT500 class for 2011 and was rewarded with title glory from Ronnie Quintarelli and Masataka Yanagida – Nissan's first champion drivers since 2008.

They started the Motegi

opener from pole, but lost ground in a wet race and lay ninth in the points with two rounds gone.

Second place next time out at Sepang got them back on track, and their only win came in round four at Sugo, a success that brought them into

MOLA crew chased by NISMO men



a points lead they would not lose. Quintarelli would become the first Italian to land the title.

The quickest pair were NISMO's Benoit Treluyer/Satoshi Motoyama, who won three times in their GT-R; twice at Motegi and at Autopolis. But this also counted against them as they usually had more success ballast than anybody else – a lapped 12th at Sugo was a legacy.

Reigning champions Takashi Kogure/Loic Duval (Dome Honda) won at Sepang and in the series' blue-riband event at Suzuka, but like the NISMO pair they also lost ground with ballast.

The other winners were Joao Paulo de Oliveira/Tsuguo Matsuda

(Impul Nissan) and Yuji Tachikawa/Kohei Hirate, who gave the Cerumo Lexus squad its first win since 2008 at Fuji. Fellow Lexus crew Hiroaki Ishiura/Takuto Iguchi (SARD) were quick in qualifying, but results rarely followed.

FINAL POINTS

1 Ronnie Quintarelli/Masataka Yanagida (Nissan GT-R), 90; 2 Benoit Treluyer/Satoshi Motoyama (Nissan), 79; 3 Loic Duval/Takashi Kogure (Honda HSV-010), 57; 4 Kodai Tsukakoshi/Toshihiro Kaneishi (Honda), 50; 5 Joao Paulo de Oliveira/Tsuguo Matsuda (Nissan), 69; 6 Kohei Hirate/Yuji Tachikawa (Lexus SC430), 47; 7 Hiroaki Ishiura/Takuto Iguchi (Lexus), 40; 8 Andre Lotterer/Kazuki Nakajima (Lexus), 39; 9 Takuya Izawa/Naoki Yamamoto (Honda), 37; 10 Bjorn Wirdheim/Hironobu Yasuda (Nissan), 29.

FORMULA NIPPON

Lotterer's wait is over

AFTER NINE SEASONS IN

Formula Nippon and a pair of championship runner-up spots, TOM'S driver Andre Lotterer finally took the title to cap a brilliant year that also included victory at the Le Mans 24 Hours.

The German ex-Jaguar F1 tester started strongly with a win at the Suzuka opener, as he and his fellow Toyota runners enjoyed a slight advantage over the Honda-powered machines elsewhere in the field.

Lotterer briefly trailed his new team-mate Kazuki Nakajima in the points,

due to missing a round that clashed with the Le Mans build-up.

Former Williams F1 racer Nakajima didn't qualify higher than 13th at either of the first two races, but deployed a strategy of making his mandatory pitstops as early as possible, enabling him to finish third on his series debut at Suzuka and then to win at a damp Autopolis next time out.

But he couldn't hold back Lotterer, who won four of the last five races (Suzuka mid-season was cancelled due to a typhoon) and took the title at the Motegi double-header.

Impul driver Joao Paulo de Oliveira's title defence got off to a shaky start when he

had to avoid a spinner at the opening race and could do no better than sixth. His mid-season win at Motegi was excellent, the Brazilian nursing fading brakes during the closing stages to hold off Lotterer's advances.

Kodai Tsukakoshi was the leading Honda driver.

FINAL POINTS

1 Andre Lotterer (Swift-Toyota), 56; 2 Kazuki Nakajima (ST), 42; 3 Joao Paulo de Oliveira (ST), 28; 4 Kodai Tsukakoshi (S-Honda), 26.5; 5 Kazuya Oshima (ST), 19; 6 Hiroaki Ishiura (ST), 17; 7 Takashi Kogure (SH), 16.5; 8 Kohei Hirate (ST), 15; 9 Takuya Izawa (SH), 11; 10 Yuji Kunimoto (ST), 6.5.

Lotterer beat Nakajima to title



IN BRIEF



Stenhouse's Mustang won

NASCAR NATIONWIDE

A new points system barred Cup drivers from scoring. Roush Ford driver Ricky Stenhouse Jr took advantage to win from Elliott Sadler (Harvick Chevy) and Justin Allgaier (Turner Chevy).

NASCAR TRUCKS

Austin Dillon took glory in one of grandad Richard Childress's Chevys. ThorSport Chevy driver Johnny Sauter ran him close and missed out by just six points.

VW SCIROCCO-R CUP

Mateusz Lisowski won four times and was off the podium once as he sealed the title. Brit Daniel Lloyd won twice and was third in the points, behind Ola Nilsson.

JK RACING ASIA SERIES

Gerhard Berger's nephew Lucas Auer (Eurointernational) won the title for old Formula BMW cars at the Sepang finale, despite winning less races than chief rival Afiq Ikhwan Yazid (Meritus).

STAR MAZDA

Frenchman Tristan Vautier gave JDC Motorsports its second title in three years, winning four times to beat Team Pelfrey's Connor de Phillippi.

ADAC FORMEL MASTERS

Five mid-season wins helped Pascal Wehrlein (Mucke) to overhaul Sven Muller (ma-con) for the title. British-born Emil Bernstorff (Motopark) was third.

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QUICK RESULTS
→ Champion **Andreas Mikkelsen**
→ Runner-up **Jan Kopecky**
→ Manufacturers **Skoda**
→ 2WD champ **Jean-Michel Raoux**

SEASON RATING Six winners in 11 rallies and a title won by just 1.5 points.
★★★★☆☆

INTERCONTINENTAL RALLY CHALLENGE

Mikkelsen leaves it late to take IRC crown

ANDREAS MIKKELSEN WAS something of a laughing stock a corner into the season. He'd stacked his shiny new Skoda UK Fabia S2000 and egg-smearing faces abounded. It was the same story mid-year, when he crashed out of the Ypres Rally. But then the Norwegian found his form and dominated the last two rallies to take the title.

Despite the best efforts of Peugeot men Thierry Neuville and Bryan Bouffier, this was a Skoda season. The 207 drivers may not have had the pace to take the title, but they did have enough speed to win the three classics included in this year's IRC: Bouffier started the year with a brilliant win on a classic Monte Carlo; Neuville was the class of the field on an old-school, round-island Tour de Corse;

and Neuville then went on to edge Mikkelsen in a cliffhanger of a Sanremo. But throughout the season it was factory Skoda drivers Juho Hanninen and Jan Kopecky who looked most likely to clinch the silverware come the Cyprus finale. The Czech firm's preferred option was, understandably, Czech-born Kopecky, but Hanninen wouldn't let go. Despite a limited programme, the Finn kept winning. Until the one that mattered: Cyprus, where he rolled and ended his hopes of being the IRC's first back-to-back champion.

The double points on offer in Paphos were enough – courtesy of Mikkelsen's Rally of Scotland win – for him to rain on Kopecky's parade. And it poured!

This was Kopecky's title for the winning, but he



Mikkelsen was always spectacular in 2011

couldn't find the speed to match the massive resources behind him. While there was joy and justification for its driver choice at the start of the season for Skoda UK, there weren't many smiles at Peugeot UK. Guy Wilks couldn't repeat Kris Meeke's efforts of 2009,

and his highlight was placing third on the Monte. He suffered with punctures and some mechanical issues, but there was the odd mistake too. So, while Mikkelsen won a thrilling fight, Kopecky was the first – and biggest – loser.

● David Evans

FINAL POINTS
1 Andreas Mikkelsen (Skoda Fabia S2000), 153.5; 2 Jan Kopecky (Skoda), 152; 3 Juho Hanninen (Skoda), 125; 4 Freddy Loix (Skoda), 123; 5 Thierry Neuville (Peugeot 207 S2000), 115; 6 Bryan Bouffier (Peugeot), 110.5; 7 Guy Wilks (Peugeot), 47; 8 Patrik Sandell (Skoda), 44; 9 Toni Gardemeister (Skoda/Peugeot), 43; 10 Karl Kruuda (Skoda), 39.

INDY LIGHTS

Newgarden in bloom

JOSEF NEWGARDEN'S choice to quit European racing and join Sam Schmidt's top squad paid off as the American won the title and sealed an IndyCar drive for 2012.

Newgarden won on his debut at St Petersburg and proved adept on both road courses and ovals as he took five victories. Only team-mate Esteban Guerrieri provided a threat, but the Argentinian's title bid faltered when he spun away a win at Baltimore and was involved in a

multi-car shunt in Kentucky next time out. Another Schmidt driver, Conor Daly, led the standings early on, but was only running a partial campaign as he focused on GP3 instead.

