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**EXCLUSIVE  
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# BUTTON

## Why Jenson is McLaren's perfect driver

"I know what I have here  
and it's bloody good"

Why Jenson says F1 talent  
is better than ever **p12**

Another Lewis gets his  
McLaren chance **p14**



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**“It was ridiculous - lots of power and pretty mind-boggling - but every time I went out in the car I was happier”**

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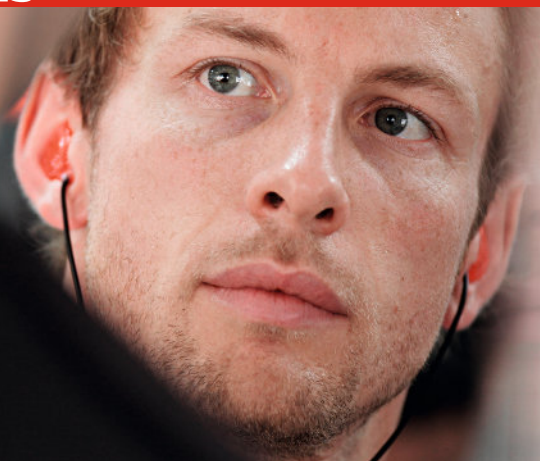
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## POLE POSITION

# Jenson Button: great driver and a top bloke



## IT'S DIFFICULT NOT TO ADMIRE

Jenson Button at the moment. Three exemplary wins in 2011, including that amazing Montreal race, have offset the gloom of back-to-back retirements at Silverstone and the Nurburgring. Did it get him down that he'd slumped to fifth in the points and his title bid was effectively over? Hell no, and his surge to top the non-Vettel championship has been superb.

I have to admit, when I first learned that Button would partner Lewis Hamilton at McLaren, I figured he'd be found wanting. How wrong I was. As Edd Straw reveals on p34, Jenson is swimming in a sea of positivity at McLaren right now, and has become its 'perfect' driver in so many ways. In my eyes, his stock has never been higher – even more so than post-2009.

It was no surprise to see Button pay his respects in person at Dan Wheldon's memorial service last Sunday. A friend – and rival – of Dan's for many of their formative years, Jenson was one of hundreds to attend a marvellous tribute to an Indycar legend who we're all going to miss.

Charles Bradley, editor

## BAMBER'S WEEK



NASCAR

## Pain replaces reign for Johnson in Texas

Five-time NASCAR Sprint Cup champion Jimmie Johnson spins the #48 Hendrick Chevrolet Impala out of last weekend's AAA 500 at Texas, thereby spoiling any chance the Californian had of lifting a sixth straight title with two rounds remaining. NASCAR report, p46.

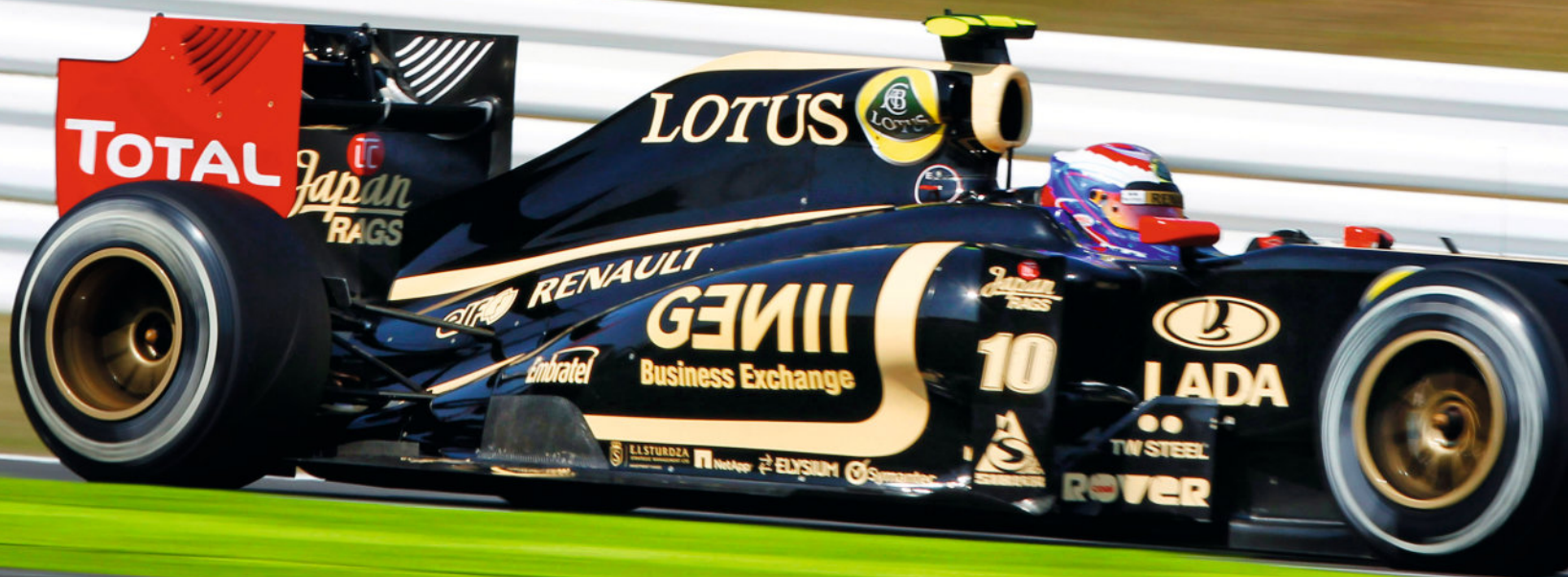
Pic: Miller/LAT





# Rethink for Renault ahead of Lotus switch in 2012

Former title-winning team goes back to the drawing board to rediscover its form for name change. By EDD STRAW



The Renault team's rebranding as Lotus, which was approved by the F1 Commission last week, is a key step in the team's bid to re-establish itself as a top team.

While question marks surround the squad's long-term future, as it is still yet to finalise an engine-supply deal with Renault for the introduction of the next-generation 1.6-litre V6 turbocharged powerplants in 2013, the team does have the potential to regain the momentum it has lost this year.

Although Renault will finish fifth in the constructors' championship for the second successive season, it has scored only 72 points compared with 143 at the same point last season. Since taking back-to-back

third places in the first two races of the season with Vitaly Petrov in Australia and Nick Heidfeld in Malaysia, which accounts for 42 per cent of Renault's 2011 points haul, the team has only claimed one more top-six finish.

With this season effectively a write-off, the focus has been on the team reviving its fortunes next year.

Team principal Eric Boullier told AUTOSPORT: "It has been very frustrating and challenging, but it has also been a good experience because we have had to rethink the way we do things. This has definitely made us better. It has been a tough but good experience.

"This team has been able to develop an innovative car and be in

the top three in terms of performance in the first races. I'm sure with what I see that the motivation in the team will allow it to produce the same level of performance throughout next year."

## EXHAUST BLUNDER

Renault technical director James Allison has admitted that the innovative front-exit exhaust has stymied Renault this season.

After investing heavily in developing the concept using CFD, Renault's design team hit upon a configuration that worked well and matched, or even slightly outperformed, its orthodox exhaust. But the initial concept was close to maximising the

Boullier: confident over '12



performance potential, leaving little room for improvement. As rival teams worked on more conventional Red Bull-style exhausts, Renault slipped down the order.

The car has also proved very uncompetitive at slow tracks, such as Singapore, because windtunnel

## THE BATTLE TO BE KNOWN AS TEAM LOTUS

Key moments in the drawn-out dispute over the famous name

### JUNE 12 2009

Lotus, then headed up by Nino Judge and Steve Kennington, has its application for an F1 grid slot turned down. Tony Fernandes then picks up the project in the hope of a slot in the future.

### SEPTEMBER 15 2009

Lotus Racing, led by Fernandes and with a licence to use the name from Lotus Cars, is granted the 13th F1 grid slot after BMW pulls out of F1 and Sauber can't initially find funding.



### MARCH 14 2010

A Lotus starts an F1 race for the first time since 1994. Heikki Kovalainen brings the team's lead car home 15th in Bahrain.

### SEPTEMBER 24 2010

Fernandes announces that he has acquired Team Lotus Ventures Ltd from long-time custodian David Hunt. This follows Lotus Cars ending its licence of the team's previous Lotus Racing name.

### SEPTEMBER 27 2010

Group Lotus parent company Proton issues a statement vowing to take "all necessary steps" to protect the name on the basis that Fernandes has no right to use Lotus. Legal action is launched.

**AUTOSPORT SAYS...**

**EDD STRAW**  
F1 EDITOR

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**W**hen is a new team not a new team? And when is an old team a new team, for that matter? There was a time when the identity of a Formula 1 outfit was a relatively straightforward matter, but now it's a minefield. For example, when the Lotus name returned in 2010, some considered it to be a marque with 79 wins in F1 history, others a brand new outfit.

Now, the Lotus moniker has shifted to the soon-to-be-ex-Renault team, which also boasts Benetton and Toleman as previous identities. Tracing back the current Renault lineage, as both Benetton and Toleman the team raced against itself (the original Renault factory team) in the first half of the 1980s!

Then, of course, next year we will have Caterham F1, formerly Lotus, but not the same Lotus that Renault has now become. Unless certain statisticians deem it to be so.

The bottom line is that Lotus will compete against the team that used to be Lotus next year. It's an absurd situation that proves why exhuming dead team identities is a bad idea – even if Lotus Cars

can reasonably argue that it is at least the house that Colin Chapman built. It is, beyond doubt, a Lotus even if you don't believe it's the real Team Lotus.

But this farrago will be a warning to anyone looking to revive once great names. The moral of the story is, like Red Bull has had to do, make your own history. Don't hijack someone else's.

Emmo in the 72: a proper Lotus



Renault plans rebirth in 2012 after name change to Lotus

modelling of exhaust performance at speeds of 60-100km/h has not proved to be accurate.

Renault decided against switching to a more conventional design this season, but next year's car will not feature the concept. And Boullier believes the team will bounce back next year.

"It's difficult to blame the exhaust design because it's good to have engineers capable of being creative and innovative," said Boullier. "Out of the box it was very fast, but the other teams adopted the rearward exhaust system and have developed faster than us."

**DRIVER LINE-UP**

There's no doubt that the loss of

Robert Kubica after the first pre-season test has held back Renault significantly.

The ongoing doubts about whether he will be fit in time for the start of the season are a dark cloud hanging over preparations at the Enstone factory. Currently, it seems most likely that Kubica's return will be a phased one, with either Bruno Senna or Romain Grosjean partnering Vitaly Petrov at the start of next year.

The ongoing Kubica saga is just one of the factors that could hinder Renault when it is reborn as Lotus next year. But the potential is still there for it to re-emerge as a regular podium challenger with the right car.

**"This has made us better - it has been a tough but good experience"**

Eric Boullier



**DECEMBER 8 2010**  
Group Lotus announces its title sponsorship deal with the Renault F1 team and reveals retro livery.

**MAY 27 2011**

London High Court rules that Team Lotus can continue to use the name and logo. This strengthens Fernandes's position, but triggers further talks between the two parties to end the row.



**SEPTEMBER 15 2011**

Fernandes confirms to AUTOSPORT that he plans to rebrand his team as Caterham.

**NOVEMBER 3 2011**

F1 Commission approves Renault's name change to Lotus and Team Lotus's switch to Caterham. This means that the Renault chassis name will disappear and the team's cars will be dubbed Lotus.

**FORM GUIDE**

After scoring points in each of the first 10 races of the year, Renault has added just six to its tally since the German Grand Prix in July



**POINTS IN SEVEN MOST-RECENT RACES**

Force India 31	
Toro Rosso 24	
Sauber 6	
Renault 6	
Williams 1	



# “The talent in F1 now is far greater than when I came into the sport”

## JENSON BUTTON

Former world champion is amazed by the current crop of talent on the grid, which includes 10 race winners

Jenson Button has heralded the current depth of talent in Formula 1 as much deeper than when he made his grand prix debut 11 years ago.

The 2011 season is the first in the history of the Formula 1 World Championship that has had as many as five world champions on the grid throughout the year. The only other race where this happened was the 1968 South African Grand Prix, the only world championship race held that year before the death of Jim Clark. When Button started with Williams in 2000 there were only three world champions on the grid, but the McLaren star believes that the quality of drivers who have emerged during the past decade has made F1 much more competitive.

“The talent in F1 now is far greater than when I came into the sport,” said 2009 world champion Button. “Michael [Schumacher] is still here, but there are so many talented young drivers that have come into the sport since I’ve been

here who are super-fast. It means you need to start looking at other areas to improve.

“It’s not just about driving fast. It can even be about nutrition, about being more alert. Some drivers take pills to help them see in the dark for certain races like Monaco so that their eyes immediately work with the light in the tunnel, and they brake for the chicane with vision at 100 per cent. There are so many competitive drivers that you are

always looking for something else.”

Button, who added that overall fitness is no longer a performance differentiator because “every driver is fit enough now”, reckons that the margins separating the top performers in F1 are smaller than ever before. This is reflected in the quality of the grid, with all 24 drivers entered in this weekend’s Abu Dhabi Grand Prix having victories in significant championships and all but three

“There are so many talented young drivers who are super-fast”

Jenson Button

having major international-level titles to their name.

By contrast, the 2000 grid did not have the same strength in depth, with pay drivers of the quality of Pedro Diniz and Gaston Mazzacane, who never won a race in a significant European series, among the entry.

### HOW IT HAS HAPPENED

The early years of the last decade were effectively a transitional period in terms of driver talent, with Fernando Alonso, Kimi Raikkonen and Juan Pablo Montoya making their debuts in 2001. Crucially, these drivers recognised the need to react to Schumacher’s huge success, which set new standards for dedication, fitness and ruthlessness in F1.

During this period the car



South Africa '68: Rindt leads Surtees, Brabham, Amon, Hill, Gurney, Hulme



The cream of 2011, with 197 GP wins between them

manufacturers returned to F1. Most instigated driver-development programmes that led to the cream of the junior ranks making it to the top instead of falling by the wayside due to a lack of funding.

The quality of teams has also improved, meaning that the margins between cars has reduced. Ever-constrictive technical regulations have also contributed. While the field has become more spread out under the current rules, in 2008 – the final year of the last rules set – the time difference from the front to the back of the grid was closer than at any other time in F1 history.

Button's claim, in which he includes the absent Robert Kubica, is echoed by Jackie Stewart. The three-time world champion believes that the current crop is "probably the best collection of grand prix drivers that I've seen since the late 1960s and early '70s."

**P34 BUTTON INTERVIEW**

## THE RISE AND RISE OF F1'S DEPTH OF QUALITY

A glance at the top 10 drivers in each of the 12 seasons that Jenson Button has raced in Formula 1 shows the improvement in the quality of the field, as the generation of the 1990s faded out of F1 to be replaced by a vibrant new wave of 21st-century stars.

### 2000

Rating: ★



- 1 Michael Schumacher
- 2 Mika Hakkinen
- 3 David Coulthard
- 4 Rubens Barrichello
- 5 Jenson Button
- 6 Giancarlo Fisichella
- 7 Jacques Villeneuve
- 8 Jenson Button
- 9 Heinz-Harald Frentzen
- 10 Jarno Trulli

### 2001

Rating: ★★



- 1 Michael Schumacher
- 2 David Coulthard
- 3 Rubens Barrichello
- 4 Ralf Schumacher
- 5 Mika Hakkinen
- 6 Juan Pablo Montoya
- 7 Jacques Villeneuve
- 8 Nick Heidfeld
- 9 Jarno Trulli
- 10 Kimi Raikkonen

### 2002

Rating: ★★★



- 1 Michael Schumacher
- 2 Rubens Barrichello
- 3 Juan Pablo Montoya
- 4 Ralf Schumacher
- 5 David Coulthard
- 6 Kimi Raikkonen
- 7 Jenson Button
- 8 Jarno Trulli
- 9 Eddie Irvine
- 10 Nick Heidfeld

### 2003

Rating: ★★★★



- 1 Michael Schumacher
- 2 Kimi Raikkonen
- 3 Juan Pablo Montoya
- 4 Rubens Barrichello
- 5 Ralf Schumacher
- 6 Fernando Alonso
- 7 David Coulthard
- 8 Jarno Trulli
- 9 Jenson Button
- 10 Mark Webber

### 2004

Rating: ★★★



- 1 Michael Schumacher
- 2 Rubens Barrichello
- 3 Jenson Button
- 4 Fernando Alonso
- 5 Juan Pablo Montoya
- 6 Jarno Trulli
- 7 Kimi Raikkonen
- 8 Takuma Sato
- 9 Ralf Schumacher
- 10 David Coulthard

### 2005

Rating: ★★★



- 1 Fernando Alonso
- 2 Kimi Raikkonen
- 3 Michael Schumacher
- 4 Juan Pablo Montoya
- 5 Giancarlo Fisichella
- 6 Ralf Schumacher
- 7 Jarno Trulli
- 8 Rubens Barrichello
- 9 Jenson Button
- 10 Mark Webber

### 2006

Rating: ★★★



- 1 Fernando Alonso
- 2 Michael Schumacher
- 3 Felipe Massa
- 4 Giancarlo Fisichella
- 5 Kimi Raikkonen
- 6 Jenson Button
- 7 Rubens Barrichello
- 8 Juan Pablo Montoya
- 9 Nick Heidfeld
- 10 Ralf Schumacher

### 2007

Rating: ★★★



- 1 Kimi Raikkonen
- 2 Lewis Hamilton
- 3 Fernando Alonso
- 4 Felipe Massa
- 5 Nick Heidfeld
- 6 Robert Kubica
- 7 Heikki Kovalainen
- 8 Giancarlo Fisichella
- 9 Nico Rosberg
- 10 David Coulthard

### 2008

Rating: ★★★



- 1 Lewis Hamilton
- 2 Felipe Massa
- 3 Kimi Raikkonen
- 4 Robert Kubica
- 5 Fernando Alonso
- 6 Nick Heidfeld
- 7 Heikki Kovalainen
- 8 Sebastian Vettel
- 9 Jarno Trulli
- 10 Timo Glock

### 2009

Rating: ★★★★



- 1 Jenson Button
- 2 Sebastian Vettel
- 3 Rubens Barrichello
- 4 Mark Webber
- 5 Lewis Hamilton
- 6 Kimi Raikkonen
- 7 Nico Rosberg
- 8 Jarno Trulli
- 9 Fernando Alonso
- 10 Timo Glock

### 2010

Rating: ★★★★★



- 1 Sebastian Vettel
- 2 Fernando Alonso
- 3 Mark Webber
- 4 Lewis Hamilton
- 5 Jenson Button
- 6 Felipe Massa
- 7 Nico Rosberg
- 8 Robert Kubica
- 9 Michael Schumacher
- 10 Rubens Barrichello

### 2011

Rating: ★★★★★



- 1 Sebastian Vettel
- 2 Jenson Button
- 3 Fernando Alonso
- 4 Mark Webber
- 5 Lewis Hamilton
- 6 Felipe Massa
- 7 Nico Rosberg
- 8 Michael Schumacher
- 9 Vitaly Petrov
- 10 Nick Heidfeld

## WILLIAMSON'S PRIZE F1 RUN

GP3 race winner Lewis Williamson tested a McLaren MP4-23 at Silverstone on Monday. The Scot, whose run was part of his prize for winning the 2010 McLaren AUTOSPORT BRDC Award, completed 15 laps in Lewis Hamilton's 2008 British GP-winning chassis in damp conditions, describing it as "mindboggling".



# Bottas hopes to 'do a Button'

Finnish talent gets breakthrough F1 test chance with Williams, and plans to use it to grab a race seat for 2012



Bottas has only had straight-line tests

**G**P3 champion Valtteri Bottas will stake a claim for a Williams Formula 1 drive in next week's Abu Dhabi rookie test.

The 22-year-old Finn has been on the Williams books since the start of 2010 and is an outside contender for a race seat next year. His hopes depend upon making a big impression during his two days of running in Abu Dhabi, which will be his first full F1 test after five days of straight-line running.

If Bottas were to get the drive off the back of this test, it would echo Jenson Button's surprise Williams F1 graduation in 2000 after wowing the team at Jerez and Barcelona.

"After Abu Dhabi we should know about next year," Bottas told AUTOSPORT. "With my

management, we are speaking with Williams about what would be best for me. They are playing a part in the decision for next year.

"Everything is wide open for me. I don't know if how well I do [in the test] will mean anything. The only thing I can do is my best in the test and hope it helps things go forward."

Bottas faces stiff competition, with compatriot Kimi Raikkonen a contender if the team can secure a major sponsorship deal from Qatar that team owner Frank Williams is currently pursuing in order to land the 2007 world champion.

Force India driver Adrian Sutil is also in the running, as is Ferrari tester Jules Bianchi. They are in contention for just one seat, with

Pastor Maldonado set to stay on.

Bottas has already spent time in the Williams simulator learning the Abu Dhabi track and mastering the control systems of the car, and he will be with Williams at this weekend's grand prix. He will drive on the first two days of the test before flying to Macau, where he will race in the Chinese region's Formula 3 Grand Prix event.

"There is a lot to learn about driving a Formula 1 car," said Bottas. "I want to have good pace, plus I need to follow the test programme really well, be consistent and not make mistakes.

"The best thing I can do is to follow the programme and help the team to get the information they are searching for from this test.



**THIS WEEK IN F1**



**RED BULL** Team principal Christian Horner insists that Red Bull will remain committed to F1 even if it slips back down the competitive order. "Dietrich Mateschitz [Red Bull co-owner] is passionate about the sport," said Horner.



**FERRARI** Ferrari has claimed that company president Luca di Montezemolo's statement at last weekend's World Finals event at Mugello should not be interpreted as a quit threat. "If F1 still wants Ferrari it must change and go back to being at the cutting edge of research while keeping an eye on costs," said di Montezemolo.



**MERCEDES** Nico Rosberg believes that Mercedes can still improve its pace in the final two races of 2011, despite the team's focus on next year's car. "I hope that we can get closer to the fastest teams for the last couple of races," he said.



**RENAULT** Paul Seaby has been promoted to the role of Renault team manager following the departure of John Wickham. Seaby has been at the team for almost 20 years, having joined Benetton as number-two mechanic in 1992.



**WILLIAMS** Rubens Barrichello has told Brazilian media that he expects to be in Formula 1 next year. The 39-year-old is unlikely to stay on at Williams next year but is determined to find a berth if the team does drop him.



**FORCE INDIA** Team principal Vijay Mallya has confirmed that he has still not made a final decision on the team's 2012 driver line-up. "It's a big decision to make, but it's not made yet," he said.



**SAUBER** Technical director James Key is hopeful that Sauber has made some steps towards solving its tyre warm-up problems in qualifying. "We will go with some fresh ideas to make sure we've got everything covered if tyres are a problem," he said of this weekend's Abu Dhabi Grand Prix.



**TORO ROSSO** Team principal Franz Tost has confirmed that the team will select its drivers from the Red Bull talent pool next year. HRT newboy Daniel Ricciardo is set to be promoted to the team, with either Sebastien Buemi or Jaime Alguersuari stepping aside.



**LOTUS** Ex-Renault sporting director Steve Nielsen has agreed to join the Norfolk-based team in the same role. Nielsen, who joined Renault when it was in its Benetton guise in 2000, succeeds Dieter Gass on December 12.



**HRT** The Spanish team will run a Williams KERS system next season. The deal is an expansion of its current agreement to run Williams gearboxes, which will continue into next year.



**VIRGIN** The FIA has confirmed that Virgin will be renamed Marussia next season. The Russian supercar manufacturer is a part-owner of the team and will give its name to its chassis from next year.

**Five others to watch...**



**1 Jean-Eric Vergne (Red Bull)**  
The latest in a long line of Red Bull juniors to reach F1, the Frenchman has three days with the title-winning team to impress. The 21-year-old finished second in Formula Renault 3.5 this year.



**2 Robert Wickens (Renault/Virgin)**  
The 22-year-old Canadian tests for Renault as a prize for winning Formula Renault 3.5 Series and is also likely to turn out for Virgin. He will drive in Friday morning practice at Abu Dhabi GP for Virgin.



**3 Jules Bianchi (Ferrari)**  
The Frenchman's last two years in GP2 haven't exactly gone to plan, with just one win, but Ferrari still views him as a potential F1 prospect. The 22-year-old will drive during all three days.



**4 Alexander Rossi (Team Lotus)**  
The 20-year-old Formula Renault 3.5 race winner will become the first American driver since JR Hildebrand (in 2009) to test for an F1 team when he appears for Team Lotus.