Andretti Autosport's Stefan Wilson – a former McLaren AUTOSPORT BRDC Award winner – won twice to take third in the points, while there were also victories during the season for Victor Garcia, Victor Carbone and Gustavo Yacaman.



Newgarden led the way

FINAL POINTS
1 Josef Newgarden, 553; 2 Esteban Guerrieri, 459; 3 Stefan Wilson, 450; 4 Gustavo Yacaman, 403; 5 Jorge Goncalvez, 371; 6 Victor Carbone, 357.

SCANDINAVIAN TOURING CAR CHAMPIONSHIP



Rydell was chased by the VWs all year

Joy for Rydell and Chevy

RICKARD RYDELL TOOK HIS first tin-top title since the 1998 British Touring Car Championship by securing the Scandinavian title – even if it did come in controversial circumstances. It took the Chevrolet Sweden driver until midway through the season at Gothenburg to give his Cruze its first win, but after that he never relented.

Fourth place at the Mantorp Park finale netted him the title from the biogas Volkswagen Scirocco of Fredrik Ekblom. But there was controversy as the VW squad protested Rydell's title, claiming he'd passed Thed Bjork under yellow flags. Protest thrown out, VW has twice appealed the result the in Swedish courts. Richard Goransson's

season started brilliantly as he led the Jyllands-Ringen opener, but the West Coast BMW driver then crashed heavily, fracturing his back and derailing his year. Colin Turkington's maiden year in the STCC failed to yield a win, but the Flash Engineering BMW driver took four podiums and finished sixth overall. His team boss Jan Nilsson had two memorable reversed-grid wins. The Polestar Volvo squad had a fraught year as James Thompson left mid-season. Gabriele Tarquini and then Robert Dahlgren, who won the finale, replaced him.

FINAL POINTS
1 Rickard Rydell (Chevrolet Cruze), 229; 2 Fredrik Ekblom (Volkswagen Scirocco), 227; 3 Tommy Rustad (Volvo C30), 168; 4 Johan Stureson (BMW 320Si), 147; 5 Colin Turkington (BMW), 130; 6 Richard Goransson (BMW), 115.

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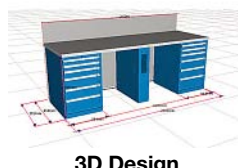
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Sports racers on top

Not the BRSCC's best year, but its many categories still put on a good show. By IAN SOWMAN



Orton (71) and Wilson fought for R300 honours

The BRSCC is not the powerhouse of organisation it once was, and many of its 2011 race meetings were dominated by just two marques: Caterham and Mazda.

The Kent-based club has a long association with Surrey firm Caterham, and this year ran four championships for its cars. Jamie Orton started a twin-pronged campaign but, after early success in Supersports, focused on the top R300 Superlights series for the balance of the season. He was peerless at Rockingham and Zandvoort and, despite Paul Wilson grabbing three wins from the last four rounds, Orton added to his 2010 Roadsport A title.

Although the first two rounds of the Supersports were a write-off for him, Reece Somerfield was on the podium in each of the remaining events to wrap up one of two titles this year – the other being the BARC Super Graduates.

With eight race wins, Wes Fox was the dominant force in Roadsports, securing the crown with a weekend to spare. He was Academy champion in 2010, and was succeeded this year by Elliott Norris and Andy Welch, who topped their respective groups.

Jonathan Blake's Ma5da Racing series virtually justified its own meetings. Just over 140 drivers scored points in the Mk1 championship, Tom Roche adding to his 2009 title with 15 wins from 19 appearances. Adam Gore and Jordan Stilp both hit double figures (two or three races made up each round), with 16-year-old rookie Stilp particularly impressive. The Mk3 Cup provided a viable step up from the older cars and

20-car grids were the average. Ex-Renault Clio Cup racer Rob Boston was predictably dominant.

The Ginetta Challenge regularly ran at the BRSCC's F3/GT promotions. The top G40 class yielded just four different winners, with Mark Davies picking up six victories, two more than Sean Huyton and Clive Richards. In the G20 class there was little to choose between Stuart Pearson and Gary Simms, who enjoyed some great scraps.

David Clark retained the Porsche championship, while Tony Sinclair was again on top in Open Sportscars. Hugh Marshall was the pick of the TVR field.

Chris Middlehurst was the star in FF1600 racing this season, with the 16-year-old collecting a series of titles. After a slow start – he missed the opening two National rounds – he won each of the last six to defeat John Murphy. He was Northern champion too, while John Loebell hung up his helmet after clinching the Pre-90 crown. Cormac O'Neill won the well-supported Triple Crown mini-series.

Richard Mitcham was frustrated by an engine failure at Rockingham that brought rookie James Fletcher back into Formula Jedi title contention, and suffered another in qualifying for the Silverstone decider. He still did enough from the back of the grid to be champ.

All three Sports 2000 crowns were closely fought. Robert Oldershaw took the Duratec title on countback after tying with 2009 champion Mike Jenvey, while Paul Streat beat Historic champion Peter Needham in Pintos.

Steve Chaplin's double win at



Stafford (leading) was mighty in Mini

Zandvoort was a highlight of the VW Cup year, with the 'Herbie' Beetle securing back-to-back titles.

In the other multi-class saloon series, it was less-powerful machinery that came out on top. Consistency was key to Clio driver Andy Jordan's victory in the Euro Saloon and Sportscars, while Emma Karwacki's Class D 147 accrued most points in a sometimes thinly-supported Alfa Romeo season.

David Grady was the class of the Ford Fiesta ST field, as even his rivals admitted. Small grids in the Si class did not detract from John Langridge's remarkable 12 class wins in his first 12 car races, 11 of them outright. Scott Baines was best of the Zetecs.

Chris Slade and Elliott Stafford (Supers) emerged from frenetic Mighty Mini seasons with the silverware, while Mark Robinson added to his tally of titles in the Ford XRs. The Fun Cup enjoyed championship status for the first time, with Team Honeywell and Jolly Roger Racing taking the spoils. ❧

Zamparelli takes his chance to get his career back on track

Anglo-Italian youngster tops a competitive Formula Renault BARC season as the veteran club enjoys a busy 2011. By *DUD CANDLER*

While the loss of the Mini Challenge and Radical championships was a blow, the BARC still had a very healthy roster. At the top sat Formula Renault BARC, where the title-deciding finale was played out in front of TV audiences on the prestigious TOCA package.

UK returnee Dino Zamparelli emerged as champion, but Josh Webster took the fight to the wire. Seeking to re-establish himself, Antel Motorsport man Zamparelli bagged four wins, to the three of Fortec Motorsports-run Webster.

James Thorp was a double race winner, while Kourosh Khani, Kieran Vernon (before his switch to the Porsche Carrera Cup) and late bloomer Matt Mason took a victory apiece.

A change of name from Sport Maxx to the Production Touring Car Trophy did little to boost grids in the club's premier saloon series, where Vauxhall man Adrian Churchill retained his crown. Josh Cook's Renault Megane steadily gained race-winning pace to become his major title rival. Cars from the binned Trofeo Abarth series joined in on occasion, Alice Powell faring best.

The club's junior single-seater series underwent wholesale revision, with a change of name and chassis. Young Guns gave way to InterSteps, and Formula BMW machines took over from the previous JKS car. Grids just about reached double figures, and there were some promising young drivers. Karting star Jake Dennis (eight wins) took the title ahead of Alex Walker, while 2010 champ Patryk Szczerbinski had six wins, but too late to be a threat.

Ian Pearson was again the class act in Classic FF2000, while Stuart Kestenbaum and James Buckton won their respective classes in Classic FF1600. Tragedy struck at season's end, championship co-sponsor and respected engine man Bernard Baxter passing away suddenly.

Category veterans Jim Baynam (MGOC) and David Smithies (Austin Healey) were victorious in their respective series, while two generations of the Gibson family came out tops in the Clubmans Cup, father Paul winning the Proto class and son Daniel bagging Cup-class honours.

Mark Charteris was unbeaten in taking the Classic Clubmans Class A

title, but Class B winner Clive Wood made a rare mistake at the final meeting to blow his chances of emulating his more-powerful rival.

As ever, the massed ranks (over 100 drivers scored points) of Caterham Graduates produced some thrilling action. John Parker, Reece Somerfield, Ian Anderson and Myles Packman were all respective divisional champions.

Prolific race winner Garrie Whittaker (E36 M3) deservedly took Kumho BMW honours and Sammie Fritchley retained her number-one status in Citroen 2CVs. Steve Dance became the first four-time Pickup Trucks champion, denying Nic Grindrod by a point, while Stephen Treherne lifted his first Legends title.

Andy Messham (Classics and Historics), David Howard (Post-Historic), Andy Johnson (Group 1), Chris Bright (Pre-'93) and John Edwards-Parton (Classic Thunder) each savoured success in the CTCRC

championships, while Brian Long (XR2) was highest points scorer in the combined Blue Oval series.

Welsh wizard Endaf Owens (Mini Miglias) finally landed a Mini 7 Racing Club title, after more than a decade of trying, while Paul Spark became only the seventh Mini Se7en driver to claim back-to-back crowns.

The club's regional centres ran their own championships, with South East hosting the D/MN Saloons, where Darren Bly's Nissan Skyline finally enjoyed reliability to match its speed.

The SE centre also held its popular Tin Tops and Intermarque leagues, won respectively by Andy Woods-Dean and Wayne Rothwell after tense finales.

The NW centre ran its Sports & Saloons championship, where Paul Dobson won his fourth title in five years. But a new champion was heralded in the Welsh Sports & Saloons, where Dom Evans was the dominant force. ❁

Zamparelli landed the FR BARC title



Sirrell shows Watts how to do it

Another epic Formula 4 title race was *MARCUS PYE's* pick of the 750MC season

Support for Formula 4 wilted as rival single-seater series thrived, but the title fight between Oliver Sirrell and Robbie Watts was a gripper as eight 750 Motor Club championships were resolved at Cadwell Park's finale.

An inspired Watts (Van Diemen RAW09) won the first leg to keep his chances alive, but for the second successive year was denied at the last hurdle. Young Sirrell drove his elderly RF97 superbly, stemming Watts' omnipresent challenge to snatch the crown. Formula Renault BARC aspirant Sirrell's partner Jenny Scott (outgoing champ Malcolm's daughter) raised her game again to finish third overall.

Third-year man Nathaniel Cooper charged his pristine Davis T7 to the 750 Formula title, winning five times and only twice finishing off the podium. Less consistent, 10 times champion Mick Harris (Darvi 877) overhauled Bill Rutter (Darvi Mk5) for second. Bill Cowley's victory in the gruesomely slippery final round – in an evolution of the fabulous car his late grandfather built in 1969 – was drive of the year.

Six wins from the last eight rounds proved the combo of Paul Smith and AHS Dominator was Formula Vee's most effective. Missing the first six was Smith's undoing, for defending champ Martin Farmer (Jazzy Jeff GAC) was up to speed from day one, thus could play the percentage game. Engine glitches and rookie Michael Epps' impressive speed sent the title fight to the wire, but with three wins to Epps' two, canny Farmer kept number one. First-round winner Ben Anderson's AUTOSPORT priorities put the kibosh on his chances, while Fraser O'Brien and John Hughes also won once apiece. Ian Jordan (Sheane) earned Class B honours.

If late-season Road Going Bike-engined races between eventual champion Paul Rogers (Contour), John Cutmore (Spire) and non-scoring invitee Tim Gray (Sabre) are a pointer to 2012, bring it on! Reigning champion Alastair Boulton (STM Phoenix) kept Rogers fighting to the end.

RGB-headed Scott Mittell repeated his 2010 Locost success, winning four rounds, but the 1300cc sportscar class was, perhaps, tougher. Alex von Ehrheim won as often, but placed third behind double victor Nick Morley. GP2 mechanic Sam Bradley fitted in eight races and won two. Richard Jenkins and Tom Collier claimed the others.

Stock Hatch almost became a Citroen Saxo monopoly, with Saxmax alumnus



Sirrell (5) out-raced Watts in F4

Patrick Fletcher leaping from fifth to pip erstwhile leader Matt Digby at Cadwell's finale. Seven drivers won rounds.

Class B – for older rolling stock – was almost as tight, but a wonderful wet victory from 11th on the grid at Cadwell and second a day later meant Vauxhall Nova stalwart Pip Hammond edged it.

With eight wins from 13 starts, Yorkshire's Shane Stoney set the standard in year six of Saxmax. Williams Davison (three wins) and Plant (one) came closest in a year when, disappointingly, only 11 teenagers turned out.

Bikesports had plenty of takers, yet only six did most of the rounds. Richard Stables triumphed again, although runner-up Christian Enderby came of age in the Radicalfest, in which Adrian Reynard thrice demonstrated his Inverter's potential.

Kit Cars and Sports Racing & GTs (sans Crossles) were a necessary crutch for each other at some rounds. Kit legend Andy Hiley was uncatchable again, but David Caldecourt (ex-Tony Southgate Sylva Phoenix) was runner-up from Class B. Will a switch to the Sports Specials name tag

revive the bedmates' fortunes?

Strongly-supported but incident-strewn, the Toyota MR2 season ended with James Cross champion after a controversial collision in the second to last race derailed Paul Hinson's chances.

In a difficult financial climate, entry levels fell appreciably in some classes. Following Robin Knight's two decades as competition secretary, successor Chris Norman's reign lasted eight months, forcing the 72-year-old club's management to regroup for 2012. ❄



Fletcher (leading) won Stock Hatch A



Godfrey's glory run

Pat Doran jumped off the bottom step of the podium at the end of the first race of the season and wondered if renting the Ford Fiesta in which he'd won the 2009 and 2010 British Rallycross Championships to rival Julian Godfrey, and replacing it with a Focus, was such a great idea. "I think we are all going to be in

trouble with Julian this year, that was easy for him," said Doran, whose third place was worth 25 points.

The championship awards five bonus points for fastest time of the day and it was Godfrey who claimed these in round one at Lydden, adding them to fourth place in the final to leave the season opener with 26 points.

Life's a breeze for champion Moran

Moran dominated in Groves' absence



Scott Moran dominated a British Hillclimb season lacking retired four-times champion Martin Groves. Without Groves, at times it was all too easy for Moran, whose father Roger was often his main threat – along with long-standing rival Trevor Willis.

Scott was also the only driver to take an outright hill record this year and won the class-based Hillclimb Leaders title. Willis had a brand new chassis and took an astonishing win on the car's debut, although he found the going tougher later on in the year.

With Groves and his reliable

mid-table co-driver Paul Ranson absent, there was an opportunity for other drivers and constructors to feature at the front. Thus, three competitors and two car builders became first-time winners. Aside from the champion's spot, nearly all of the top 10 positions were not settled until the last run-off of the year.

Driver of the year is a difficult one to settle, but Wallace Menzies, Alex Summers and Lee Adams ensured that much of the interest came outside the top two. Constructor of the year is also linked to the first-time winners.

Stepping up on the back of his 2010 Supernational title, Godfrey drove superbly in his first Supercar season and bagged the FTD points in five of the seven rounds. He was also on the podium four times, winning at Knockhill to seal the title with a round in hand.

The only man more consistent was David Binks. In the top four at every event, the Geordie's title bid was ramped up with a new car for the last three rounds, but the absence of a win or FTD points from his scores ultimately cost him dear, and he slipped to third in the final order as Andy Scott (winner of rounds one, four and seven) beat him to the runner-up spot.

As engine supplier to Sverre Isachsen, Godfrey also enjoyed success in Europe where his Norwegian customer won a third straight title. Godfrey ran his Super1600 Fiesta in a handful of European events, becoming the first Brit to win the class, in Belgium. Scott's debut ERC season brought two A-final starts and a better than expected 11th in the points, while Monster Energy-backed Citroen driver Liam Doran's second full campaign did not match expectations, the title hopeful finishing seventh.

● *Tim Whittington*

Menzies had been expected to feature well and hoped to give DJ Racecars its first ever run-off win, but surprisingly it was Bath University undergraduate Summers who took his and DJ's maiden success. Menzies took his first run-off victory and DJ's second the same day and went on to take three wins by the end of the year, but was disappointed to miss out on a top-three in the title race.

Lee Adams was the surprise of the season, owing to his inexperience and underpowered 1600cc car. He won four shootouts over the season and while three of those were rain affected, his final one came in the dry – accentuating his rapid rise.

Tom New had a hot and cold season and lost out on fifth overall to Adams by a solitary point, while co-driver Chris Merrick finished seventh overall in his final hillclimb season.

Will Hall took eighth and spent most of the season well separated from competitors above and below him in the table. The experienced John Bradburn finished in the top 10 for the first time in his career, while the hard-driving Richard Spedding snatched 10th overall on the last day of the season to ensure that three motorcycle-engined cars finished inside the top 10.

● *Eddie Walder*



Tooms dominated in Historic Roadsports

A grand season

Another great year of racing as the HSCC topped 1000 members. By *MARCUS PYE*



Mitchell (21) and Simms fought for FF1600 glory

Top-class competition and passing the 1000-member landmark made 2011 very special for the Historic Sports Car Club, under Grahame White and Chris Sharples' astute leadership. Thus a prestigious 'club of the year' award was richly deserved.