**5 Sam Bird (Mercedes)**  
Disappointing year in GP2, but 24-year-old Brit remains on books of Merc and will drive all three days after doing a good job in 2010 rookie test.



Trulli rates di Resta

**Trulli rookie sympathy**

**JARNO TRULLI, ONE OF ONLY FOUR** drivers to have started 250 grands prix, believes that it is harder than ever for a rookie to become established in Formula 1 under the current testing rules.

The Italian cites Force India rookie Paul di Resta as a driver who has succeeded despite the rules. But the Lotus veteran feels that unless teams can find such an exceptional talent, it makes more sense to stick with experience.

"If you want to bring a young driver in, he has to be a real talent nowadays because you don't have time to learn," Trulli told AUTOSPORT.

"We have seen one driver who stands out this year compared to the rest - Paul di Resta. He has shown that he has the talent and that he can do it without much mileage. He's very good, but you don't see many rookies who are the real thing like him."

**Line-up**

**RED BULL**  
Jean-Eric Vergne

**McLAREN**  
Gary Paffett  
Oliver Turvey

**FERRARI**  
Jules Bianchi

**MERCEDES**  
Sam Bird

**RENAULT**  
Robert Wickens  
Jan Charouz

Kevin Korjus

**WILLIAMS**  
Valtteri Bottas  
Mirko Bortolotti

**FORCE INDIA**  
Max Chilton

TBA

**SAUBER**  
Fabio Leimer  
Esteban Gutierrez

**TORO ROSSO**  
Kevin Ceccon

Stefano Coletti

**LOTUS**  
Alexander Rossi  
Luiz Razia

TBA

**HRT**  
Dani Clos

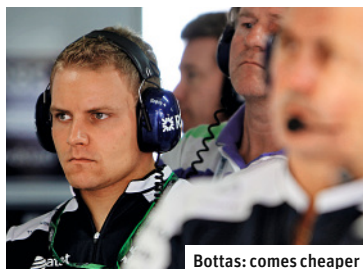
TBA

**VIRGIN**  
Adrian Quaife-Hobbs  
Robert Wickens

TBA



Raikkonen: Williams target



Bottas: comes cheaper

It is important to show I can work well with the team."

Williams will run Italian Mirko Bortolotti on the final day of the test as his prize for winning the Formula 2 championship, which uses a Williams-designed chassis.

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# Straight talk

## David Coulthard

13-time GP winner and 2001 world title runner-up

DC is getting a little bit tired of blame-apportion whenever there's a collision in a grand prix. Whatever happened to the good old racing incident?

**I** never experienced any true on-track feuds in my grand prix career, other than a couple of run-ins with Michael Schumacher. The difficulties there were a) he was very strong and successful in that period, and b) there was no talking to him!

When I suggested to him that he must've been wrong at least once in his life, he famously replied "not that I can remember". That's part of what made him successful, I guess.

### MASSA V HAMILTON

I think the on-going spat between Felipe Massa and Lewis Hamilton is a consequence of Lewis being off-form and finding himself on the back foot, and that's why he's found himself racing Massa instead of being right at the front. It's hardly Prost v Senna or Piquet v Mansell. They're too fundamentally nice for that sort of thing! There's no hatred between them as far as I know.

Felipe has very much spent the season in the shadow of Fernando

Alonso, irrespective of the fact that he's shown some good pace in qualifying recently. In the same vein, you have to say Lewis has not been at his best this season. What he appears to have lost, as well as his form, is that pure instinctive ability to race wheel to wheel he's always shown in Formula 1 since he burst onto the scene in 2007.

Hamilton has never been beaten by his team-mate in his F1 career, but all things being equal that will be the case this year. This downturn in his incredibly high-quality performance has coincided with him acknowledging that's he's not very happy and he's apologising to the team. It's almost like that Harry Enfield sketch of the German guy always apologising for his nation's behaviour in the war – we're getting that used to hearing Lewis saying "sorry" so much.

It seems he can't wait until the end of the season, to recharge and come ready to deliver those big results once more. Whatever has changed in his life this year has not put him in that position. There's a straightforward solution: put yourself in a happy place, and the rest just follows. Just ask Jenson.

### STEWARDS' DECISIONS

I thought the decision of the stewards to penalise Massa in India was unusual. There is such a thing as a racing accident, you know. There doesn't always have to be blame game attached to a collision in a motor race.

Did Massa turn in on Lewis with the deliberate intent of colliding?

I absolutely don't believe that is the case. Or do you think Hamilton decided, "I'm not coming past you, I'm coming into you?" Ditto. I think he went for a move, believing it was going to come off, but it didn't quite align with the way he'd planned it. He tried to bail out, but by the time he'd made that decision it was already a collision.

I think that was a racing incident, regardless of whether Massa had looked in his mirrors or not. You can't not turn in to a corner because you think someone *may* be there – they've either completed the pass or they haven't, and Lewis hadn't, so Massa was within his rights to turn in. If Felipe had left the door open, got onto the marbles and driven off the circuit, we'd be saying: "Well there you go, another average performance from Massa."

If the leading car isn't in control of that decision-making process, then who the hell should be?

### ABU DHABI ONE YEAR ON

Sebastian Vettel will get that extra boost as he steps back onto the ground where he was crowned champion 12 months ago. In the same way, Mark Webber and Fernando will reflect on what might have been – as well as Stefano Domenicali and the Ferrari boys.

One bad strategy decision, pitting to cover Mark without taking Seb and track position into account, cost them so dearly. That wasn't fate; it was a strategic error. And walking through those paddock gates this weekend will be a harsh reminder and tough to swallow. ❖



Massa and Hamilton: hardly Prost v Senna

PICTURE: HONE/LAT

**“I don't think there's hatred between Lewis and Massa”**



# ABU DHABI GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



## Third-time lucky for Yas Marina action?

With DRS zones and unpredictable tyre performance in the mix, Abu Dhabi's third GP should be much better this year

**I**t's fair to say that the plaudits earned by the Yas Marina track over the past two years have been largely based upon its incredible money-no-object facilities rather than its numerous second-gear corners.

Even last year's unprecedented four-way title shootout produced little in the way of on-track drama, with poor Fernando Alonso proving unable to find his way past Vitaly Petrov for most of the race after Ferrari's strategic blunder. So what are the chances of this year's regulations creating a more dramatic race?

The potential for passing using the DRS is significant. The long back straight, which runs from the Turn 7 hairpin to the left/right Turn 8/9 combination, appears well-suited to a DRS overtaking move. Cars are at full throttle for around 15 seconds after exiting the second-gear hairpin and this is the one part of the track that has created a little passing during the previous two Abu Dhabi GPs. But more important than the DRS zones will be how the tyres perform.

In India, where Pirelli had no choice but to opt for a very conservative tyre allocation,

ie. bringing the hard tyre out of retirement because of lack of data about the track surface, the race featured little passing. This was despite a DRS zone on the back straight that appeared ideal for overtaking. More significant was the fact that the cars were largely sorted into their competitive order from the off and the lack of tyre wear prevented the kind of ebb and flow in pace that has created some unpredictable races this year.

For Abu Dhabi, Pirelli has opted for soft and medium compounds. While on the surface this perhaps seems a little conservative, two

factors suggest that this should create a more interesting race than the previous two at Yas Marina.

Firstly, there are a huge number of slow turns and it's in the acceleration zones out of these that tyre life is used up. Also, Pirelli has a huge amount of knowledge about the characteristics of this circuit after testing there post-2010 and early 2011.

If the tyres perform as hoped, we should see two- and three-stop strategies and a dramatic race, even though the lack of a title fight means that last year's ultra-tense title shootout will be hard to beat.



**TRACK GUIDE**

NUMBER OF LAPS **55**

CIRCUIT LENGTH **3.451m**

LAP RECORD **1m40.279s**

SEBASTIAN VETTEL (2009)

**Turn 8**  
1<sup>st</sup> GEAR  
CORNER SPEED **39** mph  
APPROACH SPEED **194** mph  
BRAKING DISTANCE **141** m  
BRAKING TIME **3.3** s  
BRAKING FORCE **5.1** g

**Turn 21**  
2<sup>nd</sup> GEAR  
CORNER SPEED **83** mph  
APPROACH SPEED **145** mph  
BRAKING DISTANCE **59** m  
BRAKING TIME **1.2** s  
BRAKING FORCE **3.4** g

**Turn 7**  
1<sup>st</sup> GEAR  
CORNER SPEED **45** mph  
APPROACH SPEED **96** mph  
BRAKING DISTANCE **49** m  
BRAKING TIME **1.6** s  
BRAKING FORCE **2.2** g

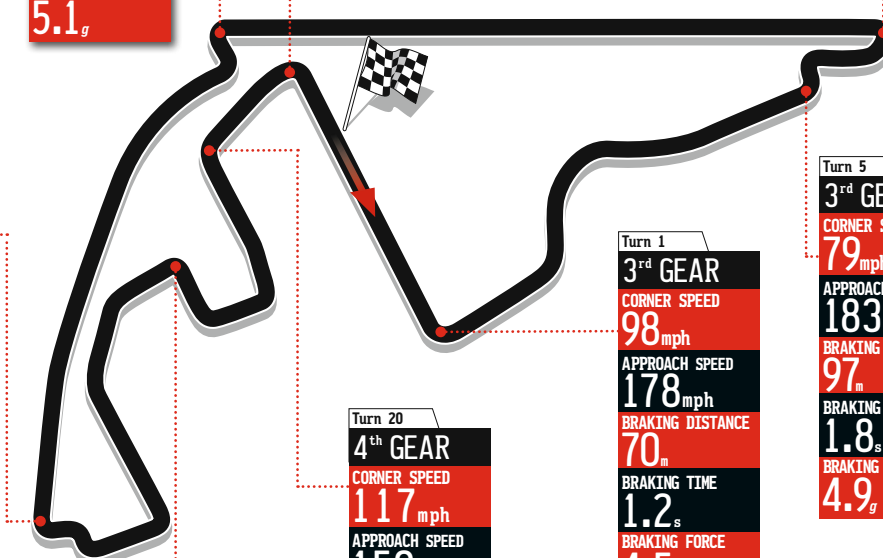
**Turn 11**  
2<sup>nd</sup> GEAR  
CORNER SPEED **55** mph  
APPROACH SPEED **191** mph  
BRAKING DISTANCE **123** m  
BRAKING TIME **2.5** s  
BRAKING FORCE **4.9** g

**Turn 17**  
2<sup>nd</sup> GEAR  
CORNER SPEED **64** mph  
APPROACH SPEED **164** mph  
BRAKING DISTANCE **93** m  
BRAKING TIME **1.9** s  
BRAKING FORCE **3.9** g

**Turn 20**  
4<sup>th</sup> GEAR  
CORNER SPEED **117** mph  
APPROACH SPEED **150** mph  
BRAKING DISTANCE **30** m  
BRAKING TIME **0.5** s  
BRAKING FORCE **3.6** g

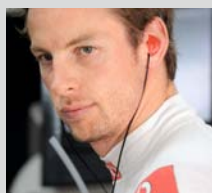
**Turn 1**  
3<sup>rd</sup> GEAR  
CORNER SPEED **98** mph  
APPROACH SPEED **178** mph  
BRAKING DISTANCE **70** m  
BRAKING TIME **1.2** s  
BRAKING FORCE **4.5** g

**Turn 5**  
3<sup>rd</sup> GEAR  
CORNER SPEED **79** mph  
APPROACH SPEED **183** mph  
BRAKING DISTANCE **97** m  
BRAKING TIME **1.8** s  
BRAKING FORCE **4.9** g



DATA PROVIDED BY

**TRACK TALK**



**JENSON BUTTON**

It's usually been quite difficult to overtake here, especially last year, but I think that DRS will change all that. The back straight is one of the longest in Formula 1 so I expect to see a lot of action there. It would be great to see the new rules turn this circuit into a place where overtaking is more exciting.



**KAMUI KOBAYASHI**

The challenge [of racing in the evening] doesn't really come from the changing light, but the track temperature drops significantly when the sun sets. This makes it quite difficult to adapt during the race.



**VITANTONIO LIUZZI**

Abu Dhabi is a special track because there is a lot of stop and go so we need to work on braking and traction. There are not many high-speed corners and, overall, it is quite a tricky track because you have to work a lot over the kerbs.

**BALLSY CORNER**

**TURN 19**

One of the few corners where the drivers will find the wall if they are not precise, as Mark Webber did in 2010. At the exit of the third-gear left-hander, the driver nails the throttle once the front tyres bite and runs the car up against the wall at the exit. It's not a particularly fast corner, but getting out of shape could lead to a race-ending shunt.



**CLASSIC MOMENT**

**2009**

Jenson Button headed to the inaugural Abu Dhabi GP with the drivers' title in his pocket, but also a point to prove after a run of just one podium in 10 races. He scrapped with Kamui Kobayashi early on, while at the end he desperately tried to pass Mark Webber for second, keeping the crowd on the edge of its seat until the finish.



**P20**  
SUPERGRID PLUS GARY ANDERSON'S AND LUCAS DI GRASSI'S INSIGHTS

Ferrari: no repeat of 2010 required

# GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first 17 races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%

Paul di Resta is closing on Renault's departed Nick Heidfeld's average from earlier in the season.

Heidfeld 102.773

Di Resta 102.787

Senna 102.843

Perez 102.958

Kobayashi 103.024

Barrichello 103.064

Maldonado 103.151

The Toro Rossos are the only cars making any major progress as the Italian team keeps pushing the development of its car.

Buemi 103.279

Petrov 102.346

Alguersuari 103.445

De la Rosa 103.524

Hamilton 100.599

Rosberg 101.619

Schumacher 102.078

Michael Schumacher is still losing ground to Nico Rosberg on outright pace, despite beating his team-mate last time out in India.

Webber 100.648

Button 100.855

Alonso 100.897

Massa 101.233

Vettel 100.039

## LAST YEAR

### VETTEL STEALS IT AT THE DEATH

Four drivers headed into last year's season finale in the championship fight, which was widely expected to boil down to a scrap between Mark Webber and Fernando Alonso. The Spaniard had the advantage, starting the race eight points clear and knowing that even if Webber won, second place would be enough for the title. With Sebastian Vettel leading the race from pole position ahead of title outsider Lewis Hamilton and Jenson Button, Ferrari and Alonso knew that beating or finishing just behind Webber would be enough to clinch the title. When the Australian, who was struggling, pitted early, Alonso followed him. Both spent the rest of the race bottled up behind Renault driver Vitaly Petrov. Vettel's victory was enough to overturn a 15-point deficit to become the youngest-ever world champion.

**RESULTS:** 1 Sebastian Vettel; 2 Lewis Hamilton; 3 Jenson Button; 4 Nico Rosberg; 5 Robert Kubica; 6 Vitaly Petrov; 7 Fernando Alonso; 8 Mark Webber; 9 Jaime Alguersuari; 10 Felipe Massa.



## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



## 2010 WINNER

SEBASTIAN VETTEL



## 2010 POLE POSITION

SEBASTIAN VETTEL





Kovalainen 105.269



Trulli 105.631



Chandhok 107.042



D'Ambrosio 107.387



Glock 106.864



Ricciardo 108.102



Liuzzi 108.151



Karthikeyan 108.435

109%

THE DRIVER



LUCAS DI GRASSI

thedriver@autosport.com

THE FIRST TIME I WENT TO THE YAS MARINA

circuit I was expecting another Bahrain; lots of sand and a race track in the middle of it. But this place is something else; it isn't the track itself that stands out, but the whole structure around it.

The whole project was built in a complete desert island far away from the city centre, so everything else had to be built especially for the circuit, including the hotels, marina, restaurants, bars, the Ferrari World and so on.

Turning our attention to the track, unfortunately it isn't great. In my opinion, this is the worst track designed by Hermann Tilke. Why? Because the original design could have been anything he dreamed of: there were no natural boundaries, design or budget limitations. He could have made another Spa-Francorchamps over there.

The track he came up with reminds me of Paul Ricard circuit. It is technical to drive, quite low on grip in some areas, yet totally boring and difficult to make mistakes. It's a test track much more than a driver's track like Spa or Monaco. It is very difficult to overtake in normal conditions (without DRS), especially due to the optimal seventh gear/downforce chosen for the weekend.

I'm really glad we're going to have two DRS zones – I think this will have a great impact due to the sequence of long straights. It should create much more overtaking and action than we saw in last year's championship decider.



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  - 1255-1435 Free practice 2 LIVE (BBC red button and online)
- SATURDAY NOVEMBER 12
  - 0955-1105 Free practice 3 LIVE (BBC red button and online)
  - 1215-1430 Qualifying LIVE (BBC1, Radio 5 Live SX and online)
- SUNDAY NOVEMBER 13
  - 1210-1515 Grand Prix LIVE (BBC1, Radio 5 Live and online)



GARY ANDERSON  
Technical consultant

SET-UP GUIDE

MECHANICAL

With a total of 21 corners and 17 of them being fairly slow, in-line traction is vitally important. Braking requires a stable front-suspension set-up and accelerating requires a reasonably soft rear-suspension set-up. This can lead to low-speed understeer mid-corner, which can be tricky to dial out.

TYRES

In the past couple of races we have not seen the sort of degradation that has spiced up so many races this year. The medium and soft tyres do not have a big difference between them, so it's possible we will finish the year with Bridgestone-like tyres that are performing too well.

RACE ODDS (Ladbrokes)	
Vettel	4/5
Button	9/2
Hamilton	5/1
Webber	7/1
Alonso	8/1
Massa	66/1
Rosberg	125/1
Schumacher	125/1
Sutil	500/1
Petrov	750/1
Buemi	750/1
Alguersuari	750/1
di Resta	750/1
Kobayashi	1000/1
Perez	1000/1
Senna	1000/1
Barrichello	2000/1
Maldonado	2000/1
Trulli	5000/1
Kovalainen	5000/1
d'Ambrosio	7500/1
Glock	7500/1
Ricciardo	7500/1
Liuzzi	7500/1

VALUE IS TOUGH TO

find at this stage of the season, but even at 4/5 Vettel's odds to take a 12th victory are tempting given his 100 per cent record here. Look to the points-scoring market for value. The Force Indias and Toro Rossos are usually available at generous odds in this area, but steer well clear of the Renaults, which struggle badly on low-speed tracks.

AERODYNAMIC

A high-downforce set-up will be the order of the day with so many slow corners – traction is ultra-important, so a bit of extra downforce will protect the tyres for longer, opening up a bigger pitstop window. That extra downforce will also help get the tyres working earlier for qualifying and, if you've got a good DRS and use it well, that will make up for the extra drag.



Slow corners play a big role



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Ferrari president Luca di Montezemolo has made another threat to pull his team out of F1. Is this just a piece of Latin sabre-rattling, or are F1's true heavyweights involved?

**I**t happens regularly: Luca di Montezemolo implying Ferrari may leave Formula 1 if it doesn't get what it wants, as he did last week at the Ferrari world finals at Mugello. Enzo Ferrari used to do it too, and would occasionally even deliver upon his threat, but not often and never for more than one race.

Ferrari *will* continue to race in whatever the premier single-seater category is at any given moment – its existence largely depends upon that. What is more interesting to contemplate is the driving force behind Luca's latest warning shot.

He says he wants to be allowed to run three cars, have some in-season testing and have F1 cars be less reliant upon aerodynamics. Of those three aims, the first two are real and the third is a stalking horse, a threat that can be withdrawn if he gets his way on the other two, but which was never really serious.

It would of course suit Ferrari very well if F1 lap times were less determined by the absolute

authority of aero. Without that, Ferrari would not be at such a disadvantage over Red Bull – or whichever team Adrian Newey happened to work for. A couple of years ago Ferrari tried to lure Adrian away for a rumoured salary of \$10 million. Had he accepted you can be pretty sure di Montezemolo would not now be calling for less reliance on aerodynamics! His comment “We are building cars, not helicopters, rockets or planes” is more than a little disingenuous, given that aerodynamics have been the primary determinant of F1 success ever since someone (Ferrari actually!) thought to put an inverted wing on an F1 car 43 years ago.

No, this is all about third cars and a relaxation of the no-testing rules imposed by teams group FOTA, an agreement to which Ferrari was party. The question is the motivation for this, and here we can only speculate.

The less-sinister theory would be that Ferrari has realised that in agreeing to the testing restrictions it has seriously disadvantaged itself, as if it hadn't previously realised just what an advantage its in-house test track was buying and how seriously disadvantaged it was in simulation technology to the best of those rivals, something very apparent to Pat Fry as he arrived there direct from McLaren. This had probably been disguised when it didn't need to simulate, because it had the real thing just outside. So with this realisation, one may imagine, it wished to redress the balance.

Cleverly, di Montezemolo has presented the testing request as necessary in giving a ladder of

opportunity to new driving talent. How can it do a proper job with its laudable driving academy if there is no opportunity for the guys to get F1 track time? There's good logic in that argument, but additionally there may be a very real business motivation for Ferrari. If it can run a third car, think of the financial benefits if that car could run as, say, a Team Abu Dhabi entry tied up to the Ferrari World operation there...

That's all fine of course, just a team going about thinking to the future, but there's a more sinister possibility. What if it's all about Bernie Ecclestone trying to ensure the break-up of FOTA, which for the past couple of years has pulled off the miraculous feat of (almost) uniting the teams for the common good, albeit at the financial expense of F1 commercial rights holder CVC? What if this is all just a repeat of 2005 when, right in the midst of the battle for control of the sport, Bernie simply sidled up to Ferrari, made it an offer it found impossible to refuse – and the opposition to the status quo instantly collapsed?

A key strength of FOTA should be that the weakest members are protected by the strongest as the unit is only as strong as the weakest link. Giving the green light to third cars may sound superficially innocuous, exciting even. But it could effectively be the financial death warrant of the small teams.

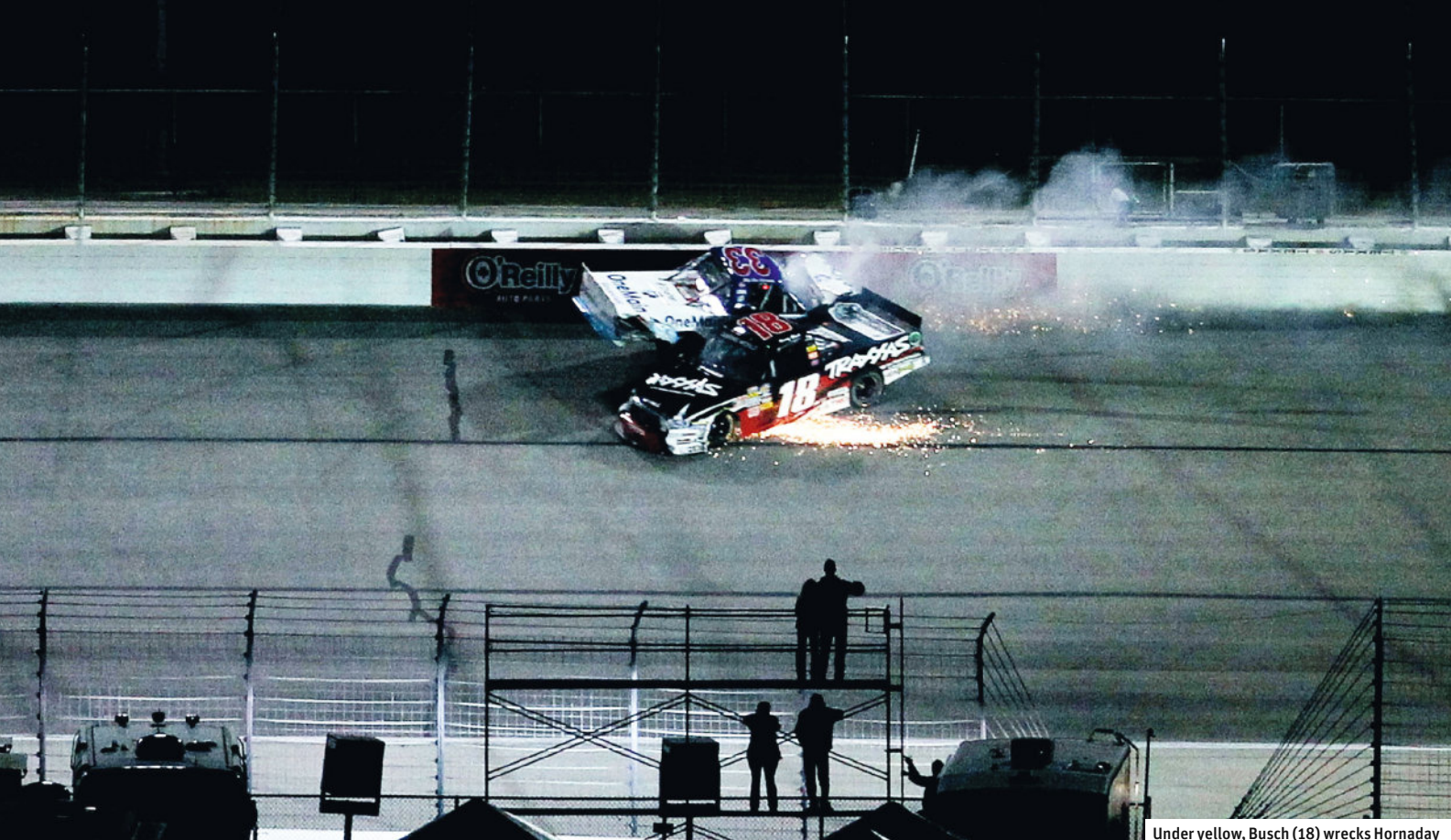
Almost everything that FOTA strives for is for the long-term health and viability of the sport. Everything CVC strives for is for the good of CVC – and where those aims conflict, it will be the fans who suffer if CVC, not FOTA, prevails. ❧

PIC: DUNBAR/LAT

Bianchi would be in line for possible Ferrari third seat



“Third cars could sign the death warrant of small teams”



Under yellow, Busch (18) wrecks Hornaday

NASCAR

# NASCAR keeps the gloves off

Stock car governing body says it will keep out of driver niggles – but that Busch overstepped the line

**N**ASCAR officials say that there are no plans to drop their hands-off 'boys-have-at-it' approach after banning Kyle Busch from further competition last weekend after he deliberately caused a crash at Texas Motor Speedway.