Organising Jaguar's E-type 50th anniversary challenge series, in which Jon Minshaw was top gun, raised the HSCC's profile internationally. As did masterminding the Silverstone Classic's logistics and keeping Historic F2 – won by Portugal's Diogo Ferrao (March 712) from the 1600cc division – on the boil.

Entries on the colourful domestic scene held up well as the economy stalled. A two-day Cadwell Park fixture enhanced a quality calendar, while a televised Brands Hatch Indy circuit event added to the camaraderie.

The Historic FF1600 title was

effectively resolved there, when a broken gear linkage sidelined leader Ben Mitchell – who had matched the vastly experienced Benn Simms all year. The teenager accepted the drama with maturity and bounced back to win Silverstone's finale, in which triple CF3 champ Simms secured the crown.

Slicked-and-winged Historic FF2000 gained championship status, Grantham builder Russell Love scooping the inaugural Pinto-powered title in one of several Reynards run by Neil Fowler. Despite ending his season upside down at Brands, team-mate Simon Toyne was runner-up, with Andy Huxtable (Lola T580) and class winner Antony Raine (Merlyn Mk28) next.

Jamie Brashaw tried FF1600, then refocused on the Classic F3 prize in his ex-Kenneth Acheson March 793. Brashaw wasn't always quickest, but neither Simms (803) nor fellow March man Simon Hadfield (743 and 783/793) did all the rounds. Veteran Albert Clements (Lotus 69) just outpointed Andy Jones for Tony Brise Trophy 1600cc honours – and third overall – Jones having shared his Brabham BT38C with brother Mike.

Not even a huge spin at Oulton Park derailed Mini Cooper S ace Roger Godfrey's Historic Touring Car title defence, although renowned engine builder Neil Brown (Lotus Cortina) was a point adrift in his first season. Steve Platts took bronze having built speed and reliability into his Singer Chamois.

In Historic Roadsports, BP engineer Paul Tooms (Witchampton Garage Lotus Elan) was unstoppable in his class and thus romped to the crown. Tussles with Matthew Truelove (TVR Griffith) and a Toyo tyre experiment at Brands enlivened his campaign. John Shaw (Porsche 911) was runner-up, while Ian Forward pipped fellow Alfa Romeo pilot Johan Denekamp for third.

Former Triumph Spitfire star John Thomason returned with a GT6 and blitzed '70s Road Sports. Out front, Morgan, TVR and Porsche battles raged anew, but Julian Barter (3000M) prevailed to bag second, ahead of Ralph Harwood-Penn (MG Midget).

While Nick Fleming (Chevron B8) enjoyed a great Guards Trophy campaign – adding Snetterton's non-scoring AUTOSPORT Three Hours to his haul – Pre-'66 GT racers fought for points. Tom Smith prevailed in an MG Motorsport MGB built with father Doug.

Despite being beaten by fellow Cooper T59 racer Sam Wilson in the high-profile races at Silverstone and Goodwood, Jon Milicevic returned to the top of the pile in the phenomenon that is Historic Formula Junior.

Ian Gray was another repeat champ in Classic Racing Cars, his Brabham BT16 twin-cam often chased by a posse of one-litre F3 screamers, while former HSCC FF1600 champ Michael Lyons found time amid his British GT exploits to win the Derek Bell Trophy in the family F5000 Lola T400. ✽

MSVR's club racing juggernaut just keeps rolling on and on

There were plenty of stars in another strong year for a modern club with an ever-growing portfolio of series. By *PETER SCHERER*

In a season of yet more growth for rising club racing powerhouse MotorSport Vision Racing, the Radical Sportscar championships both had a bumper year, after defecting with the Mini Challenge from BARC.

Mark Smithson and Stuart Moseley came away with the UK Cup in their SR3, after a season-long duel with David Thorburn/Rob Wheldon. The Marks Electrical duo put the seal on their title by heading home their rivals in the last four races, at Donington Park and Snetterton. Roger Bromiley/Shawn Balfe clinched the SR8 class from 2010 Masters champion Terrence Woodward.

Six wins from 12 rounds gave James Abbott's SR3 the Club Cup, but he was pushed hard by the PR6s of Mark Abbott and Mark Boot. But Boot's late-season luck turned sour and Mark Abbott clinched the runner-up spot.

Having almost given up on his title aspirations, Chris Knox took the Mini Challenge title after a titanic battle with Luke Caudle. Knox scored a treble on the Brands Hatch GP circuit and won four out of four at Anglesey, after Caudle was disqualified from one of his wins. Outgoing Champion Lee Allen pipped Caudle for the runner-up spot after the latter's huge crash at the Snetterton finale. Allen, Richardson and Chris Smith were also victors, while Ant Whorton-Eales was only beaten twice in the Club Class.

The GT Cup was well supported early on but faded later. A double win from the opening round at Silverstone launched Andy Ruhan's Porsche 997 to the title. He also won at Oulton and did the double at Snetterton, while closest rival David Tomlin topped the podium at Brands Hatch in his Ferrari 430. Mechanical problems hampered Tom Andrew's Morgan, but he still topped his class and was third overall. Rob Barff/Leon Price won every race of the GT Trophy series in their Ferrari 430.

Steve Quick became the inaugural Lotus Cup UK champion in his Elise, after Ken Savage's car expired in the final race at Brands Hatch. Mark Fullalove's 2-Eleven won the most races, but was only fifth overall.

There were seven different winners in the Elise Trophy series, but Luigi Mazza, Ken Savage, Stuart Rowland and Andy Dolan shared most of them.

Moseley/Smithson won Radical UK Cup



James Bark started the Mk2 Golf GTI championship strongly, with five wins from the first six rounds, but after an Oulton Park double, former Porsche Carrera Cup scholar Lewis Hopkins pushed him hard. Bark held onto the class title, but with eight 8-valve class wins, Guy Stevens took the overall title.

The SEAT Leons of Dan Rose and Cris Hayes dominated the VAG Trophy. Although Hayes was unbeatable in three rounds at Brands Hatch, Rose had the edge elsewhere to clinch the crown. Lewis Hopkins won his class in his Golf and was runner up outright.

Production BMW featured good grids all year and ex-Clio Cup champ Ben Winrow proved unbeatable on most occasions. His absence from a number of rounds left him in fifth overall. After taking a first win at Donington, despite Winrow's presence, Mike Tovey became champion, with Tim Wilson keeping the pressure on right to the end.

Tristan Cliffe, Peter Venn, Peter Bragg, Nigel Davers, Geoff Fern and Adrian Wright were all Monoposto title winners. Apart from a non-finish at Oulton, Cliffe was unbeaten in the 2000 split. Venn skipped the last two rounds, having already sewn up the Classics, while Bragg had the 1800s

sealed by round eight at Oulton Park and didn't appear again. Davers won the 1600s but couldn't stop Jeremy Timms, who won on all three of his outings. Fern was only usurped twice in the 1400s, while consistency paid dividends for Wright in the 1000s.

Among the other series on the MSVR package was the F3 Cup, where Aaron Steele showed his class and usually trounced the opposition. Adam Sharpe's BMW beat Colin Tester's Sierra 15 times in 17 Racing Saloons rounds, but still provided some close racing. The Heritage GT grids were well down as Joss Ronchetti's Sunbeam managed five wins alongside Julian Westwood and Barrie Williams.

James Britton's BMW and John Hamilton's Clio shared the Trackday Trophy wins with three each, but three other crews topped the podium in the new Team Trophy initiative. David Thomas/Dan Croft's Clio, Alistair Stenhouse/Stephen Darbey's BMW and Dan Surrridge/Julia Penfold's MG all tasted success along with Britton.

Back too was James Beckett's revived Champion of Brands FF1600 series, where Neil Alberico, Jordan Skinner, Craig Currie and Jonathan Hoad all took a share of the crown. ❄

Masters of the art



Barber's F5A won GP Masters title

This was a mixed season for the Masters Historic Racing movement, with some sensational grids as well as times when the cars were spread just a little too thinly across the classes.

But when it was good, Masters was superb, and the 33-car Grand Prix Masters grid at the Silverstone Classic was one of the highlights of the entire historic racing season.

The regular big hits were Gentleman Drivers and Pre-'66 Saloons, featuring bumper grids and great racing. At the other end of the scale, the unnecessary Masters Sports Prototype series primarily for Group C cars was a predictable flop.

For the first time, the four cornerstone Masters series ran as championships and a first-rate calendar took the combatants to some of the

very best events, culminating at the Spa Six Hours.