Busch was forced to sit out the Sprint Cup and Nationwide Series races after punting Truck Series title contender Ron Hornaday into the wall – under caution – on Friday night. The move was in retaliation

for light contact between the pair as they passed a slower car.

As well as being parked for the weekend, Busch was fined \$50,000 and placed on probation until the end of the year. He faces being suspended indefinitely if he is deemed to have done anything "detrimental to stock car racing or NASCAR, or disruptive to the orderly conduct of an event" in the remaining races.

NASCAR president Mike Helton



Busch gets the heat from media

explained that, while drivers are largely free to take matters into their own hands on the track, the concept does have its limits. He added that it was this rather than Busch's reputation that led to the severity of the penalty.

"There have been a lot of other occurrences that were an opportunity for responsibility given to drivers, but there are lines that have been crossed," Helton said.

"Today is the most severe reaction

under these circumstances. But we felt like all the circumstances came together to warrant the reaction."

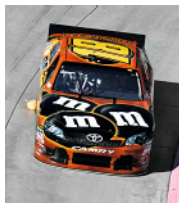
Busch, 26, was unrepentant in the immediate aftermath of the incident, but as criticism mounted he backed down and issued a statement of apology. Joe Gibbs Racing, the team that runs Busch, has already weathered complaints from car sponsor M&M's and has not ruled out taking further action internally.

The crash is the latest chapter in a series of events that has made Busch one of NASCAR's most controversial figures.

The Las Vegas native was put on probation earlier this season for a post-race confrontation with Kevin Harvick in the pit road at Darlington. In May he lost his road licence for 45 days, was fined £1000, given 30 hours of community service and placed on a year of unsupervised probation after being clocked driving at 128mph in a 45mph zone.

## TEXAS FALLOUT

Here's what the key players said following the crash in Texas



"We are very disappointed and have expressed our concerns to Joe Gibbs Racing"

M&M'S STATEMENT



"This is a tough situation and we're going to try to handle it the right way"

JOE GIBBS



"I lost my cool, no doubt about it. I've been wrecked four weeks in a row and I've had enough"

KYLE BUSCH



"That we'd take a step like this speaks to the uniqueness and severity of the topic"

NASCAR'S MIKE HELTON



"If NASCAR don't handle it right, I'll be over at his house on Monday morning"

RON HORNADAY

NASCAR

# Stewart inspires Danica move

## NASCAR NEWCOMER DANICA

Patrick has said that Tony Stewart's experience of making a successful transition to stock cars from Indycar was a major factor in her decision to sign with his team for a limited Sprint Cup schedule next year.

Patrick, 29, will run 10 races with a Stewart-Haas Racing Chevrolet at NASCAR's top level next year, starting at Daytona in February, alongside her full-time Nationwide deal with JR Motorsports.

"There were a lot of reasons why Stewart-Haas made sense, but probably the biggest reason was Tony Stewart," said Patrick. "He's already

Patrick: 10-race Cup deal



done what I'm trying to do. If there's anyone who knows what I need to do and what I need to look out for, it's him."

Stewart, the 1997 IndyCar champion and two-time NASCAR Cup title winner, said that Patrick's

Sprint Cup schedule would be designed to prepare her as well as possible for a full campaign in 2013, and that it would cover the full spectrum of ovals, including short tracks, 1.5-milers and unique circuits such as Phoenix.

## AUTOSPORT SAYS...

**MARK GLENDENNING**  
DEPUTY F1 EDITOR

mark.glenvenning  
@haymarket.com



**K**yle Busch is a 23-time winner in a sport where success is dependent upon a never-ending string of correct judgement calls, so it seems counter-intuitive that his list of decisions made without reference to common sense is becoming almost as long.

NASCAR's philosophy of allowing drivers to settle scores themselves out on the track has proven largely successful but, as series president Mike Helton has said, even a gloves-off approach still has to have its boundaries. Curiously, only a handful of drivers seem to have any trouble working out where the line has been drawn.

Bringing Dan Wheldon's accident into the argument at this point may seem spurious, but bear with me for a moment. What happened in Las Vegas had no direct bearing upon Busch's punishment, but the fact remains that the world of motorsport will be forever changed by Wheldon's death. The lines of acceptability are constantly changing, but it's safe to

assume that at a time when the safety of 1.5-milers is being questioned, cynically tipping someone into the wall at one of the tracks being scrutinised is not going to be well-received.

It wasn't a particularly big crash — if you want scary, find Brad Keselowski's and Carl Edwards's encounter at Atlanta last year. But it was yet another pointless mess by a driver who refuses to learn from his mistakes.

Busch: another pointless mess



NASCAR

## THE MAGIC NUMBER

Truck Series leader Austin Dillon will bring the #3 back to Nationwide Series next year. His team, Richard Childress Racing, said that there are no plans for the number, made famous by Childress legend Dale Earnhardt, to be used in Sprint Cup.



NASCAR

# 'Smoke' turns screw on Edwards

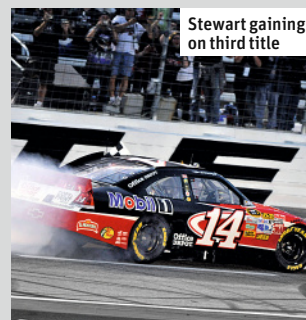
**THIS WEEKEND'S SPRINT CUP** race at Phoenix will be critical in determining the 2011 champion after Tony Stewart reduced Carl Edwards's advantage to just three points with his fourth win in eight races last weekend.

Stewart has mounted an extraordinary recovery from being 27 points down early in the Chase for the Championship. The owner-driver, nicknamed 'Smoke',

said momentum is on his side.

"It's Carl's to lose, but I don't know if they have a choice now," he said. "We're going to take it if we want it, and today is a perfect example. We have the ability to do that the next two weeks."

Jimmie Johnson's streak of five straight crowns appears to be over after he finished 14th in Texas, leaving him 55 points behind with 96 available.



## REMEMBER WHEN...



...Keselowski was sent flying? The last high profile deliberate crash was between Carl Edwards and Brad Keselowski at Atlanta in early 2010. Edwards said he retaliated because "Brad always wrecks me".

INDYCAR

# Lotus closes in on works team

IndyCar's third engine manufacturer narrows down search for 'official' team in 2012



KV has ditched Lotus for Chevy

The Indy 500-winning Bryan Herta Autosport team is one of three squads in the frame to land a factory deal with Lotus when the manufacturer moves into the IndyCar Series next season.

The team, which won this year's 500 with the late Dan Wheldon on a one-off IndyCar appearance, is among five teams in negotiation to use the British sportscar maker's new IndyCar engine, according to Lotus

Motorsport boss Claudio Berro.

AUTOSPORT has learned that the team established by former Champ Car race winner Bryan Herta could end up with a factory or support deal similar to that enjoyed by KV Racing Technology in 2010 and '11.

Berro said: "We are talking to teams at a good level, and I can confirm that we have had close discussions with Herta, HVM and

Dreyer & Reinbold. We are also talking to Michael Shank Racing and Conquest Racing.

"There are two types of deal on offer. One is a lease contract and one is a support deal, a commercial agreement, which would mean a team racing its car in green and yellow. I think we can have that."

Berro would not confirm which teams were in the running for what are believed to be the two factory

deals on offer, and insisted that no contracts had been signed. He explained that he would be travelling to the US in the next two weeks to firm up arrangements.

HVM is believed to be closest to a factory deal. Its mechanics were understood to be building up a new Dallara around a mock-up of the Lotus V6 at the Italian constructor's headquarters as AUTOSPORT closed for press.

Herta would not comment on the state of his negotiations with Lotus.

Berro admitted disappointment at KV's decision to use the Chevrolet engine next season. He explained that the team, which enjoyed Lotus technical support for its Honda-engined Dallaras in 2010-11, had a contract with the British company that extended into '12.

The new Lotus V6, which is under development at Engine Developments (Judd) in the UK, should hit the track this month.

Speculation that the Lotus engine is lighter than its rivals from Honda and Chevrolet was not denied by Berro.

"It is true; our engine is very small and light," he said. "I don't know about our competitors, but I hear that the Honda is a bit heavier."

## 2012 INDYCAR ENGINES Which teams have opted for which powerplants?



### CHEVROLET

**Penske** (three cars)  
**Andretti Autosport** (two cars confirmed, hoping for four)  
**KV Racing Technology** (three cars confirmed)



### HONDA

**Chip Ganassi Racing** (four cars)  
**San Schmidt M'sports** (one confirmed, hoping for two)  
**AJ Foyt Racing** (one definite, hopes for two)  
**Rahal Letterman Lanigan** (two cars)



### LOTUS

No teams confirmed

## TEAMS YET TO CONFIRM ENGINE DEALS

**HVM Racing** (one entry confirmed, hoping for two) **Newman/Haas Racing** (hoping for two cars) **Panther Racing** (one car confirmed, hoping for two) **Dreyer & Reinbold Racing** (two cars) **Dale Coyne Racing** (two cars) **Conquest Racing** (one car confirmed, hoping for two) **Bryan Herta Autosport** (one car confirmed, hoping for two) **Sarah Fisher Racing** (one car confirmed, hoping for two) **Dragon Racing** (one car confirmed, hoping for two) **MSR Indy** (one car) **Ed Carpenter Racing** (one car) **Davey Hamilton Racing** (TBA) **Highcroft Racing** (TBA) **Dyson Racing** (TBA)

INDYCAR

# Dixon in support of Las Vegas street race

**TWO-TIME INDYCAR CHAMPION** Scott Dixon has thrown his support behind a suggestion by IndyCar CEO Randy Bernard that next year's finale in Las Vegas become a street race.

Las Vegas Motor Speedway was confirmed some time ago as the final round of the 2012 IndyCar calendar, although that was cast into doubt following Dan Wheldon's fatal accident at the track last month.

Bernard used Twitter last week to ask IndyCar drivers whether they would be in favour of a Vegas street race at the end of 2012, a request that was met with widespread support. Bernard could not be reached for further comment, but 2003 and '08 champion Dixon told AUTOSPORT that he thought the idea was a good one.

"I'd definitely support it," said the New Zealander. "I think it's a good solution. It's been done before, and I think it would be a better fit than



IndyCar in front of gaudy neon lights?

what we've had this year."

The investigation into Wheldon's accident is ongoing, with widespread criticism of the series' decision to run on steep 1.5-mile ovals such as Vegas, where the cars can easily be driven flat for the entire lap.

"There should be no way at a track like that you should be flat," Dixon said. "Take some grip out of it or give

it a lot more power so you need to brake and you need to lift. At Vegas you could be three-wide in a massive group and still stay flat. That was just the worst combination for what we did that weekend.

"The car was too easy to drive flat, and the track had too much banking. It was easy to stay flat in the corner. But there are easy ways to help that."

INDYCAR

# Rahal's squad returns

**RAHAL LETTERMAN LANIGAN RACING** will return to full-time IndyCar competition for the first time since 2008 next year.

The team has purchased two Dallara DW12 chassis ahead of next season and will use Honda engines, although no deals with drivers have yet been announced.

Former Chip Ganassi Racing team manager Tom Anderson will serve as president of racing operations, taking responsibility for the IndyCar and American Le Mans Series teams.



Rahal Letterman's most recent win came with Ryan Hunter-Reay at Watkins Glen in 2008, although the team has remained a regular fixture in the Indy 500.

NASCAR

# NASCAR on TV for Brits

**BRITISH NASCAR FANS WILL BE ABLE** to watch all three of this year's champions being crowned on live free-view TV for the first time.

Premier Sports will broadcast the final rounds of Sprint Cup, Nationwide and Trucks from Homestead throughout the weekend of November 18/20 on free-view via Sky channel 433.

FORMULA 3

# BMW rules out F3 engine plan

**GERMAN CAR GIANT BMW IS UNLIKELY** to build a Formula 3 engine when the category's new regulations come into force in 2013.

The Munich manufacturer is returning to the DTM next year after a 20-year absence. DTM rivals Mercedes and Audi (via sister manufacturer Volkswagen) currently produce powerplants for the category, the

F3 Euro Series having run on the DTM support bill for almost a decade.

Asked by AUTOSPORT whether an F3 engine was on the agenda for 2013, BMW motorsport director Jens Marquardt said that the manufacturer was already working at full capacity on existing programmes, and was not looking to add more.

"At this point in time, with the DTM,

the GT cars, the WTCC cars and the 1.6 S2000 engine, I think our plate is full," he said. "I'm very happy we have so many interesting projects and our guys in Munich are very motivated. For the moment we're happy with that."

Neither Mercedes nor VW have yet confirmed whether they will build engines to the new 'direct-injection' regulations either.

## IN BRIEF



Button backing Wheldon event

### STARS TURN OUT FOR WHELDON

Jenson Button, Dario Franchitti and Anthony Davidson have lent their support to the Dan Wheldon memorial pro-am charity kart race to be held on December 5 at Daytona Milton Keynes. Public places on the grid are available for £175, and can be booked by calling 0845 644 5503.

### MEIRA SPLITS FROM FOYT

Brazilian IndyCar regular Vitor Meira is looking for a new ride after confirming he will not continue with AJ Foyt Racing in 2012. Meira managed just two top-five results during his three years at the team.

### DAVISON INDYCAR TEST

Indy Lights race winner James Davison will test an Andretti Autosport IndyCar at Palm Beach today (Thursday). The Australian, cousin of V8 Supercar drivers Will and Alex, will drive the car raced by Mike Conway this year.

### BRISCOE STAYS WITH PENSKE

Penske will take an unchanged line-up into next year's IndyCar season after confirming that it will retain race winner Ryan Briscoe. Will Power and Helio Castroneves had already been re-signed.

### FINALIST GETS F3 OUTING

McLaren AUTOSPORT BRDC Award finalist Emil Bernstorff had his first taste of Formula 3 at Donington Park last Friday, when he tested one of Team West-Tec's International F3 Open Dallaras. Italian Luca Orlandi has rejoined the team for 2012.

### SIMS PREPARES FOR MACAU

GP3 race winner Alexander Sims tested for British F3 squad T-Sport at the Nurburgring last week, as part of his preparations for a drive in this month's Macau F3 GP with top Japanese squad TOM'S.



Sims: T-Sport test



## ZANARDI'S MARATHON

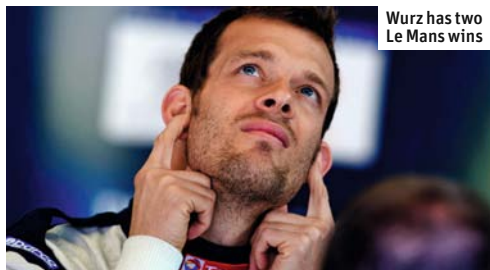
Two-time CART champion and former F1 and WTCC racer Alex Zanardi secured a landmark win in the handbike class of last weekend's New York Marathon. Zanardi aims to be part of the Italian Paralympic team for London 2012.

# LMP1 F1 DNA is Wurz spur

New Toyota sportscar signing cites the Japanese manufacturer's F1 experience as the reason behind his switch from Peugeot Le Mans team

The chance to work with a team with Formula 1 pedigree was the motivation behind two-time Le Mans 24 Hours winner Alex Wurz's decision to leave Peugeot for Toyota ahead of the new FIA World Endurance Championship next year.

The Austrian, who notched up his second Le Mans triumph in 2009 with Peugeot, was announced as one of the drivers for Toyota's new petrol-electric LMP1 hybrid early this week. Wurz joins Nicolas Lapierre and Kazuki Nakajima in the one-car team, which will contest Le Mans and selected WEC rounds.



Wurz has two Le Mans wins

Wurz said: "Sportscar racing is moving into a new era of ultra-high levels of technology, so attention to detail in terms of aerodynamics and mechanical design will start to make a big difference. I believe that a team that has pushed the boundaries in the crazy times of F1 will have an advantage.

"I saw the biggest car manufacturer in the world coming in with an F1 factory and a lot of engineers who also worked in F1. They have linked up with an existing sportscar team, ORECA, to shorten the learning curve, so it looks like a very strong programme."

Frenchman Lapierre has been signed up after cutting his teeth in sportscars with ORECA, which included winning this year's Sebring 12 Hours in a year-old Peugeot 908 HDi.

"To be selected by a company like Toyota for such a new and interesting project is a proud moment for me," he said.

Former Williams F1 driver Nakajima is a product of the Japanese manufacturer's Young Driver Programme and represented the marque in Formula Nippon and Super GT this year.

## Q&A

### ALEX WURZ

Toyota driver



**Was it hard to leave a winning team in Peugeot?**  
I had to think about it hard, but I came to the conclusion to make a change and go for a new challenge.

**Was the prospect of a larger programme with Toyota a factor?**

No. The programme I was talking to Peugeot about was pretty attractive.

**Do you envisage a long-term move even though the programme is only confirmed for 2012?**

I'm eyeing a long relationship. We all know that a manufacturer doesn't come in for just one year.

**What can Toyota achieve next year?**

I am going into this with one aim and that is to win Le Mans. I will not be disappointed if we don't achieve that ambitious target in year one, but that is the goal.



Alex Wurz was talking to AUTOSPORT international editor-at-large Gary Watkins

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Hakkinen: return 'high possibility'

ILMC

## Mika hints at comeback

### DOUBLE FORMULA 1 WORLD

champion Mika Hakkinen has hinted that his one-off return to racing in sportscars this weekend could lead to a full-time comeback next year.

The 43-year-old will race a Mercedes SLS GT3 car in the Intercontinental Le Mans Cup finale at Zhuhai this weekend.

Mercedes motorsport boss Norbert Haug recently suggested that there were no plans for Hakkinen to make a long-term comeback (see AUTOSPORT, October 27), but the Finn has since admitted that he could be tempted back to regular race action.

"Coming back to racing, I have a very excited emotion," said Hakkinen. "If there is a positive outcome, there is a very high possibility I will be racing next year."

BTCC

## Strong BTCC test for Tandy

**PORSCHE SUPERCUP STAR NICK Tandy** could appear in the British Touring Car Championship after testing with the Motorbase Ford Focus squad last week.

Tandy, 27, who won this year's German Carrera Cup crown, appeared for Motorbase's Porsche Carrera Cup GB team in the last two meetings of the season and won three of the four races he contested.

He is still targeting international GT and sportscar drives for 2012, but did not rule out the BTCC after testing Mat Jackson's Focus on the Brands Indy circuit.

"Today was an eye-opener," said the former British F3 race winner. "I enjoyed the car more than I thought.

"International possibilities are still

GP2

## Abu Dhabi grid sorted

**ELEVEN DRIVERS WHO CONTESTED GP2 races in 2011 and six graduates from this year's GP3 field have been confirmed for this weekend's non-championship GP2 Series races in Abu Dhabi.**

Among those making their debut will be Briton James Calado – the

GP3 runner-up will race for ART ahead of a full campaign with the team next year.

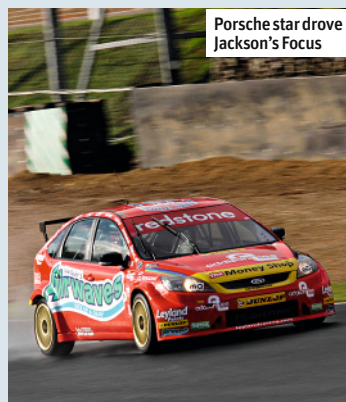
The Abu Dhabi event, which replaces the former Asia Series, is being treated by most teams as an opportunity to try out new drivers ahead of next season.



Calado makes GP2 debut

### GP2 ABU DHABI LINE-UP

Team name	Drivers	
RAPAX	Dani Clos (E)	Mihai Marinescu (RO)
ADDAX	Jolyon Palmer (GB)	Jake Rosenzweig (USA)
ART	James Calado (GB)	Esteban Gutierrez (MEX)
RACING ENGINEERING	Fabio Leimer (CH)	Nathanael Berthon (F)
ISPORT	Marcus Ericsson (S)	Tom Dillmann (F)
DAMS	Rio Haryanto (RI)	Nigel Melker (NL)
ARDEN	Josef Kral (CZ)	Simon Trummer (CH)
SUPER NOVA	Fabio Onidi (I)	Giacomo Ricci (I) (TBC)
SCUDERIA COLONI	Kevin Ceccon (I)	Stefano Coletti (MC)
TRIDENT	Julian Leal (CO)	Stephane Richelmi (MC)
OCEAN RACING	Antonio Felix da Costa (P)	Nicolas Marroc (F)



Porsche star drove Jackson's Focus

my priority, but racing one of these would be great fun."

Tandy's test was curtailed by bad weather, but Motorbase boss David Bartrum is keen to run him again. "It was good to get Nick in the car," he said.

"It's a shame about the weather because we didn't get a chance to see his true potential. We'll try and get him in the car again.

"We'd love to keep him involved in the team. His focus is on bigger and better things, but he knows where we are if they don't happen."

LMP2

## Docking's LMP2 plans

### TOP SINGLE-SEATER TEAM ALAN

Docking Racing is working on a return to the prototype ranks in next year's FIA World Endurance Championship.

Silverstone-based ADR, which helped run Mazda's Le Mans 24 Hours campaigns in 1983-90, is studying an entry with an LMP2 prototype. The team, which won this year's truncated Superleague Formula series with John Martin, is hoping to firm up its plans this month.

Team boss Alan Docking said: "I'm more sparked up about sportscar racing than I have been for a few years because of the way the FIA and Le Mans [which will promote the WEC] are working together.

"We're looking seriously at the WEC and think that LMP2 is the place to be. We've looked at the different chassis and engine options, and now put that information aside while we see if we can deliver on our plans."

Martin, who undertook a fact-finding mission to Le Mans this year, could be part of ADR's plans, Docking said.

## IN BRIEF



Adam shook down Vantage

### NEW ASTON GT3 SHAKEDOWN

The new Aston Martin Vantage V12 GT3 car completed a successful shakedown at Prodrive's Warwick proving ground last week. The car completed more than 60 miles in the hands of British GT Championship race winner Jonny Adam.

### TC2000 FINALE MOVED

The final TC2000 race of the year, scheduled for a new Buenos Aires street circuit on November 27, has been moved to the permanent venue at Parana because the temporary track is not yet ready. The series has also announced a switch to spec V8 engines for next year.

### FIA GT1 BOUND FOR MOSCOW

Next year's FIA GT1 World Championship is set to visit the new Moscow Raceway. The Tilke-designed circuit, 50 miles from the Russian capital, has already announced dates for the World Series by Renault and the World Superbike Championship.

### GTC PLANS TAKE SHAPE

Plans for a new 2012 Le Mans Series class have been firmed up. The GTC class will be open to one-make Ferrari 430 Challenge cars, 2010 and '11-spec Porsche Cup cars and the Lotus Evora GT4.

### GREAVES TO RETURN IN 2012

Le Mans Series LMP2 champion team Greaves Motorsport will defend its title in 2012 with one car and will also run a car in the FIA World Endurance Championship. Greaves has yet to decide whether to remain with Zytek chassis, but will stick with Nissan engines.

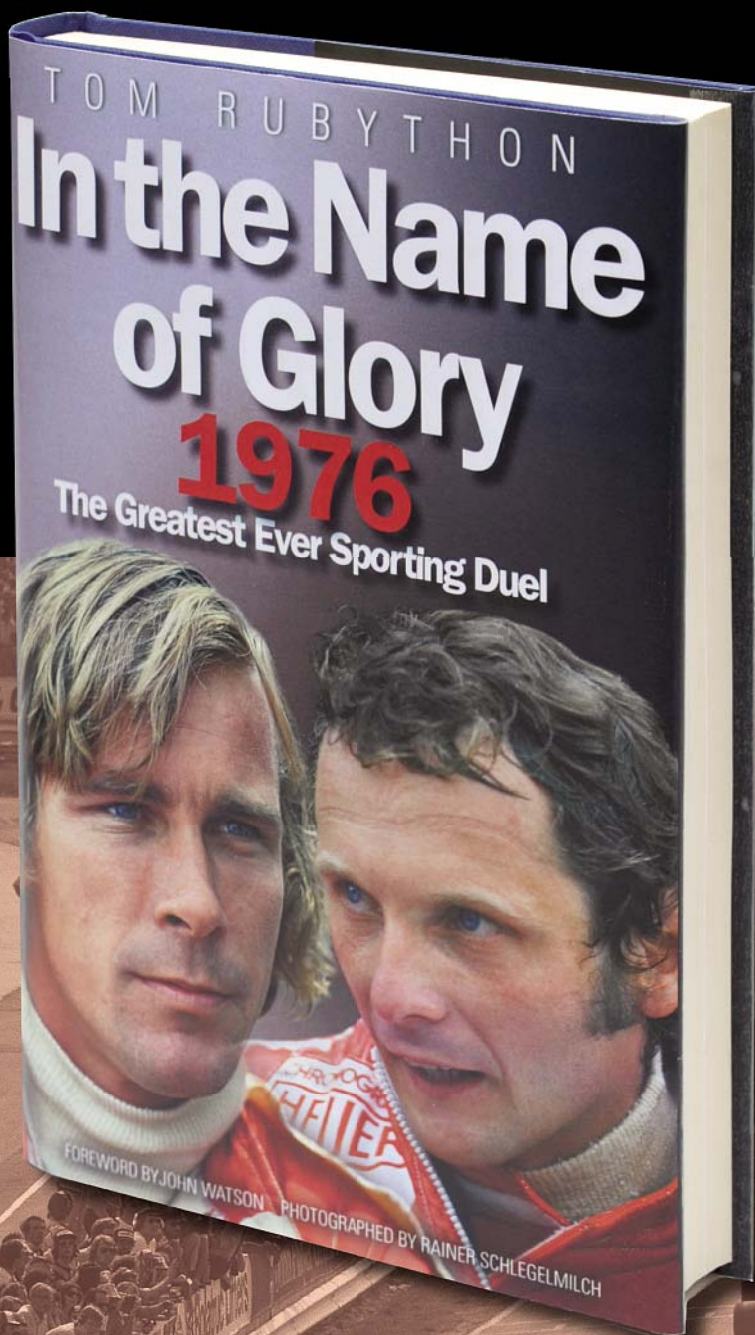
### GULF LMP2 LOLAS FOR WEC

Sportscar stalwart Fabien Giroix's Gulf Racing team will run a pair of LMP2 Lola coupes in next year's WEC. Drivers announced for the programme so far are Giroix and United Arab Emirates-based driver Frederic Fatien.

Gulf Lolos for LMP2



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# PIT BITS

Facts and stats plus a NASCAR points graph

## Flashback

November 3 1911

### THE BIRTH OF CHEVROLET

Last week was the 100th anniversary of the creation of Chevrolet Motors. Here is co-founder Louis Chevrolet racing a Buick in 1910.



## TOP FIVE

'Bad boys' get punishment

- Shane Hmiel**  
Lifetime NASCAR ban after several banned-substance offences.
- Michael Schumacher**  
Eliminated from 1997 championship table following Villeneuve crash.

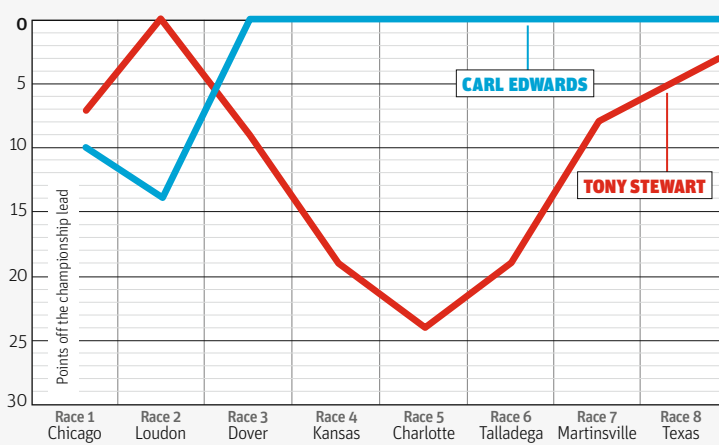


1997 European GP drama

- Pastor Maldonado**  
Four-race World Series by Renault ban in 2005 for hitting a marshal under yellows in Monaco.
- Eddie Irvine**  
One-race ban for triggering Brazil 1994 crash became three races after a failed appeal.
- Robby Gordon**  
Parked for Pocono in 2007 due to Montreal antics.

## NASCAR SHOWDOWN

How Stewart has closed on lead of the Chase



## top tweets



**@MBrundleF1**  
As F1 commentator I'm so pleased Virgin are changing name next year, I have a mental red alert every time I mention their car in close action



**@maxpapis**  
twitter for me is a Therapy it relaxes me



**@DarrenTurner007**  
Strange that there is lovely pool here at hotel but all four drivers are sitting in lobby on laptops!!



**@paultracy3**  
Alex zanardi is the stud of all studs !!!! All I can say is wow !!!



**@JCourtney01 (James Courtney)**  
I'm flying out of Brisbane today for a change..! A little further, but the automatic pancake machine in the virgin lounge is worth the drive



**@RyanBriscoe6**  
It's official! I don't have to host Wheel of Fortune next year. Excited to return to @penskeracing!

## NEXT WEEK



### ABU DHABI ACTION

After the Bahrain cancellation, F1 finally gets back to the Middle East with penultimate round of 2011

### RALLY GB

World Rally Championship showdown – and it's all based from Cardiff



## PLUS

Sportscar elite visit China for Zhuhai 1000Km – the last bout of Audi-versus-Peugeot action of 2011

# ON SALE

# NOVEMBER 17



VW's Polo R WRC had initial outing on German asphalt...

WRC

# Date-clash fear for 2012 Rally GB

Immovable agricultural event in mid-Wales threatens route for Britain's world rally championship qualifier next year

**A**s crews line up for this year's Rally Great Britain, which starts from Llandudno today (Thursday), there are major concerns over the date for next year's event – which clashes with Wales' biggest sheep sale.

This year's rally is centered on the Royal Welsh Showground in Builth Wells and, to keep the

Welsh Government happy, the 2012 route must run to a similar format. The venue for central service is, however, already booked on the weekend as Rally GB next year. The sheep sale runs from Friday September 14 to the following Monday; Rally GB is scheduled for Thursday September 13 to the following Sunday.

The shift to a September date came at the behest of the Welsh Government, following a desire to run in warmer and potentially drier weather. Moving the date could cause significant issues for the WRC, given that the calendar is set for next season – with Rallye Deutschland three weeks before Wales and Rallye de France three weeks after.

A source within the event said: "It will be a real struggle if nothing changes for next year. This sheep sale is a very significant event and it is a problem. We can't ask them to move their date, it's an annual event and one around which the farming calendar moves. It would be very, very difficult to do what we have done with the route this year – running it from north to south – if we were based on the south coast in Cardiff. That would make us heavily dependent on remote service and that's not something the teams would be happy with. Certainly, to use forests like Dyfi, we need to find somewhere to service the cars and Builth Wells is really the only alternative."

Rally GB chief executive Andrew

Coe said: "We are in discussion with the Royal Welsh Showground on this matter, they share our concerns and will look and see whether changes can be made. But this is a very big weekend in the agricultural calendar and I'm not hugely optimistic.

"It's early days," he added. "But we are looking at alternatives [for a service park]."

WRC promoter Simon Long said a date change was a possibility.

"It would have to be for a very good reason," said Long, "but what we don't want is a domino effect. Nobody has a God-given right to be in this championship."



Sheep sale may threaten rally

[P54 RALLY GB PREVIEW](#)

WRC

## Solberg facing next season on the sidelines

**PETTER SOLBERG IS FACING HIS FIRST** season away from frontline World Rally Championship action since 1998 – despite recent speculation linking him to a Ford drive for next season.

This week's Rally GB will be Solberg's 175th WRC start and the Norwegian has been at the forefront of the sport for the past 14 years, having won 13 rallies and one world title. While he remains strongly

tipped for a Volkswagen drive, joining the German firm would not mean regular competition in a World Rally Car next year.

Solberg had been close to taking Sebastien Ogier's seat at Citroen, but sources indicate Sebastien Loeb would prefer Mikko Hirvonen as a team-mate.

"I won't drive next season unless it's a factory car," said Solberg. "There's nothing in the Ford thing."

Both the 2003 world champion and Ford chief Malcolm Wilson denied talks had taken place between the two, but a source said: "There's something going on. Petter has talked about a Fiesta for next season, possibly in a team with his brother Henning."

Solberg will be looking for his fifth Rally GB win this week – and his first win in six years.



Solberg may face '12 with no drive

WRC

# Sainz: no rally return after test

**CARLOS SAINZ SAYS HE WON'T** be tempted back to competition on a long-term basis following a maiden test in Volkswagen's Polo R WRC in Germany last week.

Sainz drove the all-new Polo for two days, completing more than 120 miles through the vineyard roads run on Rallye Deutschland.

"I enjoyed driving," said the two-time world champion. "Apart from the circuits, I haven't driven on asphalt for a long time and it was good. I liked the roads, they were challenging and the car felt very good. I don't want to be a test driver, though. I am happy to come



... with Carlos Sainz on driving duties

back and drive the car for the team when they want me to, to see how everything is going, but not more than that."

The 49-year-old admitted he was impressed with the Polo, which is running in interim form – called the 'zero' car. The first Polo R World Rally Car, running to 2011 regulations, is expected to be running before the end of the year.

"I was impressed with the 1600cc engine and the mechanical diffs," admitted Sainz. "We know we have a lot of hard work ahead as a team, but at the same time, we have already made a good start. On the second day, it was like a real test: we were changing lots of things: the diffs, suspension and [turbo] anti-lag settings on the car."

## IN BRIEF



Mikkelsen took IRC title

### MIKKELSEN: TITLE DOUBLE

Skoda UK Motorsport driver Andreas Mikkelsen's IRC title success on last week's Cyprus Rally makes it two championships in two weeks for the Norwegian, who collected the Trofeo Rally Terra (Italian Gravel Trophy) in Sicily the previous weekend.

### NEUVILLE CASHES IN

Peugeot driver Thierry Neuville picked up the biggest prize (£34,000) from Sunday's Golden Stage Rally in Cyprus. The Belgian beat Skoda's Juho Hanninen to the largest share of Eurosport's £130,000 prize fund. The Finn and his Czech team-mate Jan Kopecky collected £24,000 and £14,000 respectively, with the rest of the cash shared among class winners.

### FORD ACE FOR VAR RUN

Ford driver Jari-Matti Latvala's season won't end with this week's WRC season-closing Rally GB. The Finn will contest Rallye du Var (November 24-27) as part of Ford's preparations for next year's Monte Carlo Rally.

### RALLY GB FOR BBC SHOW

BBC Wales will show a one-hour highlights programme from Rally GB, going out at 2320 on Monday November 14 on BBC2 Wales. The channel is available throughout the UK on Sky or iPlayer once it's been broadcast.

### PADDON EYES TOP 10

Production car world champion Hayden Paddon is aiming for a top-10 finish when he makes his Subaru Impreza R4 debut on this week's Rally GB. The Kiwi tested the new car for a day prior to the WRC finale and is pleased with the results. "The focus of the [R4] programme is [to beat] the Super 2000 cars. But on a personal level, I'd like to try to get into the top 10."

### WILSON IN TRIBUTE

Matthew Wilson's M-Sport Stobart Ford will run with a new livery on this week's Rally GB, incorporating a design celebrating the life of MotoGP star Marco Simoncelli.

### TANAK COMMITS TO DMACK

DMACK will run its latest-specification tyre on this week's Rally GB, with the Anglo-Chinese firm also in the running for an overall WRC result for the first time. Estonian star Ott Tanak will run DMACK tyres on the Ford Fiesta RS WRC he is driving for the first time. Tanak tested the tyres for the first time in Wales last week.

APRC

# McRae lands title and eyes Proton deal

McRae secured the title in China



**ALISTER McRAE IS HOPING HIS FIA Asia-Pacific Rally Championship win will be enough to keep him in a factory Proton next season.**

The Scot led China Rally Longyou, the final APRC round, from start to finish to take the title from Proton team-mate Chris Atkinson. The Satria Neo S2000, built and run by British firm MEM, also secured the manufacturers' crown.

McRae, 41, said: "We haven't really started talking about next year so much, but after the success from this season I would definitely like to stay with Proton. The car has really come on this year and there's more to come."

Proton team principal Chris Mellors has spent time in Malaysia working on the 2012 programme and he added that McRae was in the running for a seat.

"Alister's done a great job for us this year," said Mellors. "And we'll certainly be talking to him about 2012, once we know what the programme is."

## AUTOSPORT SAYS...

**DAVID EVANS**  
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**A**ndreas Mikkelsen, IRC champion. Did you see that coming? Not sure I did – my money was on Juho Hanninen. Mikkelsen is a fitting, if slightly unexpected, champion.

And what about the Asia-Pacific Rally Championship? Chris Atkinson wins three from six rallies, but Alister McRae takes the title. Again, the Scot is a very fitting champion, who has toiled all year for his maiden FIA award. Good for him, but again, unexpected.

And now, this week. And Rally GB.

Sebastien Loeb has won five times, Mikko Hirvonen twice. Will this month of unexpected rally results continue? Will Hirvonen do what he failed to do two years ago when he had a much better chance?

I truly hope he does. Don't get me wrong, I'm a huge Loeb fan and, the odd hiccup here and there aside, we've always got on. But seven years of domination is surely enough for one man. It's certainly enough for one sport.

There's not a hint of jingoism here, it's simply that the time has come for change, that I'm hoping will come via a Finn in a Ford.

Granted, Hirvonen's been a shadow of his former self on occasions this season, but if that change does come, it will be courtesy of a towering drive. The drive of a champion is needed to beat the champion in the valleys.

And, imagine the irony if he did win – it could be his Citroen – if he goes there – rather than Loeb's wearing #1 in 2012.



Can Hirvonen defeat Loeb?

## WRC PREVIEW

Event	Wales Rally GB
Based	Cardiff/Builth Wells
Round	13/13
Date	November 10-13
Stages	23
Mileage	220.57 miles
Surface	Gravel
2010 winner	Sebastien Loeb
Championship leader	Sebastien Loeb



Loeb aims for fourth straight GB win



# Meet the new, improved JENSON BUTTON

Life is good for the 2009 champ. He's thriving at McLaren and has the upper hand over Lewis Hamilton. *EDD STRAW* basks in the glow

**D**arkness shrouded Jenson Button at the end of 2008. He had nothing. He didn't have a team, and the only seats available were for pay drivers. What happened in the 12 months that followed is the stuff of legend, but his incredible 2009 with phoenix-rising Brawn was just the beginning of his path to having it all. At 31, Button is a world champion, he's enjoying another magnificent season, he has a long and lucrative future with one of the best teams in Formula 1 and, perhaps more than any other driver on the grid, he's enjoying every second of it. What's more, he may just be the man best-placed to derail the Sebastian Vettel express train next year.

There was a time when many questioned Button's golden-boy status. After stunning in his maiden campaign with Williams, fresh out of Formula 3, in 2000, it took him a long time to make good on that promise. Many questioned whether his reputation was a triumph of hype over substance during the years that followed, years that varied between the indifferent, the promising and the downright bad. That Button didn't find himself in a race-winning car wasn't factored into the equations of the critics, who focused on the cold, hard fact that his first 153 grands prix yielded a single victory.

What we have seen this year is proof that he always had the requisite class to be one of the best in F1. The Button of 2011 is a fascinating driver, far more so than the popular perception of him merely as the arch-tyre-manager suggests. It's true that his smooth driving style means

that he can more often than not go longer for faster on the Pirellis. But it's also about the way that he sets up the car, seeing the bigger picture from the start of practice in a way that team-mate Lewis Hamilton sometimes fails to do. It's also about the way in which he calmly and effectively works his way through traffic in the race. While there are few breathtaking overtaking moves, he has made up plenty of places this year – without that ability, he wouldn't be able to make use of his speed. Remember how he followed his opportunistic pass on Hamilton at Monza by dispatching Michael Schumacher effortlessly a few corners later?

The ability to play the long game requires more than just a recognition that you can trade off single-lap speed for long-run pace. You need to be able to pull it off. Button reckons that his time in bad cars has given him a breadth of technical understanding that perhaps someone like Vettel lacks; that's potentially an edge when it comes to isolating the perfect set-up. In a straight fight in equal machinery, that could make a big difference.

"When you go through the difficult times and have a car that isn't so competitive, you try everything – *everything* – with that car," he reflects. "You throw everything at it and try every possible type of set-up. You try things that you wouldn't even imagine trying otherwise. You work on so many little areas to try and find time that I do think it helps you. But when you have a good car, you can cover up issues. With our car this year, if you run low downforce, you have so many different issues that you haven't found before that arise. Put the downforce back on and you don't have them, ▶





Button is a happy man at McLaren

◀ but they're still there and you're hiding it.

"We'd all love to be in a quick car every year and I'm not saying that being in a bad one works for everyone [in the long run]. Obviously, during his first year Sebastian wasn't in a massively quick car with Toro Rosso, but since then he has been in a fast car. He's done a good job. But for me it was good to have had bad years, because I learned so much more in terms of working with an engineer. In my first year in F1, I had raced for one season with slicks and wings. When I arrived at Williams, I'd come straight from karts into Formula Ford and then F3; I didn't have a clue about the geometry of a race car or engineering. So it was a steep learning curve, but a good one, and it makes me stronger now when it comes to fine-tuning an F1 car."

When Button talks about what he learned during the bad times, the comparison with Hamilton springs to mind. Save for 2009, when McLaren started the season way off the pace and turned it around rapidly enough for Lewis to take remarkable wins in Hungary and Singapore, Hamilton has always had either the best or the second-best car under him. There's nothing wrong with that in itself, but his frustration at Red Bull's advantage in 2011 is obvious. This has played into Button's hands, for he has channelled his efforts into improving the car and asserting himself over his team-mate. Jenson is rightly wary about saying too much about Hamilton, but occasionally you pick up on comments that, although not directed at his team-mate, do seem very relevant to his travails. For instance, ask him about the secret of nurturing the tyres and he gives a revealing answer.

"I am good on tyres, but there are also races where I'm bad," he says. "In Korea, I wasn't very good. It seems that when it's a track that has a lot of traction, I can't save the tyres more than anyone else. But when you have high-speed corners, I'm normally pretty good, like at Suzuka. Maybe it comes from karting? But everyone has done karting. It's

difficult to know why there's a difference but we all drive a little bit differently and plan our race differently. Well, some of us maybe don't plan our race, but some of us do."

This sentiment seems particularly appropriate to Hamilton, who has

been frustrated by not being able to go hell for leather from the off, as he used to on the seemingly-bulletproof Bridgestone rubber. But this current formula, with high-degradation tyres, is tailor-made for the great calculator Button. He claims not to know the secret of his tyre management, but it's most likely that there is no silver bullet beyond a little self-control harnessed to his natural driving style. While you could argue that when Hamilton entered F1 the style of qualifying hard and racing hard between refuelling stops played into his incredible skill set, in 2011 it's Button who has all the qualities needed to thrive.

At this point, it's vital to make one point very clear: some argue that driving a grand prix car should be all about speed and nothing else. That might have been the case at some points in the recent past, but tyre management, strategy, making the correct calls, and knowing when to attack or consolidate have always been central to the F1 driver's art. Button masters all of these, even though there is plenty of evidence to say that in terms of pure, balls-out single-lap pace he gives away a tiny fraction – although no more than a tenth or two. Some seem to regard drivers who thrive on this basis as in some way less worthy, as skilled artisans



First season, 2000: promise in Williams

PICS: MCLAREN, EL FORD, TEE/LAT

**“We all drive and plan our races a bit differently. Well, some of us maybe don’t plan our race, but some of us do”**



Honda 'earth-dream' years were nightmare

rather than artists, but that’s nonsense. If this were the case, Button would not have been rebuffing interest from Red Bull and Ferrari when he inked his new McLaren deal.

The bad times of yore played their part in that decision. While Hamilton has enviously eyed Red Bull machinery, to the point where he paid his controversial visit to team boss Christian Horner in the Montreal paddock (which is not the only time this has happened), Button appeared to use interest from the team only to gain a better contract at McLaren. It wasn’t just about money, which was prodigious, but about easing the promotional load that he carries on his back. But at the heart of it is the realisation that the grass is not always greener, an understanding that must partly come from the Williams/BAR contract controversies of his early career. It’s not just about platitudes, you get the feeling that Button genuinely fits in at McLaren. In a way, he’s the perfect McLaren driver. Fast, effective, well-integrated with the engineers and comfortable enough to speak his mind without ever overstepping the mark.

“It’s important to have the right people around me,” says Button. “I felt that I had that at Honda and I enjoyed racing there, even though it took us a long time to win the world championship. At Honda and then Brawn I felt like I was really part of the team, not like someone who had just been hired to race. So when I took up the challenge of driving for McLaren [after seven years at the Brackley team] it was a shock, but I fitted in very quickly and I feel at home after a year and a half. They value my opinion, which is important because I want to build a car around me that works for me. I’ve only had that once before in F1 and that was at my previous team.

“I feel very confident here that I can help this team move forward and that they can give me what I need to fight for another world championship. Whether another team would do that, I don’t know. Whether the circumstances would have ever been right in another team, I don’t know. But I know what I have here and it’s bloody good. Every year I am with this team, we will fight for the world championship.”

McLaren is more and more becoming Button’s team. He’s now the go-to guy, the man who the team knows will deliver something approaching the maximum week-in week-out. This is in stark contrast to the Hamilton lottery, which will throw up a sensational triumph one day and an embarrassing blunder the next. From the off Jenson fitted in well, although that was a little shrouded to the outside world as Hamilton got the better of him – just – last year. This season the car suits him better, he’s more comfortable (the 2010 chassis was laid out before his arrival and left him with a more upright seating position than ideal), and he can guide the characteristics of the 2012 McLaren to best suit him.

“This car has much better rear-end stability, especially when you enter the corner,” he says. “I like to have the confidence to attack a corner. It does suit me better, but I don’t think it’s the tyres, it’s the car itself. We’re still working on improving it in the direction I like, in making the rear end more stable.

“Lewis and I are very similar in terms of set-up. There will be a few things that are different, but it works for many different styles. Maybe Lewis is a little more aggressive in the way that he enters the corner, but my car will always work for him and his car will pretty much work for me as well. You just need a tweak to the balance. Most of the season, especially the latter part of the season, we’ve ended up going in the same direction in terms of set-up and we race with a very similar car.”

Again, the implication is obvious: Button is doing better with an identical car to Hamilton, ▶



Glorious 2009 brought world title with Brawn



Hamilton still leads Button in qualifying

## QUALIFYING: IT’S NOT A PROBLEM

Ask Jenson Button what he can do about qualifying, the only significant performance indicator where he lags behind Lewis Hamilton this year, and he gives you short shrift. “Possibly set the car up more for qualifying instead of the race,” he fires back and then chuckles.