Given the limited experience of the driver, and the car's lack of period success, it seemed incongruous that the Grand Prix Masters title fell to Richard Barber and his Fittipaldi F5A. But Barber drove an excellent season within his class and consistently ran among far more seasoned campaigners to outscore Rowland Kinch (Arrows A4). In terms of sheer pace, no one could touch young lion Andy Meyrick, who dropped in to race his father's March 761 at the Silverstone Classic and swept to an imperious double.

While a gaggle of Lola T70 Mk3Bs slugged it out at the head of World Sportscar Masters, Mark Bates was busy racking up class points in his Porsche 911 RSR and defeated the similar car of Paul Howells. Oliver Bryant and Leo Voyatzides were among the quickest T70 pilots.

Michael Schryver and Simon Hadfield were deserving champions in Gentleman Drivers, regularly forging Schryver's Lotus Elan up among the Jaguar E-types and AC Cobras, while Henry Mann upheld family honour for Alan Mann Racing by heading the tin-tops in his Lotus Cortina.

● *Paul Lawrence*

Hall has a Swift run to glory

The broader content of Castle Combe's meetings might have slipped from its stellar best over the past two seasons – this is being addressed for 2012 – but the venue's core championships nonetheless entertained loyal racegoers.

Five drivers won in Formula Ford, but Rob Hall, 21, emerged champion in his works Swift SC10. Five victories outpointed Roger Orgee (Van Diemen RF00), who deserved his maiden chequer in the finale.

Adam Higgins (RF90) was an impressive class-winning third, ahead of '07 champ Ed Moore, who switched to a new Ray, and Steven Jensen (Spectrum), whose eight-year quest to win at home ended with a May double.

Former champions Ben Norton (Spectrum) – a hat-trick matching Hall's, then the end-of-term Carnival – and Josh Fisher (RF05) were the other winners. Iain Houston pipped David Cobbold in the Pre-'90 set.

Nick Charles screamed his Peugeot

Hall's Swift led the way in FF1600



106 GTi to a second successive title in the realigned tin-top battleground – with 36 scorers, as varied and competitive as ever. His brilliant outright win in June, and 2010 GT champ Mark Funnell's domination of May's wet round in a BMW Mini, were the highlights.

Without the four-wheel-drive cars, the new Class A and second overall fell to Tony Dolley (Peugeot 306 GTi), ahead of Nick Clark, whose Suzuki Swift blew off the previously all-conquering Vauxhall Corsas and Ford Fiestas in the strong-performing

minnow school. Only two cars came out in the new entry division.

Radical racers Simon Tilling and Andrew Shanley again set the Special GT pace, although fields were down. Tilling, often slower away in his 350bhp SR3 turbocar, habitually scythed through a pack of smaller Radicals to reign in Shanley's fleet Prosport. Tilling regained his 2009 title at the finale.

Ian Hall's 5.4-litre Davrian Wildcat was rendered impotent by a flat battery in October, but the '70s Modsports racer's class crown was secured.

● *Marcus Pye*

Thirlwall dominates in Scotland

The performance of 2011 came from Kenneth Thirlwall, who clinched the Scottish Formula Ford title by winning every one of the season's 14 races at Knockhill.

Unlike last season, his rejuvenated Van Diemen never skipped a beat and he reaped the rewards. While Thirlwall's pedigree has never been in doubt, the addition of a single-seater crown gives further credibility to the four-times Scottish karting champion, who also won the Mini Cooper title in 2009.

Although not dominant, Mini champion David Sleigh recorded amazing consistency on his way to the title. He finished every race, only once outside the points. Runner-up Vic Covey Jr bowed out of the series in style having taken the battle with Sleigh to the wire. Similarly, father Vic Covey Sr left his role as co-ordinator having established a successful initiative.

The Classics scrap between Stan Bernard and John Marshall was closely contested. It was only decided in Bernard's favour after mid-year engine problems for Marshall's Mk1 Escort.



Thirlwall crushed FF1600 opposition

Garry Watson triumphed in the more modern Saloons and Sportscar series, which evolved throughout the year as a trend for heavily tuned cars disappeared in favour of a more traditional mix of turbocharged Fords and agile kit cars.

Ross Marshall reasserted himself in Legends against fellow former champ Carol Brown. Their form ebbed and flowed all season long, but while the damp-induced chaos affected those around him, not even two stoppages

could prevent Marshall taking the win in the final race to seal the title in style.

Despite being excluded from the season's first event for his driving standards, Russell Milloy won the Fiesta XR2 championship in his maiden season with a combination of peerless reliability and eight wins. Rory Bryant dominated the increasingly popular ST class and won the title with a meeting to spare.

● *Jonathan Crawford*

Ireland does its best to ride the storm

Predictions were gloomy but Kirkistown's year was better than expected.

Overall numbers were certainly down, but not by as much as feared and generally the quality of racing at Northern Ireland's only circuit held up despite an occasional lack of quantity.

FF1600 remains the mainstay of the Kirkistown scene and here, despite Ivor McCullough's largely successful efforts to emulate Sebastian Vettel, the pursuers – led by Adrian Pollock and Jonathan McMullan – kept the

entertainment levels up.

Roadsports actually grew slightly during the year, and while Jim Hutchinson's two-litre Westfield had some easy runs at the front, a swarm of one-litre bike-engined cars delivered serious action behind, Ryan Magennis heading them. Saloons also featured, with Ralph Jess (BMW M3) on top.

Formula Vee again paid some visits and filled the grid each time, while Dan Daly (Reynard-Ilmor) lowered the outright record when Irish Libre came to call. Not a vintage year perhaps,



McCullough tried Vettel impression

but not bad, and the same could be said in the South, where Mondello Park organisers reduced fees and introduced more cost controls and novice classes to bolster grids.

These steps worked best in Formula Vee, which regularly fielded grids of 20-plus cars as Lee Newsome won out.

The new Touring class in the ITCC, which separated new drivers from more experienced competitors, was of particular success, with the category enjoying some of the closest racing.

Andy O'Brien went one better than his debut season in Ginetta Juniors by taking championship honours, lap records and a nomination for the 2011 Dunlop Young Driver of the Year award.

Barry Hallion took honours in the Fiat Punto title race, but only after Gary Cunningham was disqualified on technical grounds. With dwindling numbers and infighting, the Fiats may not emerge from winter hibernation.

● *Richard Young & Paul Healy*



Martin Tracey was top dog in ITCC



Coleing won races across several series

Sixties swingers steal the show

The Classic Sports Car Club continued to show strength in 2011. By OLIVER TIMSON

The Swinging Sixties is the Classic Sports Car Club's oldest series and remained one of its headline acts in a busy 2011 season for the club.

With the field once more split into two groups, Roy Chamberlain kick-started the year with a thrilling win over Kevan Hadfield's similar TR4 in the opening Group One race. He followed that up with victory at Brands Hatch, before missing most of the remaining races. In his absence, multiple winner Charles Marriott (Turner MkII) was rarely off the podium, while front-running duo Tim Cairns and Richard McKoen (Frogeye Sprite) were one of seven different overall winners in the last seven races.

Mark Campbell guided his TR5 to a trio of wins in the Group Two races, charging out of the blocks with convincing displays at Snetterton and Brands. Roger Lee and Dave Boland also scored an impressive back-to-back hat-trick in their Lotus 7. The Norfolk marque hit top spot three more times courtesy of the Elans of Mark Halstead/Stuart McPherson, Stephen Bond, and Nick Fleming.

The Magnificent Sevens continued to draw healthy grids, swelling to 40 at Silverstone. Mark Coleing and James Sharrock were the men to beat, with the prolific Coleing taking five wins as well as a slew of victories in the Sevens-Type Challenge and Sports v Saloons races. Having suffered a nasty accident in the opening race, Carl Woodwiss made a welcome mid-season return, picking up two Sports v Saloons wins.

John Hammersley (Honda Civic) was seldom far from the front in the Tin Tops, partnering Simon Taylor to seven podium visits (one of which was in their newly-restored classic Astra GTE). The run included two wins and a second behind the Peugeot 306 of John's son Mark at Donington Park. With victories at Oulton and Snetterton respectively, David Cox/Jerry Hampshire (Peugeot 306) and Richard Woods (Ford Focus) were the only others to usurp the usually dominant Hondas.

Hammersley and Taylor also brought their Astra out in the Future Classics, triumphing at Oulton Park (with a little help from the safety car). A remarkable eight different winners emerged from the series' nine races, with Mark Chilton (Porsche 928) the only man to do a double. The familiar Esprit and TR7 of Nicholas Olson and Martyn Adams

respectively were also among the winners this season.