For Button is the master of trade-offs. He knows that the outlawing of refuelling, the advent of the DRS and Pirelli’s high-degradation tyres have changed the face of Formula 1 over the past 18 months. His ego can handle trailing Hamilton 12-5 in qualifying, not to mention the fact that his last pole position came in Monaco in 2009.

That shows huge strength of character and provides further proof that Button has nothing to prove to anyone. Some drivers would regard being on the wrong side of this qualifying duel as a problem to address, but he isn’t too

BUTTON V HAMILTON 2011	
WINS	3 v 2
QUALIFYING	5 v 12
POINTS	240 v 202

concerned. Then again, it’s fair to say that while Button has been eclipsed by Hamilton on Saturday afternoons during their two seasons together, the difference between them is far smaller than you may think.

“A couple of times this year the car has been overweight so I’ve been a couple of kilos heavier, which has been enough to make the time difference,” explains Button. “There have been two races where 100 per cent I’ve lost out because we’ve been two or three kilos over, which is worth a tenth of a second. But we’ve sorted that now.

“Apart from that I’m reasonably happy with qualifying. There have been times where I haven’t been happy with the car, but that was more at the start of the year. In the latter part of the season, I have been happy with the balance in qualifying and feel that I can get the most out of it.

“Lewis is very fast in qualifying. He always has been and he always will be. But what you do on a Sunday afternoon is a lot more important than what you do on a Saturday afternoon.”

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**EXPERT VIEW**

**MARK HUGHES**  
GRAND PRIX EDITOR



A lot of factors have come right for Jenson Button this year: the traits of the McLaren MP4-26 fit with his preferred driving style better than did those of the MP4-25, and he sits in it rather than on it, having this time been around when the car was conceived.

But perhaps the biggest plus of all for him has been the traits of the Pirelli tyres. Pre-season it seemed wear rates were going to dominate and that a driver's individual style would have little bearing on this. But as the teams began understanding the tyres a little more, so their operating window became better defined.

The Pirellis have a very narrow window of peak performance in qualifying, and that hasn't always worked in Button's favour, but the traits of the McLaren in being able to almost instantly turn the tyre on have minimised that.

In the races the tyres often need a sensitive driver to judge how much or little can be taken from them in order to have a competitively long stint length while keeping up good pace. This Button is supreme at, and it was the reason why he already had the beating of Hamilton in Hungary even before Lewis spun; he was already set to be able to do one stop less than his team-mate, while staying in touch with him on track.

Hamilton's aggressive style does not buy him as much time on these tyres, and can sometimes up their energy too quickly to give him the optimum strategy. In this regard, Button has the perfect style for the prevailing formula.



McLaren MP4-26 suits Button's style

**BUTTON'S McLAREN WINS**

**AUSTRALIA 2010**

Inspired switch to slicks earns him first McLaren win in second start.



**CHINA 2010**

Holds off late pressure from Hamilton to win wet/dry race.



**CANADA 2011**

Survives clashes with Hamilton and Alonso, and dropping to last, to win.



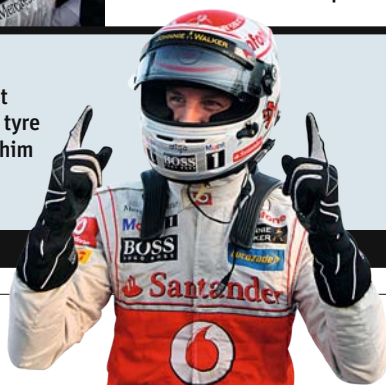
**HUNGARY 2011**

Plays it cool, rejecting possible switch to inters, after Hamilton's slump.



**JAPAN 2011**

Runs behind Vettel at the start, but superb tyre management allows him to jump ahead.



◀ a scenario that many inevitably doubted could happen when he joined McLaren. Even after their first season together, it seemed that Button was the perfect support player for Hamilton, right behind him and capable of giving him a hard time but fractionally off him as far as speed was concerned. But this year he has completed the miracle of making McLaren his team. It's a remarkable achievement.

Even more remarkable is that he seems to do it without breaking sweat. Button's effortless demeanour belies a steel to succeed that could yet make him a multiple world champion. But what strikes you whenever you speak to him is that he is genuinely happy with his lot.

"I like being happy, full stop!" he says. "It doesn't matter if it's racing or my private life or whatever. I've surrounded myself with some pretty cool people and I love having friends and family at the race because you can enjoy the good moments together. Then, when you have a bad day, they are there to console you and remind you of the good times. You have to live in the moment – you can't concentrate on your career and forget everything else and after that concentrate on family. You have to enjoy every moment and that's what I'm trying to do."

It's this that proves Button is a better driver than he was in 2009. During the second half of that season, when he limped to the world championship title with just two podium finishes in the last 10 races, he was clearly under massive pressure and at times it seemed that he would collapse under it. Things weren't coming easily and the desperation to take the title weighed heavily on his shoulders. With that weight lifted, he is now at his best. If Vettel has shown no signs of being distracted by the title 'fight' this year, Button would be exactly the same if thrust into a championship scrap.

Some still claim that Button was lucky to win the title in 2009, that somehow his place at McLaren is a consequence of that good fortune. But if you look at his achievements over the past three years, during which he has won five races, made McLaren into his team and established himself as perhaps the man most likely to topple Vettel, you can't fail to reach the conclusion that Button has lived up to that early potential, and then some.

Worryingly for Vettel, Alonso and Hamilton, Button seems to be getting better with every passing year. He was once, to all intents and purposes, on the scrap heap. His resurrection is not a matter of luck, it's a question of using that experience to seize every opportunity. And that, above all, was the making of Jenson Button. ❁



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# Losing his Lowe profile

**McLaren's technical chief follows some big names, but who is he?**  
*ADAM COOPER* tells his tale, from Idi Amin to Mika Hakkinen...

Only four men have held the title of 'technical director' at McLaren since Ron Dennis took over the team at the beginning of the 1980s. And while John Barnard, Gordon Murray and Adrian Newey need little introduction, the current incumbent is rather less well known.

In these days of huge technical and engineering staffs, it's much harder for individuals to build up a high profile. Teams often go out of their way not to create 'personalities', to protect themselves from potential head hunters. Dozens of key technical people work quietly in the background, only becoming better known when they land high-profile job titles.

Paddy Lowe's name has only become familiar over the past few seasons, even though he has worked at McLaren since 1993, and before that was a key player at Williams. Highly respected in the paddock, he's also been closely involved in various FIA bodies, such as the Overtaking Working Group.

Such a career path seemed very unlikely when Lowe was growing up in Africa. His father was an Irish missionary who taught in theological colleges, which explains why he was born in Nairobi in 1962. Two years later the family moved to Uganda, where Patrick – as he was still known at the time – spent his formative years. They stayed until 1974, a full three years after General Idi Amin had seized control of the country.

"It was a good time to get out!" says Lowe with some understatement. "It started to get more and more difficult."

On returning to Europe he spent a couple of years in Ireland (the only time he's actually lived in the country) before the family moved to Kent, where at 14 he went to Sevenoaks School – and found himself with a new name.

"The first day there I was the new boy, because I hadn't joined at the proper time. This chap came up and said, 'What's your name?' 'Patrick.' 'Are you Irish?' 'Yes.' 'Then I'll call you Paddy.' That's how it started!"

It was while in Kent that his passion for all things mechanical began to develop: "I was never a great follower of F1. If it was on the telly, I would watch it. But I didn't spend my life indoors anyway on a Sunday – I spent a lot of my time mucking around with engines, taking lawnmowers to pieces.

"Before I could even ride a bicycle I had a hand-me-down bike in Uganda, which I completely renovated, with help from my brother, who is now a professor of mechanical engineering at Imperial. He taught me a lot. My first motorbike I bought in pieces and put it together. So I had more of an interest in engines than motor racing as such. But I went to the odd event at Brands Hatch."

Lowe won an engineering place at Sidney Sussex College at Cambridge, along with sponsorship from tin-can maker Metal Box. The company committed him to a year of work experience prior to university, but

before he started there he found some summer jobs to earn some extra cash.

He worked briefly in a coat-hanger factory before, somewhat bizarrely, finding work as a roofer in Eindhoven (the thought of Paddy carrying heavy buckets of tar up ladders will amuse those familiar with his wiry frame).

Later on while at Cambridge he supplemented his income working as a dispatch rider. On graduation he returned to Metal Box, where he spent two years, the first in training.

"By then I had specialised in doing control systems at Metal Box. They had lines of machines making tin cans. Funnily enough packaging is a very high-tech industry, the reason being that the margins are so low. So if you can save a hundredth of a penny on a can, you can turn a loss into a profit."

It was pure chance that alerted him to the possibility of a future in racing.

"A friend of mine said, 'You should go and work for an F1 team.' You read of people who say, 'When I was 12 I wanted to be Prime Minister.' I wasn't one of those. It had never even occurred to me that normal people could work in such a seriously good job!

"I thought it sounded like fun, so I got three addresses from a friend of my brother. One was Williams, one was Benetton, and the other I think was Arrows.

"The only reply came from Frank Dernie at Williams. This was the end of 1987, and they had just done their first active car. They'd realised they ▶

◀ had bitten off more than they could chew, because they had no internal experts in electronics or hydraulics. They hadn't even advertised, but when Frank saw my CV he realised that I was the sort of guy they needed."

Starting his new career, Paddy decided it was as good a time as any to dump his school nickname and revert to the one on his passport. Unfortunately it didn't work out – on his first day he discovered the co-owner of the team was also named Patrick...

Lowe and fellow new recruit Steve Wise helped Williams to become a pioneering force in all aspects of driver aids and associated technology (see panel, below). Paddy would stay until early 1993, at which point he was hired by McLaren, initially as head of R&D. The timing was unfortunate in that

no sooner had he joined than it was announced that driver aids would be banned for 1994. But there was still time for Lowe to make a mark.

"We decided there was performance in adding power assistance to the brakes, and as we started the project we knew that it would be banned for the next year. So we were working in a very narrow window.

"There were six races left that season. We took three with which to invent it and develop it, and we deployed it at Estoril. It was worth a second a lap, more by fluke than skill I have to say, but it helped Senna win Japan and Australia! It was quite a nice way to come into a company. People always ask, 'Who is this bloke; what's his credibility?'"

The power brakes also help to

Hakkinen on McLaren debut: he had been Lowe's test pilot



## SOFTWARE AT WILLIAMS BUILDING A TEAM ORGANICALLY

**ALTHOUGH HE WAS VERY MUCH IN THE** background at the time, Paddy Lowe played a major role in helping to make Williams into a dominant force in the early 1990s, culminating in Nigel Mansell's 1992 world championship.

"I was there for six years," Lowe recalls. "And in that time our biggest achievement wasn't so much what we did on the cars, it was actually all the infrastructure that we created. In 1988 we had raced the original active car using the old infrastructure, but we effectively displaced all of that, and started from scratch.

"Whether it was the software to view and analyse data, the computer we put on the car, the computer we had off the car to talk to the car, the people who made wiring and sensors to a high standard – all of that infrastructure was created from nothing.

"In parallel, McLaren did that through setting up TAG Electronics, but where they'd gone and spent millions to create a whole company and bring in people

from Bosch, at Williams we did it on a shoestring, in effect.

"Steve Wise and I were a good partnership because he was good at the hardware design, and I was good at software design, so we were very complementary. The first serious system we did was gearshift control, although that was mainly catching up with Ferrari, who were first with it. Then we did things like active diffs, traction control and then the active suspension.

"In 1989-90 we had a year-old R&D car that we ran with Mark Blundell as the test driver. We had our own truck, our own mechanics, and I was in effect the race engineer. We'd go off to Pembrey a lot.

"In '92 we took the plunge and raced the active, and at the same time we introduced the traction control. All that work on the active was worth about a second a lap, but the traction control, which was about three lines of code, was another second a lap! They both came together in '92. That's how we created that dominance."

Lowe (standing, second right), Williams 1992



**“I was made engineering director alongside Adrian Newey. So we were both directors - but he was clearly a bigger director than me!”**

explain why Mika Hakkinen made such an impact on his McLaren debut in Portugal.

“Mika had been the main guy who tested it with us,” says Lowe. “He was such an enthusiastic guy, the most enthusiastic driver I’ve ever worked with for trying new stuff. We carried on and developed lots of other things like electronic diffs and electronic power steering.”

Hakkinen himself suggested one development that didn’t work: a hand-operated throttle.

“We were at a Silverstone test waiting for the engine to be changed. We had a chat, and he said, ‘My hand is much better than my foot; the reactions are much quicker. How about doing the throttle by hand?’ I said, ‘What makes you think it’s quicker?’ He said, ‘It’s a shorter distance from my brain, it’s obvious!’”

The hand throttle made it as far as a Barcelona test, whereupon Hakkinen returned ashen-faced to the pits to report that, while correcting oversteer at racing speeds, he was also hitting the throttle. Far more successful was the steering-wheel clutch paddle – Lowe says Mika was the first F1 driver to use one, and indeed to discover that he needed a paddle on each side of the steering wheel.

In the late 1990s Paddy’s job title

became Head of Vehicle Technology as McLaren’s structure continued to grow and evolve. In 2003 the team introduced the ‘matrix’ system: Lowe was the systems guy; Pat Fry was head of race engineering; Tim Goss was on powertrains; Mark Williams suspension and brakes; and technical director Newey covered aerodynamics.

In the course of 2005 that was further refined so that Goss was chief engineer of the upcoming ’06 car, Fry the ’07 model, and so on.

“I was made engineering director, alongside Adrian, until he left at the end of 2005. So there was a bit of an overlap where we were both directors – but he was clearly a bigger director than me!”

The technical-director title subsequently lay unused at McLaren until it was granted to Lowe earlier this year. His role has not been changed by the recent arrival of Sam Michael as sporting director.

“In effect my function now is essentially the same as what I’ve been doing since 2005,” says Lowe. “At that point I was given responsibility for what went on at the track, through my engineering team. So I started to come to more races, and that quite quickly escalated to coming to all of them by ’07.

“It’s not something I grew up with, being on the pitwall and making those real-time calls, but as time has gone on I’ve got a lot more into it.

“I am the line manager of all the engineers. We’ve got six departments, those heads of department report to me, and all their engineers work for them. Tim is in charge of the car itself, which is what people might traditionally think was the technical-director role, and certainly was in Adrian’s time.”

The role is a hard one to define, because it means different things in different teams.

“It also means different things in different eras,” says Lowe.

“In the modern era a team is very, very large, compared to what it was historically. A technical director was the top man in the technical outfit.

These days we’ve got getting on for 200 engineers.

“The idea that I could be in among everything and cover all bases is just not sensible. Just at director level we have Tim, Neil Oatley and myself in the technical area.”

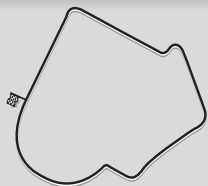
He views his technical director role in simple terms: “My main brief is to win championships by maintaining the best team of engineers in Formula 1 using the best tools and working most effectively.” ❖

Celebrating Button win, Canada 2011



## TIANMA

CHINA  
November 4-6  
WTCC  
Round 11/12



### AT A GLANCE

- Race 1 Alain Menu
- Race 2 Yvan Muller
- Poles Menu/R Huff
- Fastest laps Huff/Muller



The tiny Tianma circuit made it busy in the pack

# Muller marches on as Huff loses title ground

Two podiums weren't enough for Rob Huff, as Chevy team-mate and title rival Yvan Muller won again



Muller's race two win stretched his points lead

WHEN ROB HUFF WAS trekking out to the western fringes of Shanghai ahead of last weekend's WTCC round at the Tianma circuit, the prospect of a couple of podiums probably would have seemed a good return from a Sunday's work.

He got them, but the part that he might not have seen coming was having his championship deficit to Yvan Muller blow out

to 20 points with only Macau left to come.

Single incidents don't decide titles, but they all have influence. In Huff's case, the ramifications of his attempt to get around Gabriele Tarquini could prove to be a major factor in deciding whether it is he or Muller who has to rent a tux for the FIA's prize-giving ceremony at the end of the year.

Thanks to the quirks of the current WTCC qualifying system, Huff's reward for missing the top 10 in the first phase of running on Saturday was to be granted pole for Sunday's second race. The one potential concern was that the SUNRED SEAT of Tarquini – one of the WTCC's best starters – was on the front row alongside him.

The Italian delivered upon his reputation with a perfect getaway to slot himself in ahead of Huff on the run to the first corner, but Huff hadn't made a bad start himself and had Tarquini under immediate pressure. The Chevrolet's feints through the first couple of corners quickly gave way to a proper lunge,

but in addition to being one of the series' best starters, Tarquini is also one of its most robust defenders.

Huff felt the full consequences of this as he skated off the track and across the grass before rejoining the track in third behind Tarquini and Muller, largely undamaged but for a loose undertray that bounced against the road for the rest of the race.

Although he'd given up a place to his main rival, Huff was still in a reasonably solid position – there were still plenty of laps left to run, and Tarquini's slower pace was keeping Muller within range. At least, it was until lap four, when Muller passed Tarquini as if he wasn't there and promptly vanished down the road,

eventually winning the race by more than 10s.

Afterwards, the ease with which Muller had got past Tarquini rankled with Huff almost as much as the near-shunt that resulted from his own attempt.

"I went for a move on Gabriele, very similar to the way Yvan [Muller] got past him, but he seemed to make it a lot easier for Yvan and pretty much drove me off the track," said Huff.

"Unfortunately, those sort of things can sometimes decide the championship."

As if being stuck behind Tarquini wasn't frustrating enough, Huff's predicament was worsened by the fact that the SEAT had developed a problem with its gearbox. Had the car been working properly,

Menu leads first bout ahead of Huff



## RACE RATING

★★★★☆

Short and twisty Japanese circuit made for some processional racing

## MILESTONE

Four former BTCC champions filled the top two steps of the podium



## REPORT WTCC TIANMA

MARK GLENENNING  
reports



Tarquini reckoned he had the speed to win the race; as it was, all he did was create a barrier between Muller and everyone else.

Among the queue that developed behind Tarquini and Huff were several BMWs, which had been showing the benefits of rear-wheel drive on a twisty track all weekend. The tightness of the pack almost resulted in chaos when Huff locked up under braking on lap 10, causing Colin Turkington to lean hard on the brakes and swerve to avoid him. The former BTCC champ, who was making another of his guest appearances with Wiechers-Sport, managed to avoid contact but lost places to Tom Coronel and Alain Menu while trying to gather himself back up. He recovered some of the lost ground with a neat move around Menu a few laps later.

Bizarrely, the earlier race had been closer-fought yet more sedate. Menu started from pole and held his advantage at the start, with Huff slotting in behind him. For most of this year, the usual script has gone along the lines of Chevrolets get in front, Chevrolets drive away and win comfortably.

In China though, it almost looked like they were holding up the BMWs.

The threat turned real when Turkington dived inside Huff to claim second at mid-distance, although he wasn't able to repeat the trick with Menu and the trio went on to take the three podium places.

There was more action just behind them, with Muller claiming fourth from Zengo-Denison BMW driver Norbert Michelisz. The Hungarian had looked strong up to that point, but his pace faded rapidly from there on and he eventually dropped out of the points.

A few teams face some repair work ahead of next week's visit to Macau. Charles Ng was tapped into

a spin by Michel Nykjaer late in the first race; an incident that would have passed unremarked had Bamboo-Engineering's Yukinori Taniguchi not rounded the corner and clattered into the BMW, breaking his left-front suspension. He could have had it repaired in time for the second race had he not tried to continue on and smashed into the barriers, wiping out the right side of his car as well.

There were more casualties at the start of race two when Michelisz was turned around in the middle of the track, triggering a pile-up that accounted for him, Tiago Monteiro, Javier Villa and Daryl O'Young. ❧



Tarquini annoyed Huff with defence

# Colin calls the shots in Wiechers BMW return

**WITHOUT WANTING TO BE unkind to the standard of driving in the WTCC, Colin Turkington taught a lot of people a lesson in Shanghai.**

Currently floating between full-time rides, Turkington was making his third appearance with the Wiechers-Sport team – although that could change – and his performances served as a reminder of how big a difference a good driver can make.

In the hands of Urs Sompderegger at the start of the season, the Wiechers-Sport entry looked like a footnote. When Stefano d'Aste jumped in for a one-off appearance in Porto, there appeared to be glimpses of untapped potential. With Turkington in the seat in Japan a fortnight ago and China last weekend, it was one of the quickest cars on the grid.

Some of the extra speed can undoubtedly be attributed to the fact that Turkington has brought seasoned touring car

Turkington pinches race-one P2 from Huff



campaigners West Surrey Racing in to help run the car, but Turkington's influence should not be underestimated. It was only a brief lock-up in the second race that denied him back-to-back outright podium finishes.

"Wiechers-Sport and WSR have done a great job working together, which is not an easy thing to do when you have only two racing events for learning to get along," he said. "In the first race I pushed as hard as I could. For me it was important to give a good show and I was really keen to get a win, but at the same time I did not want to risk damaging the car."

## RESULTS

World Touring Car Championship, Tianma (PRC), November 4-6, round 11 of 12

GRID RACE 1		RACE 1 - 25 LAPS, 32.047 MILES					GRID RACE 2		RACE 2 - 25 LAPS, 32.047 MILES					CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS	POS	DRIVER	PTS	
1	MENU			1:05.555		1	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	28m05.718s	1	400	1	Muller	400	
2	HUFF			1:05.700		2	Colin Turkington (GB)	Wiechers-Sport	BMW E90 320 TC	+1.222s	2	380	2	Huff	380	
3	TURKINGTON			1:05.712		3	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+5.065s	3	323	3	Menu	323	
4	MICHELISZ			1:05.738		4	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+8.005s	7	203	4	Coronel	203	
5	TARQUINI			1:05.743		5	Tom Coronel (NL)	ROAL Motorsport	BMW E90 320 TC	+9.010s	6	177	5	Tarquini	177	
6	CORONEL			1:05.803		6	Kristian Poulsen (DK)	Liqui Moly Team Engstler	BMW E90 320 TC	+9.921s	10	113	6	Monteiro	113	
7	MULLER			1:05.920		7	Mehdi Bennani (MA)	Proteam Racing	BMW E90 320 TC	+15.487s	14	106	7	Poulsen	106	
8	MONTEIRO			1:05.922		8	Tiago Monteiro (P)	SUNRED Engineering	SEAT Leon 1.6T	+22.630s	8	82	8	Michelisz	82	
9	ORIOLA			1:06.591		9	Robert Dahlgren (S)	Polestar Racing	Volvo C30 Drive	+26.204s	12	74	9	Engstler	74	
10	POULSEN			1:07.555		10	Javier Villa (E)	Proteam Racing	BMW E90 320 TC	+27.118s	11	72	10	Dahlgren	72	
11	VILLA			1:07.710		11	Norbert Michelisz (H)	Zengo Denison Team	BMW E90 320 TC	+28.291s	4					
12	DAHLGREN			1:07.770		12	Franz Engstler (D)	Liqui Moly Team Engstler	BMW E90 320 TC	+28.539s	16					
13	DUDUKALO			1:07.771		13	Darryl O'Young (PRC)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+38.072s	18					
14	BENNANI			1:07.836		14	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon 1.6T	+53.157s	17					
15	BARTH			1:08.741*		15	Aleksei Dudukalo (RUS)	Lukoil-SUNRED	SEAT Leon 1.6T	+59.011s	13					
16	ENGSTLER			1:08.004		16	Charles Ng (PRC)	DeTeam Engstler Motorsport	BMW E90 320 TC	+1m41.155s	22					
17	NYKJAER			1:08.069		17	Pepe Oriola (E)	SUNRED Engineering	SEAT Leon 1.6T	-1 lap	9					
18	O'YOUNG			1:08.317		18	Fabio Fabiani (I)	Proteam Racing	BMW E90 320si	-1 lap	20					
19	TANIGUCHI			1:09.274		19	Philip Ma (PRC)	Proteam Racing	BMW E90 320si	-1 lap	21					
20	FABIANI			1:12.641		20	Yukinori Taniguchi (J)	Bamboo-Engineering	Chevrolet Cruze 1.6T	23 laps-accident	19					
21	MA			1:14.194		21	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon 1.6T	-4 laps	15					
22	NG			1:14.947		22	Gabriele Tarquini (I)	Lukoil-SUNRED	SEAT Leon 1.6T	-10 laps	5					

Race 1 Winner's average: 68.36mph. Fastest lap: Huff, 1m06.333s, 69.57mph. Race 2 Winner's average: 67.80mph. Fastest lap: Muller, 1m06.080s, 69.83mph. \* grid penalty.

**INTERNATIONAL RACES & RESULTS**  
**NASCAR SPRINT CUP**  
Texas (USA),  
Rd 34/36

**QUICK RESULTS**  
→ Winner **Tony Stewart**  
→ Pole **Greg Biffle**  
→ Most laps led **Tony Stewart**  
→ Points leader **Carl Edwards**

**RACE RATING**  
★★★★☆ Exciting in flurries between long bouts of green-flag runs



Another kind of 'smoke' for Stewart

# Stewart holds 'em off in Texas shoot-out

**TONY STEWART'S FOURTH** win in the Chase has set up a head-to-head battle for the title with Carl Edwards over the final two races.

Stewart was the class of the field in Texas, romping to the 43rd Cup win of his career. His pit crew kept him at the head of the field when called upon, but 'Smoke' was electric when it came to the restarts. In the defining moment of the race he passed Edwards for the lead around the outside through Turn 2 in a ballsy move that laid down a marker for the rest of the night.

"Carl kept us honest today," said the two-time champion. "We got all the bonus points we could get and got the win. We're doing exactly what we need to do. I'm really confident."

Edwards retained his

championship lead, albeit reduced to just three points, after a strong drive to second. He battled an oversteering Roush Ford Fusion to challenge the Stewart-Haas Chevrolet for the lead. But, when the lapped Regan Smith almost lost control ahead of him, forcing Edwards to back off with just four laps remaining, his hopes of victory were ended.

"On that last restart, I think if I could have stayed in front of him I'd have been able to get him," said Edwards. "We've been hanging on. We're leading the points. We've got to pull out all the stops for these last two races and there couldn't be a better place to finish it than Homestead."

Edwards's team-mates Greg Biffle and Matt

Kenseth led the way during an early long period of green-flag racing that set a new record for the most uninterrupted running from the start in Texas's Cup history. But both were unable to keep pace with Stewart's Chevy as he worked his way to the front and the sun disappeared behind the grandstands.

Marcos Ambrose and Kasey Kahne emerged as unlikely contenders. But the balance fell away on Ambrose's Petty Ford, while Kahne's team lost out with a four-tyre call during the final caution. He charged his Red Bull Toyota back to third by the finish. Kenseth was fourth, Biffle fifth.

Jimmie Johnson spun away hopes of a sixth title with an unforced error, while Kevin Harvick, the

only other driver with an outside chance of taking the title, recovered from falling a lap down to claim 13th in his Richard Childress Racing Chevrolet.

● Connell Sanders Jr

**1 Tony Stewart (Chevrolet Impala),**

334 laps in 3h16m51s; 2 Carl Edwards (Ford Fusion), +1.092s; 3 Kasey Kahne (Toyota Camry);

4 Matt Kenseth (Ford); 5 Greg Biffle (Ford); 6 Jeff Gordon (Chevy); 7 Dale Earnhardt Jr (Chevy); 8 Martin Truex Jr (Toyota); 9 Clint Bowyer (Chevy); 10 AJ Allmendinger (Ford).

**Points** 1 Edwards, 2316; 2 Stewart, 2313; 3 Harvick, 2283; 4 Kenseth, 2278; 5 Brad Keselowski, 2267; 6 Jimmie Johnson, 2261; 7 Earnhardt, 2237; 8 Gordon, 2235; 9 Kurt Busch, 2229; 10 Denny Hamlin, 2217; 11 Kyle Busch, 2216; 12 Ryan Newman, 2213.

## CLEVER TREVOR RETURNS TO VICTORY LANE IN TEXAS

Trevor Bayne scored his first victory since his shock Daytona 500 win on Saturday in Texas. Denny Hamlin, subbing for the banned Kyle Busch, finished second.



- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 32,658 |
| 2 | Mark Webber      | ◇ | 20,830 |
| 3 | Lewis Hamilton   | ◇ | 19,921 |
| 4 | Jenson Button    | ◇ | 19,377 |
| 5 | Fernando Alonso  | ◇ | 18,453 |

Ranking the world's best drivers.....

### WHAT HAPPENED THIS WEEK

Tony Stewart continues to rise the Rankings and his win at Texas Motor Speedway lifts him three spots to 18th – his highest position for 18 months. Meanwhile, Andre Lotterer's brilliant Formula Nippon weekend at Motegi promotes him 15 positions to 55th.

To see the full list, visit [castroldriverrankings.com](http://castroldriverrankings.com)

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EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),  
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## INTERNATIONAL RACES & RESULTS

**IRC**  
Rally Cyprus (CY),  
Rd 11/11

## QUICK RESULTS

→ **Winners** **Andreas Mikkelsen/Ola Floene**  
→ **Most stage wins** **Mikkelsen**  
→ **Champion** **Mikkelsen**

## RACE RATING

★★★★☆

Mikkelsen bags the big prize as rivals flounder in the Cypriot sunshine

## REPORTS WORLD OF SPORT

INTERCONTINENTAL RALLY CHALLENGE RALLY CYPRUS (CY), NOVEMBER 3-5, RD 11/11

# Mikkelsen scoops title as winner takes all



Mikkelsen claimed glory in Skoda UK car

ANDREAS MIKKELSEN WAS calmness personified to win a demanding mixed-surface Cyprus Rally. In doing so, the Norwegian became the IRC's youngest champion and demoted pre-event leader Jan Kopecky to runner-up for the third season in a row.

Not even a right-rear puncture on the final afternoon could knock Mikkelsen off his stride,

and the Skoda UK man underlined a performance that belied his youth by going fastest on the final stage – it was the 38th fastest time of a hugely impressive season, which started badly with a crash in Monte Carlo but ended on an emotional high.

“When you’ve worked so hard for five years to be on top it’s a special moment,” he said. “I was crying like a

baby at the finish.”

Mikkelsen had to overcome a host of rivals, not least Skoda’s reigning champion Juho Hanninen.

But when the Finn crashed out two corners into Friday’s first test it became a case of whoever won the rally would win the title out of the four surviving contenders.

Mikkelsen led after two stages only for a spin – his

only mistake of the event – to drop him behind rising Peugeot star Thierry Neuville. But the Belgian’s challenge ended on the next stage when he had to change a puncture before alternator failure put him out.

With Kopecky and Freddy Loix – the title outsider due to his lower points total – lacking potency on the gravel sections (it was Loix’s first loose-surface run in more than two years, while Kopecky was hampered using a stand-in co-driver after regular navigator Petr Sary fell ill), Mikkelsen was in the ascendency.

● Graham Lister

**1 Andreas Mikkelsen/Ola Floene (Skoda Fabia)**, 2h25m18.5s; 2 Jan Kopecky/Pavel Dresler (Skoda Fabia), +1m40.5s; 3 Patrik Sandell/Staffan Parmander (Skoda Fabia); 4 Karl Kruuda/Martin Jarveoja (Skoda Fabia); 5 Freddy Loix/Frederic Miclotte (Skoda Fabia); 6 Matthias Kahle/Peter Gobel (Skoda Fabia).

**Points** 1 Mikkelsen, 153.5; 2 Kopecky, 152; 3 Juho Hanninen, 125; 4 Loix, 123; 5 Thierry Neuville, 115; 6 Bryan Bouffier, 110.5.

## IN BRIEF

### NEW ZEALAND V8s

Angus Fogg won the opening round of the New Zealand V8 series at Pukekohe with three second places in his Ford Falcon. Race wins went to Tim Edgell (Ford), Paul Manuell (Holden Commodore) and V8 Supercar ace Jason Bargwanna.

### TC2000

Ford racer Fabian Yannantuoni scored a maiden TC2000 victory at Potrero de los Funes. Fellow heat winner Facundo Arduso brought his Peugeot 307 home in second place ahead of Juan Manual Silva (Ford). Honda’s Leonel Pernia usurped Matias Rossi at the head of the points.

### NASCAR TRUCKS

Kevin Harvick beat Austin Dillon in Texas, in a race that will be remembered for Kyle Busch’s retaliation on Ron Hornaday that earned him a weekend ban.

### AUSTRALIAN F3

James Winslow won both sprint races at Phillip Island, but points leader Chris Gilmour won the double-points trophy race, with Winslow only third behind John Magro. Gilmour leads Winslow by 19 points going into the Symmons Plains finale.

FORMULA NIPPON MOTEGI (J), NOVEMBER 6, RD 7-8/8

# Two wins spell title glory for Lotterer

ANDRE LOTTERER WON BOTH races in the Formula Nippon season finale to claim the title as his TOM’S team dominated at Motegi.

In race one, Le Mans 24 Hours winner Lotterer was chased by team-mate

Kazuki Nakajima. But although the ex-Williams F1 racer set fastest lap, Lotterer held on to win by 0.656s.

In the second race, held in wet conditions, Lotterer was leading when the safety car was called out on lap 10,

which prompted a multi-car crash and a race stoppage. Lotterer won the restarted race by over 10s.

Joao Paulo de Oliveira finished third to seal his third place in the championship, after Koudai Tsukakoshi had finished on the podium in race one.

● Jiro Takahashi

**Race 1 1 Andre Lotterer (Swift-Toyota)**, 23 laps in 38m40.346s; 2 Kazuki Nakajima (S-T), +0.656s; 3 Koudai Tsukakoshi (S-Honda); 4 Yuji Kunimoto (S-T); 5 Takashi Kogure (S-H); 6 Hiroaki Ishiura (S-T). **Race 2 1 Lotterer**, 34 laps in 1h29m10.870s; 2 Nakajima, +10.902s; 3 Joao Paulo de Oliveira (S-T); 4 Kogure; 5 Kazuya Oshima (S-T); 6 Ishiura. **Points** 1 Lotterer, 56; 2 Nakajima, 42; 3 de Oliveira, 28; 4 Tsukakoshi, 26.5; 5 Oshima, 19; 6 Ishiura, 17.



At long last: first Nippon title for Lotterer

BRAZILIAN V8s VELOPARK (BR), NOVEMBER 6, RD 12/12

# Bueno crashes out but wins the crown

CACA BUENO SEALED THE Brazilian V8 Stock Car title despite crashing out of the final round at Velopark.

Title rival Max Wilson had to win to scoop the title, with Bueno no higher than third, but he qualified down in 12th. With Bueno on pole, Wilson’s task was huge.

Wilson hadn’t been able to rise above 11th when his right-hand bodywork caught fire, a consequence of an earlier collision. He was classified 17th.

Bueno dropped to fifth early on, but – with the title assured – he battled

his way back into the lead. But a late clash with Marcos Gomes put him out, and oil from Gomes’s car caused seven others to crash too.

Daniel Serra’s Peugeot survived the chaos to win.

● Lito Cavalcanti

**1 Daniel Serra (Peugeot 408)**, 46 laps in 44m26.614s; 2 Popo Bueno (Chevrolet Vectra), +0.830s; 3 David Muffato (Peugeot); 4 Felipe Maluly (Chevy); 5 Duda Pamplona (Chevy); 6 Eduardo Leite (Chevy). **Points** 1 Caca Bueno, 271; 2 Ricardo Mauricio, 258; 3 P Bueno, 253; 4 Max Wilson, 248; 5 Serra, 240; 6 Allam Khodair, 240.

## POTRERO DE LOS FUNES

ARGENTINA

November 4-6

FIA GT1 World Championship  
Round 10/10



### AT A GLANCE

- **Winners Yelmer Buurman/  
Francesco Pastorelli**
- **Qual race Buurman/Pastorelli**
- **Pole Lucas Luhr**



Peace signs aplenty for victorious JRM crew

# Nissan cheery after title success

Lucas Luhr and Michael Krumm took the World GT1 honours, but no-one could stop a pair of Dutch newboys taking race honours in a Corvette



World champion Luhr shows his joy

### THE BATTLING EXIM BANK

China team gatecrashed the FIA GT1 world title decider in Argentina. Having nibbled at victory in a number of races this season, the Selleslagh-run squad handed its Corvette to series newcomers Yelmer Buurman and Francesco Pastorelli. While Nissan pairing Lucas Luhr and Michael Krumm won the title, the Dutch 'guests' took victory in the event.

Opening practice had marked both drivers' introduction to the Corvette. Buurman had been left wrong-footed by the troubles at Superleague Formula and, while awaiting an offer more befitting to his talents, the slick-haired 24-year-old had settled scores against locals in Dutch Radical competitions.

Former Dutch Formula Ford champion Pastorelli's racing woes had been more severe. On the bench for over a year through lack of finance, he could at least claim intimate knowledge of the Corvette's workings through his day job as a mechanic for Dutch Supercar team Mad and Daring.

The duo praised the team's efforts in bringing them up to speed, but Selleslagh's own underprivileged status unavoidably restricted preparations. The flip side to the lack of resources was a simplification of some strategy calls.

"The first time we drove on new tyres was in qualifying; before that we just drove on old shit," said Buurman, who qualified fastest in Q2, and lined up second in the qualifying race

thanks to a solid Q3 effort by Pastorelli.

The approach was in contrast to the pole-winning JRM Nissan of Luhr and Krumm. The points leaders had an extra set of slick tyres in hand following the wet Beijing meeting. "We did something different here," said JRM's Nigel Stepney. "We held Michael off running new tyres until Q2 so that Lucas, who was nominated for Q1 and Q3, could run all the new sets."

DKR Lambo of Haase and Lauck took second



Closest title rivals Stefan Mucke and Darren Turner non-started after the German crashed their Aston Martin in practice, so the JRM crew required only a fourth place in the qualifying event to capture the drivers' title. Buurman made a perfect start to pass a perhaps-cautious Krumm. A 4.8s lead was established before he handed to Pastorelli, who calmly held on to win by 0.3s from new champion Luhr.

The lack of resources at Selleslagh again became apparent ahead of race two, which they would start from pole. Amusingly, the drivers were reminded that, as the car had been sold, they should really try and keep it in good nick.

"We didn't do the warm-up in the morning as we had no tyres, and we also couldn't have made the mileage on the engine," explained Buurman. "They said they had sold the car, so keep the mileage as low as possible."

The car's new owners may soon be thankful for the starting position, as Pastorelli was untroubled by a spectacular six-car startline crash that unfolded in his mirrors. Krumm, David Brabham and three Lamborghinis retired. The roasting Argentinian

## RACE RATING

★★★★☆

Top-drawer wins for debutants and race two's end-of-season madness thrilled fervent Argentinian fans

## MILESTONE

JRM team manager Nigel Stepney's first world title since 2004 with Michael Schumacher



## REPORT WORLD GT1 POTRERO

PETER MILLS  
reports



Krumm (left) and Luhr get emotional



Dutch Corvette boys took a great win

Fourth in effect became second when Tomas Enge and Peter Dumbreck were given notification of the penalties for their teammates' misdemeanours. The target in Buurman's sights moved to the Hexis Aston of Stef Dusseldorp, which demonstrated competitive straight-line speed.

Concerned by his engine temperature rocketing to over 105 degrees, a relieved Buurman eventually found an opening. DKR's Lamborghini of Germans Christopher Haase and Manuel Lauck took advantage of Dusseldorp picking up dirt on his tyres to snatch second.

While Buurman turns his resolve to securing a GP2 seat, Pastorelli preferred to savour the moment. "It was good to kick some arse against the big teams with the smallest team in the whole paddock," said Pastorelli. "If some sportscar races fit in with Yelmer's agenda next year, I'm there! First of all I am back under a car again, though, not in a car. Mad and Daring have already rung to say they need me back at work on Wednesday, so I'm not sure if this changes anything!"

temperatures may also have contributed to the madness that was to follow, when several surviving drivers appeared unsure whether a safety car had been deployed.

"There was a safety car board at first," confirmed Pastorelli, "but then I asked on the radio, because I didn't see boards anymore, 'Is it a safety car or not?'"

In the confusion, Pastorelli dropped to second behind Alex Muller. The German's Young Driver

Aston and Richard Westbrook's JRM Nissan would later serve drive-through penalties for overtaking under safety car conditions, much to Muller's wrath (see panel).

A lost wheelnut during its mandatory pitstop on lap seven dropped the Corvette to fourth, so Buurman was required to exploit his affinity with the semi-permanent, Bathurst-esque, Potrero de los Funes circuit to the full.

## Drive-through fury



Muller was left fuming after penalty

**LUCAS LUHR'S RETIREMENT** in race two's startline crash, after spinning across the Nissan of Enrique Bernoldi, was the first retirement for the Krumm/Luhr pairing in an otherwise exceptionally consistent season. The crash was a blow to JRM's chances of winning the teams' title, and all hopes ended when the race-leading sister car of Richard Westbrook and Peter Dumbreck incurred a drive-through penalty for a safety-car infringement.

"There was a yellow flag - I saw it afterwards on TV - but I think many drivers didn't see it," said Alex Muller, who was also penalised. "It was after the first turn in a corner where you're concentrating on the

exit. After, I saw two or three marshal posts and there was nothing. Then I had the engineer on the radio saying, 'Safety car out.' I thought, 'Yeah, but it's not the engineers who should be telling me, it's the flag marshals.' And then I started passing. The race director shouted at me. If I were to talk to him in the same loud voice I would get a penalty. I am really angry. I don't want to see him again. If I see him I will punch him."

It all meant joy for Hexis. The French team's Astons had seemingly spent much of the time with tyres smoking against battered wheel arches and discarding loose bodywork, but claimed an unexpected teams' title.

## RESULTS

GT1 World Championship, Potrero de los Funes (RA), November 4-6, round 10 of 10

22 LAPS, 85.712 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Francesco Pastorelli (NL)/Yelmer Buurman (NL)	Exim Bank China (Selleslagh)	Chevrolet Corvette C6.R	1h02m00.695s
2	Manuel Lauck (D)/Christopher Haase (D)	DKR Engineering	Lamborghini Murcielago R-SV	+4.043s
3	Clivio Piccione (MC)/Stef Dusseldorp (NL)	Hexis AMR	Aston Martin DBR9	+13.224s
4	Enrique Bernoldi (BR)/Nicky Catsburg (NL)	Sumo Power GT (JRM Group)	Nissan GT-R	+21.189s
5	Christian Hohenadel (D)/Andrea Piccini (I)	Hexis AMR	Aston Martin DBR9	+24.786s
6	Markus Palttala (FIN)/Antoine Leclerc (F)	Belgian Racing (Marc VDS)	Ford GT	+29.243s
7	Jonathan Hirschi (CH)/Christoffer Nygaard (DK)	Belgian Racing (Marc VDS)	Ford GT	+30.790s
8	Richard Westbrook (GB)/Peter Dumbreck (GB)	JR Motorsports	Nissan GT-R	+32.386s
9	Bas Leinders (B)/Ricardo Risatti (RA)	Marc VDS Racing Team	Ford GT	+34.467s
10	Alex Muller (D)/Tomas Enge (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	+35.269s
11	Maxime Martin (B)/Yann Clairay (F)	Marc VDS Racing Team	Ford GT	21 laps-acc damage
R	Michael Rossi (F)/Nico Verdonck (B)	Exim Bank China (Selleslagh)	Chevrolet Corvette C6.R	6 laps-mechanical
R	Lucas Luhr (D)/Michael Krumm (D)	JR Motorsports	Nissan GT-R	0 laps-accident
R	Dominik Schwager (D)/Nicky Pastorelli (NL)	All-Inkl.com Munich	Lamborghini Murcielago R-SV	0 laps-accident
R	Markus Winkelhock (D)/Marc Basseng (D)	All-Inkl.com Munich	Lamborghini Murcielago R-SV	0 laps-accident
R	David Brabham (AUS)/Jamie Campbell-Walter (GB)	Sumo Power GT (JRM Group)	Nissan GT-R	0 laps-accident
R	Jonathan Kennard (GB)/Christopher Bruck (D)	DKR Engineering	Lamborghini Murcielago R-SV	0 laps-accident
NS	Darren Turner (GB)/Stefan Mucke (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	accident in practice

GRID

1 LUHR 2:14.152	2 F PASTORELLI 2:14.604
3 BRABHAM 2:14.787	4 SCHWAGER 2:14.891
5 HOENADEL 2:15.059	6 BERNOLDI 2:15.452
7 PICCIONE 2:15.463	8 ENGE 2:15.351
9 WESTBROOK 2:14.812*	10 BASSENG 2:15.572
11 RISATTI 2:15.615	12 HAASE 2:15.669
13 LECLERC 2:16.145	14 ROSSI 2:16.514
15 KENNARD 2:16.678	16 HIRSCHI 2:16.833
17 CLAIRAY 2:16.395*	

QUAL RACE: 26 LAPS, 101.296 MILES

POS	DRIVERS	TIME
1	Buurman/F Pastorelli	1h00m31.011s
2	Krumm/Luhr	+0.316s
3	N Pastorelli/Schwager	+17.054s
4	Catsburg/Bernoldi	+17.406s
5	Enge/Muller	+20.311s
6	Basseng/Winkelhock	+21.751s
7	Campbell-Walter/Brabham	+22.919s
8	Dusseldorp/Piccione	+24.404s
9	Haase/Lauck	+43.562s
10	Leclerc/Palttala	+50.890s
11	Verdonck/Rossi	+57.282s
12	Nygaard/Hirschi	+1m14.414s
13	Bruck/Kennard	+1m30.364s
14	Piccini/Hohenadel	-2 laps
R	Clairay/Martin	21 laps-electrics
NC	Dumbreck/Westbrook	-17 laps
R	Risatti/Leinders	1 lap-acc damage
NS	Turner/Mucke	accident in practice

## CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Luhr/Krumm	137	6	Martin	98
2	Mucke/Turner	120	7	Dusseldorp/Piccione	95
3	Piccini/Hohenadel	111	8	N Pastorelli/Schwager	80
4	Enge/Muller	103	9	Dumbreck/Westbrook	78
5	Basseng/Winkelhock	102	10	Brabham/C-Walter	75

Winners' average: 82.93mph. Fastest lap: Buurman, 2m14.963s, 103.92mph. Qualification race winners' average: 100.43mph. Fastest lap: Hirschi, 2m15.224s, 103.72mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race. \* = grid penalty.



# Loeb throws **EVERYTHING** at Hirvonen one last time

With 12 down and one to go, the fight for this year's WRC title between Sebastien Loeb and Mikko Hirvonen is close, as DAVID EVANS explains

**H**ow did it come to this? How on earth has this happened? Two questions that Sebastien Loeb must have pondered countless times over the past few weeks. Having been unable to truly shake off a consistent Mikko Hirvonen all year, beating the Finn in his own backyard in late July appeared to have done the job. Loeb left Jyväskylä 36 points ahead of the local hero.

Sure, there was still the small matter of his own team-mate Sebastien Ogier, but that problem would sort itself out...

So, a dash through the autumn events would almost certainly bring world title number eight. The ingredients had been mixed, the cake baked and ready for the icing.

And then disaster. After disaster. And finally, double disaster.

For the first time ever in the World Rally Championship, Loeb was beaten

on Rallye Deutschland – but only after he suffered a puncture. Then he rolled in Australia when distracted by a split time. And then, to the collected misery of hundreds of thousands, Loeb's Citroen engine let the man and the nation down on Rallye de France.

Bang.

Thirty-six points blown away in Loeb's worst triple-rally run in years. For the second time this season, he was tied on points with Hirvonen – having been there post-Portugal, when the Ford driver's rocket start was already fading and Loeb's title bid was beginning to build.

Being brutally honest, Hirvonen doesn't deserve this year's title. Look at the numbers; Loeb has out-scored him across the board. Loeb has driven a champion's season, save for a split-second on the east coast of Australia when he was trying to tell co-driver

Daniel Elena he'd seen the split time coming into the car. What he hadn't seen was the rapidly approaching right-hander! The DS3 WRC pair then saw the corner from a variety of angles as they rolled down the road.

Hirvonen bossed the opener in Sweden, but after that struggled for the kind of form that would really get him up in Loeb's face. He dominated Rally Finland, winning 13 stages compared with Loeb's tally of five, but it meant little. The result went the way of the Frenchman after Hirvonen had smacked a tree on the opener.

For all the world, this didn't look like Hirvonen's year. It very well might be now, though.

But it's time to forget all that's gone before. This year is about this week.

And the only numbers that matter are eight, 23 and 220; that's Loeb's lead, the number of stages and competitive



The pre-rally wind-ups have started already...

mileage that will decide who celebrates on Sunday afternoon.