The new Deutsche Marque series had a mixed debut year, with fluctuating grid sizes averaging at 13 cars. Young charger Daniel Gannon (BMW M3) made an instant impression with his mid-year appearances, winning at Donington and Cadwell Park. Kumho BMW champion Garrie Whittaker (M3) survived clutch problems to dominate the final race.

Chris Scragg enjoyed a trio of Classic K wins in his immaculately prepared E-type. Also notable was Colin Youle (Jaguar XK120), who celebrated 50 years of racing at Snetterton in March – the venue for his maiden race in 1961.

The new HVRA Challenge got off to a roaring start with a one-off race at Snetterton. A packed grid of immaculate V8s rumbled into battle, with Boysie Thurtle's Camaro sweeping past the Sunbeam Tiger of John Finnemore to win the day.

The CSCC continued to host the bustling Jaguar XJS/Saloons series, which went into its last round with three drivers still contesting the title. Chris Palmer's XJS secured the championship with two class wins.

To add to a busy year, the club bookended its summer programme with jaunts to Spa and the Nurburgring Nordschleife, and ran the Marcos-only Presidents Cup race, won by Matthew Howell. There's no sign of slowing down in 2012, with the club creating a new Special Saloons series for a wide range of machinery from the '70s to the early '90s. ❧



Campbell's Triumph won thrice in Swinging Sixties

Two clubs made for the perfect match

The MG Car Club helped a new historic racing initiative flourish in 2011. *By DUD CANDLER*

One is long established, the other the fresh-faced new kid on the block, yet the activities of the MG Car Club and the fledgling Historic Racing Drivers Club aligned so seamlessly, you'd have thought they were lifelong buddies.

MG's premier race series, the MG Trophy, was fought over six double-headers as far afield as Brands Hatch and Knockhill (this meeting not MGCC run). A new champion was crowned in Class C ZR160 driver Oliver Barnard, although over the course of the year 2010 Class A top dog Chris Bray scored more points. The ultra-consistent Barnard took the final verdict on dropped scores.

Thoroughbred Sports Cars honours went to Simon Garrad (Jaguar D-type replica), who had Jeremy Knight (in another D) snapping at his heels. Brothers Russell and Spencer McCarthy provided the year's most poignant moment, finishing one-two at the Thruxton meeting named in memory of father and four-decade MG racer Roy.

With its loyal sponsor and decent grids of nicely presented cars, the MG Metro Cup enjoyed a super year. As costs of building a strong A-series engine have risen, so the later Rover K-series powered cars have proved more popular. Rover Metro GTi driver Andrew Ashton was a regular

winner en route to the title.

With the exception of the Silverstone and Thruxton meetings, numbers were down in the MG BCV8 championship, but that doesn't detract from the efforts of champion Chris Tilly. He and fellow Class D man Joe Parrington scored equal points, but Tilly got the nod on dropped scores.

Reigning MG Midget champion Paul Sibley added another title to his CV, the haulage business operator being a regular race winner. Class B dominator Ian Langford posed his main threat.

Mike Peters (Midget) kept David Coulthard and Ian Wright at arm's length to take Cockshoot Cup honours, while the Peter Best Insurance Challenge went to a metronomic Dan Ludlow (ZR), who prevailed with a near maximum score.

The club's new standalone races (for 1950-65 Sports Cars/Four-Hour Relay/Pit Stop etc) were well supported, adding extra elements to its meetings.

In recent years, new series have popped up like mushrooms, but too often have turned out to be inedible fungi. This is not something that could be said for the Historic Racing Drivers Club series, which enjoyed a dream debut year.

HRDC founder Julius Thurgood had done his homework carefully and it was a breath of fresh air, bringing cars rarely



Ashton was top Metro man

seen outside the likes of Goodwood and other major historic events to club-level motorsport. As would be expected, they were beautifully presented and generously eclectic.

Something like 60 cars turned out at the inaugural Touring Greats and Grand Touring Greats races, held at MG's Brands Hatch meeting in April. Mark Daniell (Austin A40) and Shaun Rainford (Lenham) won those races.

Daniell's nimble little machine was an eye-opener, its finest hour coming on the fast sweeps at Thruxton where it defeated its more powerful rivals.

Rainford and Rae Davis (WSM Sprite and later a Mini Jem, in which he won at Mallory Park) played starring roles in GTG, which was capped at 1500cc. West Sussex man Brian Arculus's Lotus Elite usurped both, however, in the Snetterton finale.

Both series ran combined at the MGCC's MGLive event on the Silverstone GP circuit, where guest-class man Barry Sidery-Smith (MGB) stepped in and outpaced all the regulars.

Thurgood unleashed a third new series, entitled TC63 (for the early Group 2 cars) at Snetterton. While it didn't attract such numbers, much is expected of it in 2012. Chris Scragg (Jaguar Mk2) ensured himself a place in the record books as the first TC63 race winner. ❧



Garrad's D-type was pick of the Thoroughbreds

SPORTS EXTRA 2011 CHAMPIONS



Howard's Jag was top Post Historic tourer

750MC

Formula 4 Oliver Sirrell (Van Diemen RF97)
750 Formula Nathaniel Cooper (Davis T7)
Formula Vee Martin Farmer (GAC1)
RGB Paul Rogers (Contour-Suzuki)
Locost Scott Mittell
Stock Hatch Patrick Fletcher (Citroen Saxo)
Saxmax Shane Stoney
Bikesports Richard Stables (Radical Pro6)
Kit Car Andy Hiley (Taydec Mk2)
Toyota MR2 James Cross (Mk2)

BARC

Formula Renault BARC Dino Zamparelli
Production Touring Car Trophy Adrian Churchill (Vauxhall Astra VXR)
InterSteps Jake Dennis
Classic FF2000 Ian Pearson (Van Diemen RF83)
Classic FF1600 Class A Stuart Kestenbaum (Van Diemen RF79)
Classic FF1600 Class B James Buckton (Elden Mk8)
MGOC Jim Baynam (MGB)
Austin Healey David Smithies (3000)
Clubmans Cup Class A Paul Gibson (Nemesis K11 Proto)
Clubmans Cup Class B Daniel Gibson (Nemesis K11 Cup)
Classic Clubmans Class A Mark Charteris (Mallock Mk20/21)
Classic Clubmans Class B Clive Wood (Mallock Mk 20)
Caterham Classic Graduates John Parker
Caterham Super Graduates Reece Somerfield
Caterham Mega Graduates Myles Packman
Caterham Sigma Ian Anderson

Kumho BMW Garrie Whittaker (E36 M3)
Citroen 2CV Sammie Fritchley
Pickup Trucks Steve Dance
Legends Cars Stephen Treherne
Classic Saloons & Historic Touring Cars Andy Messham (Austin Mini)
Post Historic Touring Cars David Howard (Jaguar XJ12)
Classic Group One Andy Johnson (VW Golf GTI)
Pre-'93 Touring Cars Chris Bright (BMW 325i)
Classic Thunder John Edwards-Parton (Ford Fiesta XR2)
Blue Oval Saloons Brian Long (Ford Fiesta XR2)
Mini Miglia Endaf Owens
Mini Se7en Paul Spark
Dunlop/MN Saloons Darren Bly (Nissan Skyline)
Tin Tops Challenge Andy Woods-Dean

(Renault Megane)
Intermarque League Wayne Rothwell (Tiger Avon)
North West Sports & Saloons Paul Dobson (Mazda RX7)
Welsh Sports & Saloons Dom Evans (Caterham CSR260)

BRSCC

Alfa Romeo Emma Karwacki (147)
National FF1600 Chris Middlehurst (Van Diemen)
Northern FF1600 Post-'89 Chris Middlehurst (Van Diemen)
Northern FF1600 Pre-'90 John Loebell (Reynard)
FF1600 Triple Crown Cormac O'Neill (Ray)
Caterham Academy Group 1 Elliott Norris

Caterham Academy Group 2 Andy Welch
Caterham Roadsport Wes Fox
Caterham Supersport Reece Somerfield
Caterham R300 Superlight Jamie Orton
TVR Challenge Hugh Marshall (Tuscan)
Euro Saloons and Sportscars Andy Jordan (Renault Clio)
Ford Fiesta David Grady (ST)
Ford XR Mark Robinson (XR2)
Formula Jedi Richard Mitcham
Fun Cup TDI Team Honeywell
Fun Cup Petrol Jolly Roger Racing
Ma5da MX5 Championship Tom Roche
Ma5da MX5 Cup Rob Boston
Mighty Minis Chris Slade
Super Mighty Minis Elliott Stafford
Open Sports Cars Tony Sinclair (Jade 3)
Porsche David Clark (Boxster)
VW Cup Steve Chaplin (Beetle RSI)
Ginetta G40 Challenge Mark Davies
Ginetta G20 Challenge Stuart Pearson
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Sports 2000 Pinto Paul Streat (Swift DB2)
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Porsche Club Mark Sumpter (911 Carrera)