There is some recent history to consider here, when the pair went into the 2009 Rally GB in a similar position of winner-takes-all. That event was close, for a while. After the first Saturday morning run through Rhondda, Hirvonen was just 2.9 seconds behind Loeb. But Loeb found an extra gear as the event headed towards Epynt. Hirvonen was left shell-shocked by a couple of stunning times (Crychan and Halfway) from the leader that mushroomed Loeb's lead to 25 seconds in 20 miles.

Half a minute up on Saturday night, Loeb was a minute clear and world champion 24 hours later.

The difference between this event and that one is the number of new

stages on the opening day. Historically, Hirvonen has run well first time out on fresh roads. He won new WRC rounds in Norway, Jordan and Poland and Australia when it visited Northern Rivers and then Coffs Harbour. Granted, some of the wins came following Loeb's downfall, but nevertheless, Hirvonen is good at hitting the ground running.

He'll need to be.

If both cars are running without problems, Hirvonen needs to win the event and the Powerstage to stack up 242 points. And, even then, that might not be enough. Loeb can afford to be second on the event and second on the Powerstage and still be champion. They would end the season on the same points, but, according to article 10.1.1 of the WRC sporting regulations, Loeb's greater number of rally wins across the season would bank him title number eight.

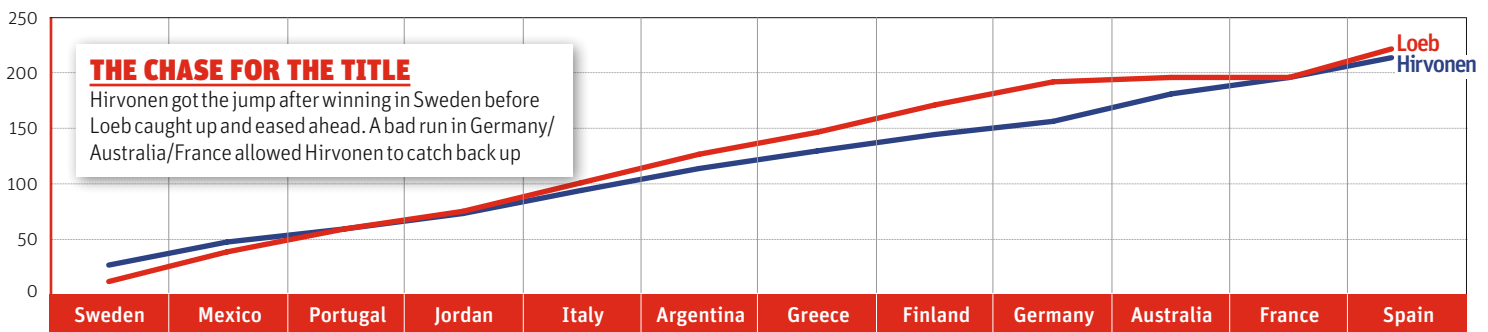
So, this year's world title could be decided on the final Powerstage of the season, the final 2.7 miles of competition. And if it does come down to that second run through the Monument stage, world rallying's biggest prize will be won and lost on a missed apex here or a nanosecond's hesitation there.

What a week we're in for... ▶

**“For all the world, this didn't look like Hirvonen's year. It very well might be now, though. But this year is about this week”**



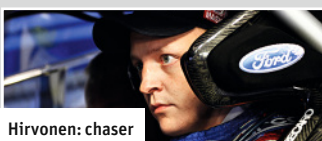
Loeb made a costly error during Rally Australia



**HEAD-TO-HEAD**



Loeb: WRC leader



Hirvonen: chaser

**STATS**

Age  
Co-driver  
WRC starts  
Wins  
WRC podiums  
World titles  
First WRC win  
Wins this season  
Podiums this season  
First Rally GB  
Rally GB starts  
Rally GB wins  
Rally GB podiums  
Rally GB fastest stage times

**SEBASTIEN LOEB**

37  
Daniel Elena  
150  
67  
103  
8\*  
Rallye Deutschland 2002  
5  
9  
2000  
10  
3  
7  
47

**MIKKO HIRVONEN**

31  
Jarmo Lehtinen  
123  
14  
51  
0  
Rally Australia 2006  
2  
8  
2002  
8  
1  
2  
14

\* Includes 2001 FIA Cup for Drivers of Super 1600 Cars



Hirvonen tackles his ninth Rally GB



# Riders on the storm

Rally GB won't all be about Loeb v Hirvonen – watch out for the two works Minis and Petter Solberg's private Citroen DS3 too, says DAVID EVANS

**R**obson and Jerome. Remember them? The Geordie crooners were number one the last time Britain's WRC qualifier ran to a four-day format. Oh, and Colin McRae was on top of the world.

For 15 years, Rally GB has been about three days and maybe one or two half-hearted superspecials on a miserable Thursday night. Well not any more.

Granted, today's opening day (Thursday) isn't quite a full schedule, but a brace of runs around the Great Orme and 10 miles through Clocaenog in fading light is more than enough to sort the men from the boys.

Beyond the destination of the world championship title, there are plenty of reasons to come out and line the way

through Wales from north to south from here until Sunday.

The main reason if you're a flag-waving Brit is Mini. It's back. Yes, yes, I know it's a German car built in Austria. But it's still British. And always will be.

And it's good as well. Dani Sordo's podiums in Germany and France demonstrated a great chassis beneath the John Cooper Works WRC, but the Spaniard and his Northern Irish team-mate Kris Meeke will have to go some to try to crack the top three in Wales. The car hasn't completed as much testing in the wet and muddy conditions that are likely to prevail on the far side of Offa's Dyke in the next few days, but still, the Mini is off to an extraordinary start to what was supposed to be a development year.

Such has been Prodrive's success with the Mini, the British firm fields a quarter of all World Rally Car entries (five from 20), with three private cars running alongside the factory motors.

Overwhelmingly, the Ford Fiesta RS is the weapon of choice for WRC hopefuls, however. Matthew Wilson will start his eighth Rally GB (not bad

for a 24-year-old) looking to further his solid run at home – he hasn't been out of the top 10 for the past four years and has bagged two top-sixes in that time. His Stobart team-mates Mads Ostberg and Henning Solberg are also well capable of springing an early surprise. Don't forget Ostberg ran an early second to Sebastien Ogier on the 2008 edition of this event.

And what about Ogier? His role will very definitely be one of support act to Loeb. He'll likely be instructed to push to try to get ahead of Loeb's only title rival, Ford man Mikko Hirvonen. Hirvonen's team-mate Jari-Matti Latvala has been the perfect team player, standing aside on the past three rallies and it's possible he could be asked to do it a fourth time this week.

Petter Solberg is a man well capable of spoiling a party or two in Wales this week. Nobody has won this event more often than the 2003 world champion and he's always at home in the conditions. Solberg is undoubtedly the biggest threat to a Loeb-Hirvonen victory run – and what a popular success the Norwegian's would be,



Solberg: what price a fifth Rally GB victory?

**NATIONAL GRID THE AMATEURS OUT TO SHOCK**

**THE SECOND RUNNING** of the national section of Britain's WRC round has really fired the imagination of some of the country's quickest drivers, with an 83-car field lining up to follow in the wheel tracks of the world's finest.

Last year's winner Nigel Griffiths will be first away in his Subaru Impreza, but his pursuit of back-to-back wins will be hounded every inch of the way by Andy Burton's awesome Peugeot Cosworth. For the uninitiated, Burton's 306-based spaceframe machine is a sight to behold and not to miss.

Behind those two there are a couple of Impreza WRCs driven by Rogers Chilman and Duckworth, both of whom are well capable of victory in Wales.

Fans of two-litre World Rally Cars won't



Nigel Griffiths is out to take his second victory

be disappointed with the national entry, with a smattering of Fords and Subarus throughout the field. Those more in tune with Group 4 than Group A will be pretty chuffed too, as some of the finest Escort Mk2s in Britain will be on show with Nick Elliot and Jason Lepley likely to be leading the sonorous-soundtracked charge.

Always well worth a cheer on British events are the army Land Rovers and that's never more true this time around as

amputees Anthony Harris (Race2Recovery Freelander 278) and Wayne Turnbull (Project Mobility 4x4 Freelander 276) compete in their first Rally GB.

Rally GB National starts from Builth Wells on Friday morning and runs through the Dyfi, Gartheiniog and Dyfnant tests just over three hours after the first world championship car.

The crews then contest Saturday's Hafren, Sweet Lamb and Myherin loop before finishing in Builth Wells at 1400 on Saturday.

**2011 WALES RALLY GB TOP 20 ENTRIES**

1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC
2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC
3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC
4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC
5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC
6	Mads Ostberg/Ionas Andersson	Ford Fiesta RS WRC
8	Kimi Raikkonen/Kaj Lindstrom	Citroen DS3 WRC
9	Dennis Kuipers/Frederic Miclotte	Citroen DS3 WRC
10	Evgeny Novikov/Denis Giraudet	Ford Fiesta RS WRC
11	Petter Solberg/Chris Patterson	Citroen DS3 WRC
12	Daniel Oliveira/Carlos Magalhaes	Mini John Cooper Works WRC
14	Peter van Merksteijn/Erwin Mombaerts	Citroen DS3 WRC
15	Henning Solberg/Ilka Minor	Ford Fiesta RS WRC
17	Armando Araujo/Miguel Ramalho	Mini John Cooper Works WRC
37	Dani Sordo/Carlos del Barrio	Mini John Cooper Works WRC
43	Ken Block/Alex Gelsomino	Ford Fiesta RS WRC
52	Kris Meeke/Paul Nagle	Mini John Cooper Works WRC
18	Ott Tanak/Kuldar Sikk	Ford Fiesta RS WRC
19	Hayden Paddon/John Kennard	Subaru Impreza R4
21	Patrik Flodin/Goran Bergsten	Subaru Impreza WRX



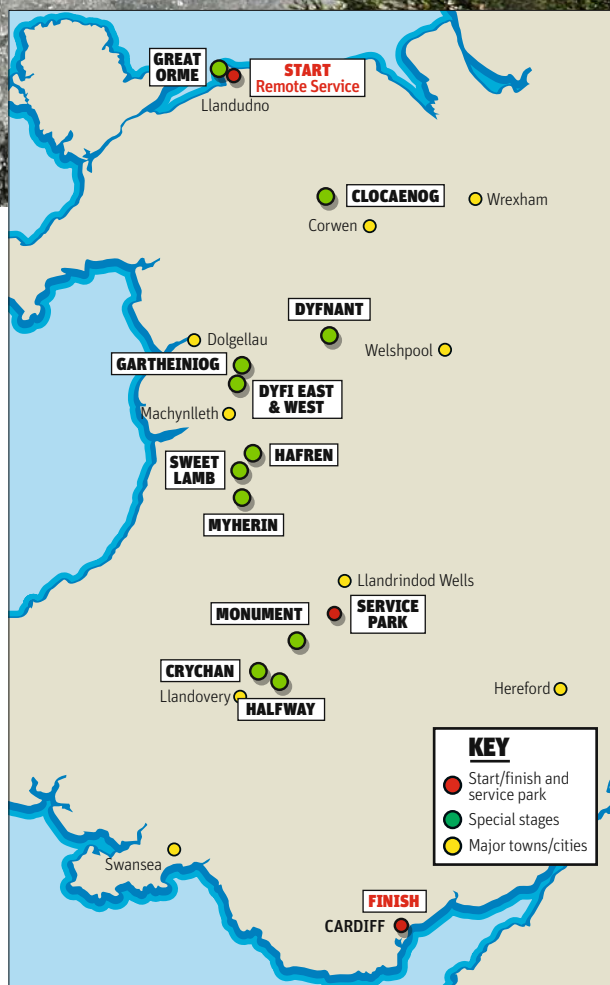
Rally GB could be Kimi Raikkonen's last rally

Mini has already made a splash in its first year

six years after he last took maximum points from a WRC round.

Unlikely to win, but bound to keep you on your toes is Kimi Raikkonen. He's making what's likely to be his final World Rally Championship outing for a while if his return to circuit racing is confirmed over the closed season. The 2007 Formula 1 world champion is unlikely to engage you in any banter if you happen upon him along a road section, but he'll certainly keep you entertained in the stages.

Others worth watching will be Fiesta RS WRC runners Ott Tanak, Ken Block and Evgeny Novikov. Beyond the World Rally Cars, keep an eye on recently crowned Production Car World Rally Champion Hayden Paddon (Subaru Impreza R4), Jarkko Nikara (Mitsubishi Lancer Evo IX), VW Motorsport men Kevin Abbring and Sepp Wiegand (both in Skoda Fabia S2000s) and Fiesta R2 runners Elfyn Evans, Alastair Fisher and Craig Breen. Fisher and Breen are running in the WRC Academy section (which finishes on Saturday night), with Breen the only man who can deny Estonian Egon Kaur the inaugural title. ▶



**2011 WALES RALLY GB ITINERARY**

<b>THURSDAY NOVEMBER 10</b>	
Start Llandudno	1430
SS1 Great Orme 1 (2.94 miles)	1438
SS2 Great Orme 2 (2.94 miles)	1455
SS3 Clocaenog (9.79 miles)	1618
Remote service Llandudno	1825
<b>FRIDAY NOVEMBER 11</b>	
SS4 Gartheiniog 1 (12.70 miles)	0733
SS5 Dyfi West 1 (6.40 miles)	0830
SS6 Dyfi East 1 (4.17 miles)	0848
SS7 Dyfnant 1 (13.36 miles)	0938
Service Builth Wells	1150
SS8 Gartheiniog 2 (12.70 miles)	1413
SS9 Dyfi West 2 (6.40 miles)	1431
SS10 Dyfi East 2 (4.17 miles)	1446
SS11 Dyfnant 2 (13.36 miles)	1551
Service Builth Wells	1803
<b>SATURDAY NOVEMBER 12</b>	
SS12 Hafren 1 (19.97 miles)	0924
SS13 Sweet Lamb 1 (2.49 miles)	1005
SS14 Myherin 1 (17.32 miles)	1023
Service Builth Wells	1153
SS15 Hafren 2 (19.97 miles)	1351
SS16 Sweet Lamb 2 (2.49 miles)	1432
SS17 Myherin 2 (17.32 miles)	1450
Service Builth Wells	1620
<b>SUNDAY NOVEMBER 13</b>	
SS18 Halfway 1 (9.27 miles)	0743
SS19 Crychan 1 (14.12 miles)	0811
SS20 Monument 1 (2.70 miles)	0847
Service Builth Wells	0919
SS21 Halfway 2 (9.27 miles)	1036
SS22 Crychan 2 (14.12 miles)	1104
SS23 Monument 2 (2.70 miles)	1211
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# On course with the route master

Andrew Kellitt, the brains behind Rally GB's new route, guides DAVID EVANS through some of the classic stages

**THE WORLD OVER, THESE RALLY STAGES** are known. And loved. In an effort to find out why, we took Kris Meeke's Mini recce car and Andrew Kellitt – the man who plotted this year's Wales Rally GB – on a drive through the new (old!) stuff.

The return of some of the Welsh classics – the likes of Dyfi and Gartheiniog – are to you and me what JPR Williams and Barry John are to the Arms Park rugby faithful. So we drove all of them in an effort to give you the best possible idea of what you will see when you go back and get in among the trees that haven't echoed to the sounds of the World Rally Championship for more than a decade.



Kellitt (left) and Evans enjoy the view in Dyfi

**SS1/2 GREAT ORME**

**Last used: 1981**  
**Distance: 2.94 miles**  
**Thursday November 10,**  
**1438/1455**

It's not often that the WRC comes into contact with feral Kashmir goats originally sourced by Queen Victoria. It does on the Great Orme. Not literally, though. Much of this limestone headland is used for grazing and the goats are just part of that story. The section we're interested in runs right around the outside of this promontory.

The road clings to the side with a not inconsiderable drop down into the Irish Sea. The road we're using is known locally as Marine Drive – let's hope nobody takes that literally.

Away from the start close to the tollbooth (will the drivers have to pay the £2.50 for driving this privately-owned section of road?), the stage flows to the right before a couple of tighter left-handers. These done, the road speeds up and flows nicely before again generally turning left, left, left, the tightest of which is just above Hornby Cave.

This stage is not dissimilar to some of those found on Corsica, but

the difference here is that the drivers can't follow the natural curve of the road – certainly not on the right-handers. The problem is the footpath and the three-inch kerbs that would probably be enough to take a wheel off if they were clipped at speed. The Orme will make for a fascinating start to the event, so much more than some of the artificial spectator stages we've seen in the past.

Due to the headland nature of the road, spectating on this stage is not going to be easy. The organisers have located a couple of spots, which can be accessed via the park-and-ride scheme (running out of Llandudno for £2 per person) or the private car park on the Great Orme itself (£5 per car).

It's a long walk to the stage from the centre of Llandudno.

**Great Orme: mind wheel-ripping kerbs**



**SS3 CLOCAENOG**



**McRae, Clocaenog, '95: on the way to title glory**

**Last used: 1996**  
**Distance: 9.79 miles**  
**Thursday November 10, 1618**

I'd been here before, in our first finest hour. I remember the time – just after one o'clock on Wednesday November 22, 1995. This was the place that Britain crowned its first world rally champion. And Colin McRae did it his way, fastest through this final stage by one second from his Subaru team-mate Carlos Sainz.

Clocaenog's not an absolute classic of the ilk of Dyfi or Dyfnant, but it's still a great, great stage – even more so because of what happened here 16 years ago. Driving

through the stage, the first thing that strikes you is the number of junctions and square corners.

The good news for the event is that upwards of three million people are within an hour or so of this stage. Both car parks are a 15-minute walk from the viewing spots, with car park C's best option being a fast left into a sweeping right, with plenty of space up on the bank. If it's all-out speed and seeing WRC cars right on the limit, head for car park D towards the end of the stage. The easy option will be the left-hander with a rapid approach just out of the car park, but for real speed go further back into the stage.

**SS4/10 GARTHEINIOG**

**Last used: 1997**  
**Distance: 12.70 miles**  
**Friday November 11, 0733/1446**

This stage really is a thing of beauty. Just over the road from the Dyfi stages, Gartheiniog is similar in nature to the two tests that will follow. The speed of this stage ebbs and flows, with some extraordinarily fast parts interspersed with some really technical sections. The surface has been graded in some places close to the start, but it's pretty much perfect. The mid-section of the stage is where the speeds really pick up. Heading up a straight out of a series of gentle left handers that will be no bother to a World Rally Car, Kellitt has a confession.

"I've put a chicane in here," he says as we approach junction nine. "It's just to knock some speed off before they get to this right-hander. Otherwise somebody will be off over there." Looking at the trees on the left, it's not hard to see what Kellitt means.

The run down to the hairpin left is breathtakingly quick and getting slowed down – in what might be

**Classic forest log piles characterise Gartheiniog**



horribly wet and muddy conditions – will be far from easy.

From the hairpin we're back up into the body of the forest and this is where we meet an obstacle the drivers won't face on the day – logging trucks. Both with trailers. Once they're gone, it's clear why some bits of the road

are muddier than others: the trucks have brought it all to the surface.

"Most of that mud will be cleared by the recce," says Kellitt. "But there will still be some sections..."

That's part of the nature and the glory of Rally GB – the near never-ending changes in the levels of grip.

**"I've put a chicane in here - to knock some speed off before the corner"**  
**Andrew Kellitt**

**SS5/8 DYFI WEST**

**Last used: 1997**  
**Distance: 6.40 miles**  
**Friday November 11, 0830/1413**

Back down to the A470, a quick dash of normality, and we're back up into the woods for Dyfi. The big thing everybody will have noticed about one of Wales's most famous stages is that it has been split for the first time on a world championship event. The reason for this is the right of access for residents living in the middle of the forest. The organisers are working hard with the local community to convince them of the need to return this stunning stage to its former glory, but let's face it: a two-part Dyfi is better than none at all.

Access to the stage comes from car park E (turn off A487 just south of Corris, cross the bridge and turn left towards the caravan park), which means a trek up into the woods. The

views as you make this drive are stunning back down the valley. Get in early to this car park – if you're late, you'll have a steep walk up the hill. When you do get to the top, you'll see a junction with a quick right-hander. Get up into the trees and you can walk down the stage to see some faster stuff. You'll also be able to see and hear the cars coming and going beneath you as well from up here.

"This spectator area works very well," says Kellitt. "The spectators can walk a long way and see plenty."

Few people know the British forests like Kellitt and he has a soft spot for these particular woods. "You get some incredible vistas in Dyfi," he says. "These roads were used for the first time in the 1961 RAC Rally, when it would have been a straight east-west run through the forest. There's great history about this place and the roads are very, very well maintained."



**"There's great history about Dyfi and the roads are well maintained"**

**Andrew Kellitt**

Carlos Sainz flies along perfect Dyfi roads in '97

**SS6/9 DYFI EAST**



This is the view fans will get from car park F

**Last used: 1997**  
**Distance: 4.17 miles**  
**Friday November 11, 0848/1431**

Two miles after the flying finish of Dyfi West is the start of East. The crews won't be taking their helmets off or anything like that; once the necessary paperwork and timing is completed they're straight back in and on it.

Predictably, the flow is just the same as the previous stage, running really quickly through some great

medium-to-high-speed corners. As usual, Dyfi is a real spectator quandary, with some great viewing potential out of car park F (turn towards Aberangell off the A470 and follow signs to car park – don't go through Aberangell village).

You'll hear the cars first here, before they come howling into view through a long right-hander. Right in front of you, the cars will flick through a medium-speed right hand junction and away up the hill.

**SS7/11 DYFNANT**

**Last used: 1996**  
**Distance: 13.26 miles**  
**Friday November 11, 0938/1551**

The road up into this stage is an absolute stunner – a pukka strip of road rallying heaven. Away from the start, the stage itself is lovely, wide-open and super fast, more like moorland than forests. And then it becomes obvious why this section is so wide open as we head into another avenue of logs. Seeing a log pile at the side of the road always sets off alarm bells for drivers, they know the road is going to be slippery in these sections (due to the machinery moving around to lop and stack the timber) and that certainly rings true here.

"The road will probably be scraped here," says Kellitt with a smile as we

understeer at walking speed through the first junction. "The Forestry Commission is very good, scraping the mud out of the worst sections. There were a few ruts when I first came in, but they've worked on the roads."

That work does mean some fairly big stones have been used to repair the road, but it won't cause any problems for the World Rally Cars – except for the fact that the cars will move around more under braking.

Dyfnant is generally a wetter and muddier stage, not having the same slate-type base surface or the rise and fall to aid drainage that Dyfi enjoys, all of which will make it trickier than ever when the crews arrive tomorrow (Friday).

The first place to watch from is car park I (turn right off the A458 onto



Dyfnant roads really flow from the start

the B4395 just west of Llangadfan and heed the first signs into the woods on the left – follow the road further on for car park H). There's plenty of viewing to be had from the specially-built viewing platforms. To make your job even easier, the Forestry Commission

and the organisers have worked on building a walkway through what would have been horribly wet marsh to get you to the best place. Pretty much anywhere from car parks H and I will get you a cracking view of this wonderful stage. ☘

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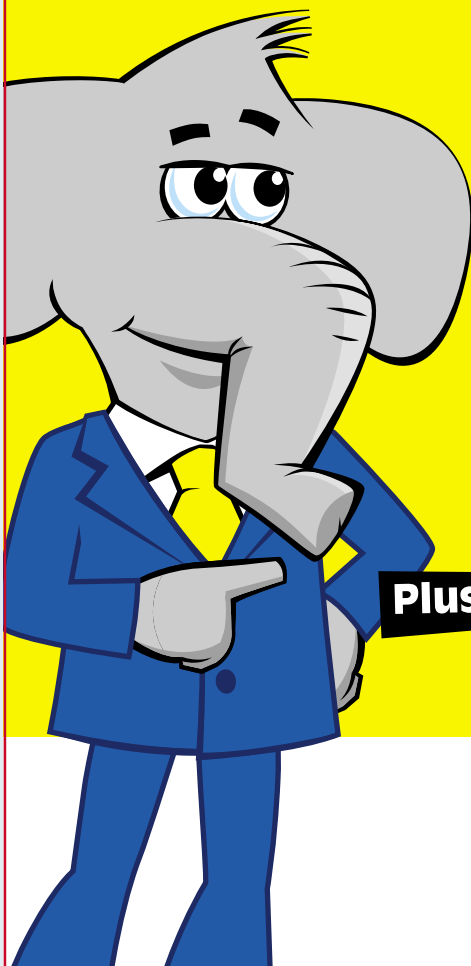
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 Closing date for applications: 18<sup>th</sup> November 2011.