MSVR

Radical UK Cup Mark Smithson/Stuart Moseley (SR3)
Radical Clubmans Cup James Abbott (SR3)
Mini Challenge Chris Knox
GT Cup Andy Ruhan (Porsche 997 GT3)
Lotus Cup UK Steve Quick (Elise)
Mk2 Golf GTI James Bark
VAG Trophy Dan Rose (SEAT Leon Cupra)
Production BMW Mike Tovey (320)
Monoposto 2000 Tristan Cliffe (Dallara F398)



Ruhan claimed GT Cup crown in 2011



Oldershaw pipped Jenvey in S2000

Monoposto Classic Peter Venn (Anson SA4)
Monoposto 1800 Peter Bragg (Mygale S100)
Monoposto 1600 Nigel Davers (Nemesis K11 Proto)
Monoposto 1400 Geoff Fern (JKS TFR11)
Monoposto 1000 Adrian Wright (GEM AW3)

MGCC

MG Trophy Oliver Barnard (MG ZR160)
Thoroughbred Sportscars Simon Garrad (Jaguar D-type replica)
MG Metro Cup Andrew Ashton (Rover Metro GTI)
MG BCV8 Chris Tilly (MGB GTV8)

Mittell (1) retained his Locost crown





Brashaw's March 793 aced HSCC Classic F3

British GT racer Lyons took Derek Bell Trophy



Midgets Paul Sibley
Cockshoot Cup Mike Peters (Midget)
PBI Challenge Dan Ludlow (ZR)

HSCC

Historic FF1600
Benn Simms (Alexis Mk14)
Historic FF2000
Russell Love (Reynard SF79)
Classic Formula 3
Jamie Brashaw (March 793)
Historic Touring Cars
Roger Godfrey (Austin Cooper S)
Historic Road Sports Paul Tooms (Lotus Elan S)
70s Road Sports
John Thomason (Triumph GT6)
Guards Trophy Tom Smith (MGB)

Historic Formula Junior
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Classic Racing Cars
Ian Gray (Brabham BT16)
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Michael Lyons (Lola T400)
Historic Formula 2
Diogo Ferrao (March 712)

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Grand Prix Masters
Richard Barber (Fittipaldi F5A)
World Sportscar Masters
Mark Bates (Porsche 911 RSR)
Gentlemen Drivers Michael Schryver/
Simon Hadfield (Lotus Elan 26R)
Pre-'66 Touring Cars
Henry Mann (Lotus Cortina)

CCRC

FF1600 Robert Hall (Swift SC10)
Saloons Nick Charles (Peugeot 106 GTI)
Special GT Simon Tilling (Radical SR3 turbo)

SMRC

Ford Fiesta XR2 Russell Milloy
Ford Fiesta ST Cup Rory Bryant
Formula Ford Kenneth Thirwall (Van Diemen RF92)
Mini Cooper Cup David Sleigh
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Stan Bernard (Porsche 911)
Legends Ross Marshall (Ford Coupe Legend)

Saloon and Sportscars

Garry Watson (Westfield)

MONDELLO PARK

Formula Vee Lee Newsome (Sheane FV94)
Global Lights Mark Braden (Global GT Lights)
HRCA Historic Alan Kessie (Gryphon C73)
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ITCC Super Touring
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ITCC Touring Danny Calnan (Honda Civic)
Fiat Abarth Barry John McHenry
Fiat Punto Barry Hallion
Fiat Uno Colin Clinton
Strykers Alan Watkins
Formula Libre Under 2 Litres
Stephen Daly (Formula Renault)
Formula Libre Over 2 Litres
Dan Daly (Reynard F3000)
Formula Sheane Kevin Sheane Jr

KIRKISTOWN

Northern Ireland FF1600
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Henry Campbell (Reynard FF83)
Pre-'82 FF1600
Ryan Templeton (Crossle 32F)
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Saloons Ralph Jess (BMW M3)

AMOC

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SEMSEC

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Saloons Bill Richards (Rover Mini Clubman)
Sportscars Mark Burton (Jade Trackstar)

CSCC

Jaguar XJS/Saloons Chris Palmer (XJS)

BRITISH HILLCLIMB

Scott Moran (Gould-NME GR61X)

BRITISH RALLYCROSS

Julian Godfrey (Ford Fiesta ST)

EUROPEAN RALLYCROSS

Sverre Isachsen (Ford Focus)



Mann is first Masters Pre-'66 champ



Bernard's Porsche won in Scotland

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(May 19-BA)
Jeff Wilson's Lotus-Jade
(May 26-KT)
British GT's emerging talent
(Jun 9-KT)
Coulthard tries sporting
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Derek Gardner (Jan 13)
Jim Endruweit (Jan 13)
John Turner (Mar 24)
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Martin Bartek (Apr 14)
Pete Lovely (May 26)
Roy Winkelmann (Jul 28)
Allan Tomlinson (Aug 11)
Richard Bond (Aug 11)
Chris Lawrence (Aug 25)
Martin Hines (Sep 1)
Adrian Hall (Sep 8)
Christian Bakkerud (Sep 15)
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Don Truman (Sep 22)
Dan Wheldon (Oct 20)
Paul Harmer (Oct 20)
Bernard Baxter (Oct 27)
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Sheridan Thynne (Nov 24)
Jim Rathmann (Dec 1)
Peter Gethin (Dec 8)
Remembering racers lost
(Dec 29-ES)

RACE/RALLY OF MY LIFE

Mike Wilds, US GP 1974
(Jan 6-HHF)
*Michele Alboreto, German GP
1985 (Jan 13)**
Petter Solberg, Rally GB
2002 (Jan 20-DE)
Roberto Moreno, Japanese
GP 1990 (Jan 27-AVDB)
Marc Duez, Donington
Rallysprint 1984 (Feb 3-AH)
Chris Hodgetts, Le Mans
1989 (Feb 10-HHF)
Luis Perez Sala, British GP
1989 (Feb 17-PM)
Francois Duval, Tour de
Corse 2004 (Feb 24-DE)
Lyn St James, Le Mans 1989
(Mar 3-CB)
Joginder Singh, Safari Rally
1965 (Mar 10-HHF)
Martin Donnelly, Macau GP
1987 (Mar 17-AH)
*John Love, South African GP
1967 (Mar 24)**
Dick Johnson, Lakeside ATCC
1981 (Mar 31-AVDB)
Chris Amon, French GP 1972
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Nicky Grist, Safari Rally
1997 (Apr 14-HHF)
Tony Adamowicz, Daytona
24H 1970 (Apr 21-HHF)
Malcolm Wilson, RAC Rally
1993 (Apr 28-DE)
Tiff Needell, Hockenheim F2
1978 (May 5-AH)
Kelvin Burt, Porsche
Supercup Indy 2006
(May 12-HHF)
Kurt Thim, Singen DTM
1995 (May 19-JOL)
Olivier Panis, Monaco GP
1996 (May 26-GW)
Peter Dumbreck, Macau GP
1998 (Jun 2-HHF)
*Duncan Hamilton, Le Mans
1953 (Jun 9)**
Klaus Niedwiedz, Bathurst

1989 (Jun 16-JOL)
Tony Trimmer, Monaco F3
1970 (Jun 23-HHF)
Richard Petty, FireCracker
400 1984 (Jun 30-AVDB)
Enrique Mansilla, Mallory
FF1600 1981 (Jul 7-HHF)
Thomas Radstrom, Swedish
Rally 2001 (Jul 14-DE)
Kris Nissen, Zandvoort
FF2000 1981 (Jul 21-JOL)
Hannu Mikkola, 1000 Lakes
1983 (Jul 28-DE)
Nicola Larini, Canadian GP
1989 (Aug 4-MS)
Brett Bodine, North
Wilkesboro NASCAR 1990
(Aug 11-AVDB)
Frank Jelinski, Silverstone F2
1982 (Aug 18-CB)
Karl Kling, German GP 1954
(Aug 25-AH)
Pedro Lamy, German F3
1992 (Sep 1-MS)
Marcus Gronholm, Rally NZ
2007 (Sep 8-DE)
Jacques Laffite, Brazilian GP
1979 (Sep 15-1D)
Eddie Irvine, Le Mans 1994
(Sep 22-BA)
Al Unser Jr, Indy 500 1992
(Sep 29-MG)
Mark Skaife, Bathurst 2002
(Oct 6-AVDB)
Max Papis, Barcelona
F3000 (Oct 13-AH)
AJ Foyt, Indy 500 1958
(Oct 20-MG)
Oscar Larrauri, Miami IMSA
1988 (Oct 27-TW)
*Cliff Allison, German GP 1958
(Nov 3)**
Jurgen Barth, Le Mans 24
Hours 1977 (Nov 10-HHF)
Miguel Angel Guerra,
Donington F2 1978
(Nov 17-TW)
Andy Wallace, Homestead
Grand-Am 2004
(Nov 24-HHF)
Ricardo Zunino, Canadian
GP 1979 (Dec 1-TW)
Ari Vatanen, Paris-Dakar
1987 (Dec 8-HHF)
*Peter Gethin, Italian GP 1971
(Dec 15-22)**
John Davenport, Safari Rally
1972 (Dec 29-HHF)
**previously published*

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Must-see events 2011 (Jan 6)
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(Jan 6-JOL)
Dakar diary, part 1
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Mansell drives Lotus T125
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Marc Surer on F1 and
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British F3 anniversary track
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BT55 (Feb 24-GW)
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(Feb 24-PF)
The cost of racing
(Feb 24-MS)
FIA Academy shootout
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Revved-up's 2011 TV guide
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Jordan begins, March '91
(Mar 10-AC)
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Button/Lowndes Bathurst
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Fullerton (Jun 9-TT)
Senna special: The early
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Senna special: His best
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New-look Silverstone post
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Williams civil war (ES)
Adelaide finale (ES)
Rosberg's swansong (MH)
De Angelis remembered (AC)
Laffite's Brands Hatch
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Ferrari failures (GW)
Berger's Mexico success
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Haas-Lola: American idle
(ES)
Dumfries' disaster (GW)
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Jean Alesi on Lotus T125
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SPECIAL REPORTS

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(Jul 7-MP)
Goodwood Revival
(Sep 22-MP)

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Gold Coast 600 (Oct 27-PB)
Macau F3 (Nov 24-CB)
Race of Champions (Dec 8)

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(Feb 3-GW)
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ILMC preview (Mar 10-GW)
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(Jun 9-GW)
Le Mans 24 Hours
(Jun 16-GW)
Imola ILMC (Jul 7-GW)
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AUTOSPORT 6 Hours
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Ford Fiesta Rallycross
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WORLD GT1

David Brabham interview
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Farwell Ford Focus
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Suzuka (Oct 27-MG)
Tianma (Nov 10-MG)
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(Nov 24-CB)
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WRITERS

BA – Ben Anderson
GA – Gary Anderson
CBJ – Chuck Bradbury Jr
CB – Charles Bradley
PB – Phil Branagan
LC – Lito Cavalcanti
RC – Roberto Chinchero
JC – John Cleland
AC – Adam Cooper
LdG – Lucas di Grassi
TD – Tony Dodgins
KD – Kerry Dunlop
SE – Steven English
DE – David Evans
GF – Glenn Freeman
JG – James Gent
MG – Mark Glendenning
AH – Andy Hallberry
TH – Tony Haycock
HHF – Henry Hope-Frost
MH – Mark Hughes
JI – Jonathan Ingram
LK – Linda Keen
GK – Gerhard Kuntschick
PL – Paul Lawrence
GL – Graham Lister
JM – Johnny Mowlem
RM – Robin Miller
PM – Peter Mills
JN – Jack Nicholls
JOL – Jamie O'Leary
MO – Marc Orme
AP – Anthony Peacock
MP – Marcus Pye
CS – Connell Sanders
PS – Peter Scherer
JSH – Jeremy Shaw
JST – Jurgen Stifflschraube
MS – Marcus Simmons
ES – Edd Straw
TT – Tony Thomas
OT – Oliver Timson
ST – Sam Tremayne
KT – Kevin Turner
AVDB – Andrew
van de Burgt
AW – Alan Warren
GW – Gary Watkins
TW – Tony Watson
OW – Oliver William
SW – Steve Wood
RY – Richard Young

JOHN DAVENPORT

■ East African Safari ■ March 30-April 3, 1972 ■ Datsun 180B ■ Drama-filled run to finish world's toughest rally



Andersson and Davenport soldiered on to finish 12th

IT ALL SOUNDED TOO GOOD to be true. A ride with my old pal, Ove Andersson, in the latest works Datsun, the 180B, on the Safari.

Datsun had won the two previous Safaris with the 1600SSS and the 240Z while the event still sought a European winner. It could be us!

Well, it wasn't. The first thing we noticed during the recce was that the special Dunlop Japan tyres had a built-in speedometer. At 155km/h on asphalt, they shed their treads piecemeal – and speeds higher than that were needed if one was to have time for service.

The rally started in Dar es Salaam and the run up to the Kenyan border into the shadow of Mount Kilimanjaro was uneventful. Then we hit a log, actually most of a tree, placed in the road to enliven things by the locals that meant changing two punctured tyres. And then the service crew forgot to close the fuel filler so we ran out of petrol and were only saved by the generosity of Timo Makinen, who lent us his spare can.

The next major trauma was climbing the infamous Tot escarpment, a track over bare rock inclined at about 45 degrees. Our wiring loom caught fire and the

“We thought that was it and we were ready to retire, but in Nakuru, while we slept for a few hours in the Datsun showroom, the mechanics got it working again”

car stopped. We managed to take a length of cable from the battery to the ignition and get the engine running but there was a complication: earlier we had lost the operation of the clutch. The solution was for Ove to select first gear, for me to sit under the open bonnet and short out the starter contacts, whereupon the engine

caught as we moved forward and the top of the hill was reached.

With so much having gone wrong, we thought that was it and we were ready to retire, but in Nakuru, while we slept for a few hours in the Datsun showroom, the mechanics got it all working again. We headed for Nairobi and the six-hour rest halt but we were so

late that we crossed the ramp, had a coffee, and were promptly turned round and sent off again.

The Datsun now ran well but I do remember that as dawn broke over the Usumbara Mountains, we stopped for a call of nature and, when we realised that we could hear no other rally car, extended that for a cigarette and appreciation of the view. No-one came.

Eventually we carried on and reached Dar to learn, with a modicum of surprise, that we were 12th overall despite 17 hours of penalties. Hannu Mikkola had, of course, won in the Escort RS1600 and become the first 'overseas driver' to win the Safari. Three years later, Ove became the second but sadly I was in the Peugeot aircraft that year. ✪ *John Davenport was talking to Henry Hope-Frost*

IN PROFILE



VETERAN RALLY CO-DRIVER JOHN

Davenport has navigated for many of the greats of world rallying, including Simo Lampinen, Ove Andersson, Rauno Aaltonen, Timo Makinen and Hannu Mikkola. His only WRC event win came alongside Mikkola in the '74 1000 Lakes. After retiring he became team manager of the Austin Rover race and rally effort, masterminding the Metro 6R4 programme. Now 73, he's written numerous WRC history books with ace snapper Reinhard Klein.

**NEXT
WEEK**
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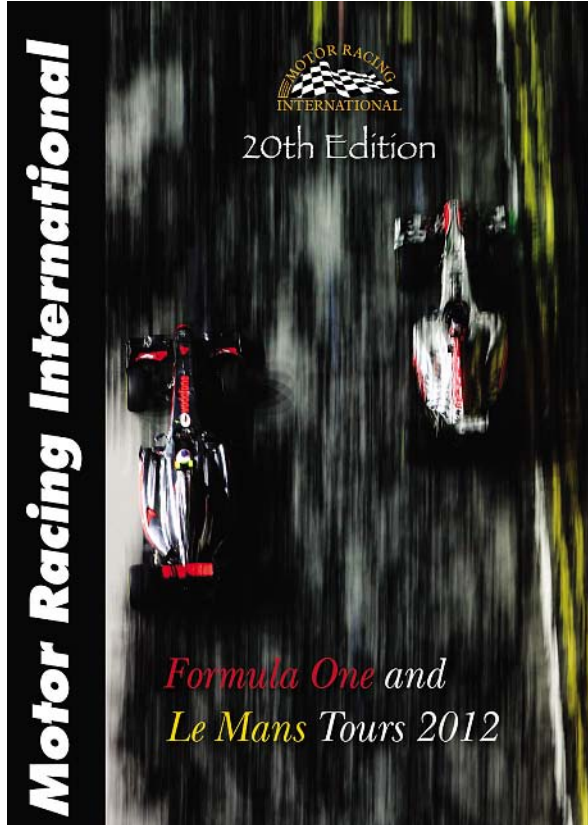
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