### KERS/CONTROL ENGINEER



Due to continued development and expansion within Team Lotus, we are looking for a self motivated individual to work with the team on the control of KERS as well as our other control systems on the car.

The successful candidate will be experienced in control systems as well as having a strong background with power electronics and race car electronic systems.

Knowledge of Atlas and System Monitor would be an advantage with good communication skill with the ability to work to tight timescales in a team environment.

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In return we offer a competitive remuneration package.

If you wish to be considered for this post, please email [hr@teamlotus.co.uk](mailto:hr@teamlotus.co.uk) quoting TL/HR/KERS/046/11 attaching an up to date CV.

Closing date for applications: 25th November 2011.

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REF: 9334

**ELECTRONICS MECHANICAL DESIGNER**

REF: 161

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You will be an excellent communicator and have strong inter-personal skills in order to build and maintain positive relationships. You will be enthusiastic and creative with the flexibility of working in a small team. Excellent attention to detail and organisational skills are a must. The successful candidate will have a proven track record of working within international media and be fluent in at least two European languages, one of them being English.

To apply please send or email a covering letter and your CV, quoting the relevant reference number and your current remuneration details to:

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Possessing an engineering qualification (HNC, HND or Degree), you must have excellent knowledge of engineering and physics principles, and preferably be familiar with data acquisition software. The ability to work well under pressure, as well as a flexible approach to working hours, is central to this role. Excellent interpersonal and communication skills are essential.

**To apply, please visit our website at [Williamsf1.com](http://Williamsf1.com) and select the Recruitment option under the Team heading.**

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Ideally you will already have some sales experience although this is not essential as a full professional development programme is provided. We have a competitive salary structure and a generous commission scheme.

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Applicants must have NVQ level 3 (or equivalent) in an electrical or electronics discipline, experience of wiring harness manufacture and testing and be fully conversant with BS 7671, 17th Edition Wiring Regulations. Wind tunnel experience would be advantageous.

For this role we offer a competitive package and the chance to work in a truly unique environment.

If you think that you have what it takes then please send your C.V. to [mclarenhr@mclaren.com](mailto:mclarenhr@mclaren.com). Please ensure that you detail your salary expectations.

The closing date for this role is 30th November 2011.





## Engineering Co-ordinator - Race Team

**\_Ref: LRGP-RAC16**

We are currently recruiting for an Engineering Co-ordinator to join our Race Team. We are looking for candidates with a strong understanding of current Formula One cars, their systems and their build.

The objective of this position is to work closely between Engineering, Drawing Office, Procurement and the Race Team Chief Mechanic in planning and co-ordinating all day to day aspects of the team's technical operations and also managing the Car Build Department. The successful candidate will be organised, methodical and be able to communicate in a clear and precise manner in both written and verbal form. A high emphasis will be placed upon depth of technical knowledge.

## Senior Composite Design Engineer

**\_Ref: LRGP-DES34**

Your primary responsibilities will be to undertake the concept scheming, designing and detail specification of various composite components such as Front & Rear Wings, Chassis & Impact Structures, Suspension Members and Bodywork. Your duties will also include specifying and detailing production and assembly tooling, jigs and testing fixtures within the Catia V5 environment. As part of this position you will be involved in the structural sign off and problem solving for those parts.

Whilst being able to work under minimal supervision you also need to be able to lead a group of designers on complex and challenging design tasks.

The ideal candidate will have:

- An Engineering Degree or similar
- Substantial level of composite design experience in F1, motorsport or aerospace industry
- Experience in the use of Catia V5 CAD system
- Experience in the use of FibreSim software
- Knowledge and experience of current composite manufacturing techniques

## Gearbox Technician

**\_Ref: LRGP-GEA1**

The role of Gearbox Technician involves the build and maintenance of race team gearboxes, along with test, dyno, show car and R+D related work.

This position will initially be factory based with some test attendance required, but will lead to a travelling position with the race team in the future.

Candidates will need experience working in motorsport with transmissions and hydraulic systems. A suitable understanding of engineering principles and broad practical ability is essential.

## Inspector

**\_Ref: LRGP-INS3**

Working within the Inspection Department, this position is key in our continued drive towards improving the quality and reliability of our development and racing components.

The successful candidate will need to show good individual skills in all metrology areas and must be CMM and Portable Arm experienced to a high level of competency on Pc-Dmis software.

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## R&D Design Engineer

**\_Ref: LRGP-R&D6**

We are currently looking for a R&D Design Engineer to undertake and manage the workload for the design of rigs and fixtures within Research and Development.

Candidates will need to have experience in designing a range of jigs and fixtures to accurately test car components in the laboratory. The successful candidate will also possess a thorough understanding for the bespoke design of electro-hydraulic and mechanical test rigs. Knowledge of Catia V5 is preferable, but not essential.

Excellent communication and organisational skills are essential for this role. The ability to remain focused and calm when working under pressure to tight deadlines is also required.

## Stress Engineer

**\_Ref: LRGP-DES35**

Your primary responsibility will be to undertake the structural analysis of metal and composite components and assemblies using the latest Finite Element techniques. Your duties will include the definition of the relevant test procedures in close liaison with the designer and the R&D department to achieve successful structural sign off and to assist with problem solving for those parts.

The ideal candidate will have:

- An Engineering Degree or similar
- A substantial level of metal and composite structural analysis experience in F1, motorsport or aerospace industry
- Experience in the following software
  - o Abaqus & Hyperworks (especially Hyperview and Hypermesh)
  - o Optistruct or Genesis
  - o Patran, Nastran, Laminate Modeller or Laminate Tools
  - o Catia V5

## CNC Machinist – Composites

**\_Ref: LRGP-COM7**

Working as part of the Composite Team, this position is to programme and manufacture patterns and carbon fibre components.

This role requires successful time served candidates with working experience as a CNC operator/programmer, a sound mechanical engineering background, knowledge of Heidenhain controllers and preferably Catia V5 experience, although this is not essential.

The successful candidate will be expected to use a wide variety of machinery and have the ability to work under pressure and to tight deadlines.

This position will involve some shift work.

Candidates for all of the positions will need to be self-motivated, capable of working with minimal supervision to tight deadlines, and be confident in communicating in a team environment. In return for your hard work and dedication we offer a team with a commitment to return to the highest level of achievement, a unique and friendly working environment and competitive remuneration.

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## Tate to run Donington

Former Masters boss recruited to lead new era in Leicestershire

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» **ROCKINGHAM CIRCUIT** co-founder and former Masters Historic Racing boss Christopher Tate hopes to lead Donington Park to a brighter future after taking up the role of managing director at the Leicestershire race track.

Tate, who has more than three decades of experience in motorsport, having also held senior positions at Lola and Panoz-owned Elan Motorsport Technologies, will work with circuit owner Kevin Wheatcroft, and the existing team at Donington, to improve the venue.

Tate hopes to expand the circuit's paddock, improve the quality of the track surface where needed, and offer better value race admissions for spectators.

"We've already got a good strong team here, so my job is to pull all the threads together and build from there," said Tate, who organised the Historic Festival that

re-opened the circuit most recently in 2010. "It will be slowly, slowly. If you ask [Silverstone boss] Richard Phillips or [MSVR chief] Jonathan Palmer, they will say you could spend a million pounds tomorrow and the public wouldn't notice; you could spend five million and only have resurfaced the track.

"I'm a Donington fan; I was a spectator here on the original [re]opening day back in 1977, I've raced here and spun backwards down the Craner Curves, and I've fallen off my motorbike here on track days. We recognise Silverstone has the Grand Prix and is built for that, but we want Donington to return to its position as the best of the rest.

"People love this place. It's the most challenging track in Britain and the best viewing track in Britain, and we want it to be the place where people want to come to test, race and watch racing."

The Leicestershire venue has suffered a tumultuous two years since Simon Gillett's failed attempt to bring the British Grand Prix to Donington. After an enforced closure to rebuild the track in 2009/10, the circuit had to cancel many of its scheduled 2011 meetings due to protracted negotiations with the local council concerning its planning permission for race meetings.

Tate said the circuit had recently resolved these talks, allowing it to increase the number of race days from 40 to 55 next year, and 60 in 2013. This will allow Donington to avoid a repeat of the cancellations that blighted this season.

"It was very unfortunate that a number of clubs lost days at the end of the year," added Tate. "We used up more [days] than turned out to be practicable. What we have got to do is make sure we're delivering an excellent service. The clubs are our most important customers, alongside the spectators."

Tate's appointment will allow finance director Phil O'Connor to step back into his role full time and Donington owner Wheatcroft said Tate would help the circuit move forward.

"Christopher and I have known each other for quite a while and I know that we share the same vision of a restored, revived Donington, well positioned to face the challenges we all face right across motorsport, on both two and four wheels," he said.

### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL  
EDITOR

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**DONINGTON PARK HAS BEEN ON** a rocky road recently, but it seems there is light at the end of the tunnel.

Just when the much-loved Leicestershire circuit had got itself back on the right track, following Simon Gillett's disastrous efforts to snare the British Grand Prix away from Silverstone, Donington hit another substantial pothole in 2011.

Changes in local government forced the circuit into a protracted period of re-negotiation over its motorsport activity – a bureaucratic headache at the best of times. Trouble was, Donington had already committed to a calendar of events based on carrying over a number of unused 2010 race days.

This led to a series of unfortunate cancellations, as the circuit battled to save its premier meetings, while also being fair to the many clubs whose members naturally wanted to race at Donington again, after a season starved of its delights.

News that these negotiations have reached a successful conclusion, in the same week that ex-Masters boss Christopher Tate has been brought in to run the show, suggests there are brighter times ahead.

Now that Donington knows where it stands, so will everyone else, which means the many drivers and motorsport enthusiasts who love Donington's fast and undulating layout can look forward to next year's fix, without the fear it will be snatched away at the last minute.

#### Extra contact details

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750MC was one club to lose a Donington date

PICS: MICK WALKER

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Porsche Carrera Cup

# Lloyd wins Porsche scholarship

Volkswagen Scirocco Cup driver to return to British racing after netting £80,000 jackpot

**VOLKSWAGEN SCIROCCO R** Cup frontrunner Daniel Lloyd will graduate to the Porsche Carrera Cup GB next season after winning the fourth annual Carrera Cup scholarship contest.

The 19-year-old has won an £80,000 bursary towards his budget for next year's championship by beating Ginetta G50

racer Jody Fannin, ex-Formula Renault UK frontrunner Ollie Millroy, and 2010 Ginetta Junior and '11 G50 Cup champion Tom Ingram in last week's final at Silverstone, which included driving assessments on the National circuit.

Lloyd, who made his name in UK tin-tops before moving to the DTM-supporting Scirocco series this year,

said: "The Porsche is the quickest and most impressive car I've ever been in – it's an incredible piece of kit and I can't wait to race it next year.

"I felt really comfortable as soon as I got in the car, which gave me a lot of confidence. I'll be pushing as hard as I can next year to repay the faith everyone at Porsche has put in me."

Series boss Marion Barnaby, who co-judged the competition with double Carrera Cup champion James Sutton, technical manager Rob Boakes and press officer Paul Lawrence, added: "The four finalists were all excellent candidates. It was a very tough decision for the panel but Daniel impressed in all areas and I believe he will be a very worthy scholar."

## Ginetta GT Winter Cup

### Ginetta cans GT Winter Cup

#### BRITISH SPORTSCAR

constructor Ginetta decided to cancel its inaugural GT Winter Cup races at Snetterton last weekend after receiving a low entry.

Ginetta planned to run a pair of two-hour enduros, open to all current models excluding the G20 (see AUTOSPORT, September 8), but dropped them from the timetable after receiving fewer than 20 entries two weeks before the event.

Ginetta boss Lawrence Tomlinson said: "We left it a bit too late to announce the series, so we ended

up with a smaller number of entries than we would have liked.

"On the back of the Britcar 24 Hours and a late finish to the [GT] Supercup season, I think it was one race too far for our guys."

Tomlinson has not ruled out revisiting the idea of an enduro for G40, G50 and G55 models next season.



Ginettas did not get extra races at Snetterton

## Ginetta Juniors

### Coates wins on MGR Junior bow

**FORMULA RENAULT SQUAD** MGR Motorsport scored a win on its Ginetta Junior debut in last weekend's Winter Series at Snetterton.

Junior regular Max Coates, who has raced as a privateer for the past two years, moved under the wing of MGR, which is run by top FRenault engineer Mark Godwin and ex-Formula 3/BTCC star Kelvin Burt.

"We looked after him for the weekend and he did a really good job," said Godwin. "Three podiums, his first race win and second in the championship is a great start."



Coates (71) starred

Coates is too old to continue in Ginetta Juniors in 2012, so MGR is looking for drivers for next year's main-season campaign.

The team was also victorious in the Formula Renault Finals Series, with Formula Jedi graduate James Fletcher taking a win in the class for old-style Tatuus cars.

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British GT

## Le Mans champion Kimber-Smith joins Barwell for Britcar night race

**LE MANS SERIES LMP2 CHAMPION**

Tom Kimber-Smith will race for Barwell Motorsport in the Britcar night race at Brands Hatch later this month.

The 27-year-old Briton, who won the LMS P2 title with Karim Ojeh and the Greaves team, has been brought in to drive the Ginetta G55 GT3 development car alongside Barwell team boss Mark Lemmer and Ben de Zille Butler.

The deal marks a return to the Ginetta fold for Kimber-Smith, who took GT2 honours with marque owner Lawrence Tomlinson's Team LNT Panoz

at the 2006 Le Mans 24 Hours.

Kimber-Smith said: "I did development on the G50 [one-make and GT4 car], so it's nice to be invited to drive the new car."

Barwell, which is bidding for a ninth class or overall win in the end-of-season Brands Britcar fixture, has close links with Kimber-Smith.

Lemmer said: "Barwell has used Tom for development testing and driver coaching this year, so it seemed like a great idea to enlist his services."

The G55 will run in Class 2 of the

Britcar MSA British Endurance GT Championship, but Kimber-Smith believes it can be an outright contender. "It should be competitive on the Brands Indy Circuit," he added. "We've got good drivers, so I'll be disappointed if we're not on the podium."



Barwell raced G50 in 2010 Brands race

British GT

## No Spa trip for British GT in 2012

**THE BRITISH GT CHAMPIONSHIP will replace its foreign round at Spa with a race at the Nurburgring next season.**

**A date for the race at the German Grand Prix venue is yet to be confirmed, but it will be the second round of next year's series, after the traditional April season opener at Oulton Park.**

**The Snetterton round has been moved back to August, while the Rockingham event will come forward to May, either side of a June trip to the Brands Hatch GP circuit.**

**The season will conclude with September races on the Silverstone GP circuit and at Donington Park.**

**The exact format for each round has yet to be decided, but it is likely there will be three 120-minute races**

**and one three-hour event, with the remaining three rounds each comprising two 60-minute races.**

**Championship manager Benjamin Franassovici said: "We feel at this time that stability is key to building the championship. We need evolution, not revolution, and we are confident of providing teams, drivers and partners with another great package next year."**



British GT will not return to Spa in 2012

**AUTOSPORT GOLDEN HELMET**

**AS THE NATIONAL SEASON** winds down, BMW Car Club hero Garrie Whittaker's forays into wider fields continue to bear fruit as he heads our table of race winners in the British Isles. Scott Malvern's fine Formula Ford Festival boosts him to second, while the Scottish Marshall family has two members in the top seven thanks to Legends and Classic Sports/Saloon success.

POS	DRIVER (CAR/CARS)	O/ALL	CL.	TOT.
1	Garrie Whittaker (BMW E36 M3)	22	0	22
2	Scott Malvern (Mylgale S111)	19	0	19
3	Mark Burton (Jade Trackstar)	18	0	18
4	Ross Marshall (Ford Coupe/Ford Escort)	16	2	18
5	Tom Roche (Mazda MX5 Mk1/Mk3/Alfa GTV)	16	1	17
6	Kenneth Thiriwall (Van Diemen RF92)	16	1	17
7	John Marshall (Ford Escort Mk1/Ford Coupe)	12	5	17
8	Nic Grindrod (SHP Pickup)	15	0	15
9	Paul Bellamy (BMW 318is)	1	14	15
10	Stephen Treherne (Ford Coupe)	14	0	14
11	Mark Coleing (Caterham CSR 260)	14	0	14
12	Garry Watson (Westfield SE1W)	12	2	14

Repechage, consolation, overflow entry and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at [autosporteditorial@haynet.com](mailto:autosporteditorial@haynet.com)

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



WHT made for a thrilling end to '11

Just when I believed I was 'raced-out' for the season, having worked at 31 meetings - from Northampton Stadium to the Nurburgring - I squeezed in a 32nd on Sunday, en route to the McLaren Autosport BRDC Award run-offs at Silverstone. My drop-in was brief, but the Walter Hayes Trophy grand final proved an extraordinary climax to 2011.

Named for the Ford motorsport guru who masterminded the Blue Oval's badging of Cosworth's iconic DFV Formula 1 engine, and drove Fford forward in the later 1960s, changing the face of racing at both ends simultaneously, the WHT has been nurtured since 2001 by James Beckett. Feeling that Hayes's contribution deserved commemoration, the FF1600 nut also identified a great opportunity and ran with it.

Anybody who remembers the FF Festivals of the Kent-engined era will rue the naissence of the junior category's unwieldy 1800cc Zetec period in 1993, when costs shot up and its appeal declined. That's not to say that it failed to produce new superstars - witness Jenson Button and Anthony Davidson, Award winners both - but entries haemorrhaged overnight, from 225-plus to barely a gridful.

They have never recovered, even in the post-2005 Duratec epoch (which at least boasts a fine engine) but, much as I'd want it to succeed, I don't see the new-for-2012

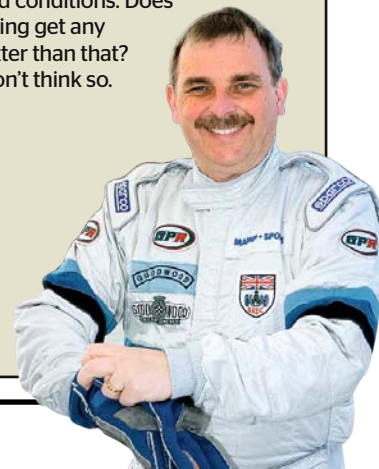
turbocharged Formula Ford as a panacea. Not in the present financial climate, unless massive resources are committed to underpin it for several years and make it global and accessible again.

While the romance of the Festival remains at Brands Hatch - its home since it switched from the old 'long' Snetterton in 1976 - even hardened enthusiasts have long questioned its place in the pantheon of wingless racing accolades, the British championship having spotlighted a winner for posterity.

For them, the 'Wally', which drew over 100 combatants this time around, is the Festival. Arguably Great Britain's most influential Formula Ford event, it goes back to the proven FF1600 regs, which are still hugely popular internationally, even if keeping antique pushrod engines together is expensive.

Sunday's finale was magnificent, with the entire field hunting in packs and multi-marque trains of cars slipstreaming down both sides of the Wellington Straight, then converging in a mad scramble for Brooklands corner - for the lead! Wayne Boyd's repassing of eventual winner Adrian Campfield - on inside and outside lines on successive laps - was sensational, as was the traction of the victorious Spectrum chassis off Luffield bend in crisp, cold conditions. Does racing get any better than that? I don't think so.

“Sunday's finale was magnificent, with the entire field hunting in packs and slipstreaming”



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## IN BRIEF



Beckett raced RF78

**WITH REGULAR PILOT JOEY FOSTER** unable to race in the Walter Hayes Trophy last weekend, event chief James Beckett took the wheel of his own Van Diemen RF78. With minimal testing, Beckett left the competition after the progression race. "I had great fun, but it was a bit like a Donkey Derby runner in the Grand National," he said.

**DOUBLE PORSCHE CARRERA CUP**

champion James Sutton and Ahmad Al Harthy won the Endurance Challenge race for drivers in the Porsche GT3 Cup Challenge Middle East in Dubai last weekend. They beat a field that included ex-DTM racer Christian Menzel and former Carrera Cup GB champion Damien Faulkner.

**LAST YEAR'S WINNING DRIVERS**

Paul O'Neill, Paul McNeilly and BJ Chong didn't make it past qualifying for the Lotus 1000kms at Brands Hatch last weekend. Their Fox Motorsport Elise-Honda burst its gearbox, prompting the team to withdraw from the event.

**FORMER McLAREN AND FERRARI**

F1 designer Steve Nichols returned to Formula Ford 2000 at Silverstone last weekend after a lengthy absence. "It's nine years since I did the Classic championship, but now I've had this race, I've got the urge again," he said after finishing 17th in a Van Diemen RF82.

**NEW 750 MOTOR CLUB**

competitions secretary Chris Norman has resigned after just one season. Norman, who replaced long-standing competitions secretary Robin Knight for 2011, has decided to "pursue other business interests" according to a statement from the club.

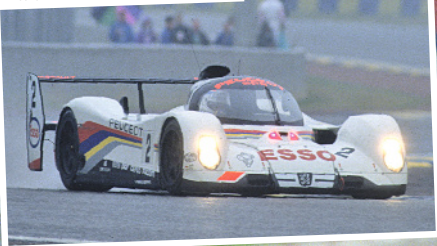
**VERSATILE HISTORIC RACER MIKE**

Wrigley shookdown his newly built Jaguar E-type Lightweight at Donington Park last Friday. "It's road registered and I plan to use it in the Gentleman Drivers' and E-Type Challenge next season," he explained. "It's a recreation of the original 'FXN' car and has the full backing of the original drivers."



E-type back on track

Alliot took Le Mans pole in 905



Ex Brundle/Warwick '91 XJR-14 will race again

**Group C/GTP**

# Group C Pug and Jag to return

Ex-Brundle/Warwick XJR-14 and 1992 Le Mans polesitter to race in 2012

**TWO HISTORICALLY SIGNIFICANT**

3.5-litre sportscars, a Peugeot 905 and a Jaguar XJR-14, will join the Group C/GTP Racing series next season.

The Peugeot, which claimed pole position for the 1992 Le Mans 24 Hours in Philippe Alliot's hands, and the Jaguar raced by Derek Warwick and Martin Brundle in 1991 have respectively been purchased by series regulars Rupert Clevely and Gareth Evans.

They both plan limited outings in their new acquisitions with the Chamberlain-Synergy team, alongside races in their existing mounts.

Clevely, who joined Group C/GTP with a Lancia LC2 this season, said:

"I love Group C cars and racing in the series. The Peugeot is a fantastic piece of kit and also a great investment.

"I plan to enjoy it and will take it out once or twice next year. I might let [Chamberlain-Synergy boss] Bob Berridge have a go or put a name in it, but I intend to do the majority of the series in the LC2."

Evans, who shared a Mercedes-Benz C11 with eventual champion Berridge in three of this year's five Group C/GTP rounds, said of his XJR-14: "It is an attractive and iconic car. The plan is to bring it out once or twice and continue to race the C11."

The Peugeot, chassis EV16, finished

third at Le Mans driven by Alliot, Mauro Baldi and Jean-Pierre Jabouille and also won the Donington Sportscar World Championship round in '92.

The Jaguar, chassis 591, claimed pole at Suzuka on its debut in the 1991 SWC, with Warwick driving, and famously finished third at Silverstone with Brundle driving solo after losing six laps with a broken throttle cable.

The two cars will run in Class 3 or the invitation class of Group C/GTP, which means they will not be eligible for points. Series organisers have also pledged to ensure these later machines do not have a significant advantage against the older fuel-formula cars.

**Tasman Revival**

## Esterer cleans up at Ruapuna

**VICTORY IN SUNDAY'S Historic Lady Wigram Trophy feature race completed a clean sweep for Canadian Jay Esterer at last weekend's MSC New Zealand Formula 5000 Tasman Revival series opener at Ruapuna Park.**

Goodwood's Whitsun Trophy hero qualified his McRae GM1 third, but beat defending triple champion Ken Smith in the preliminary sprint events.

Smith was debuting a newly-rebuilt ex-Danny Ongais Lola T332, liveried as his successful La Valise Travel version of the mid-'70s.

A broken gearbox input shaft precluded Smith from starting the finale, in which top qualifier Steve Ross (GM1) shadowed Esterer home.

Local hero Tony Richards (T332)

Esterer was on form in NZ



joined them on the podium, while Andrew Higgins (Lola T400), Aaron Burson (GM1) and Brett Willis (Lola T330) rounded out the top six.

Seventeen competitors, including Briton Greg Thornton (Chevron B24), who finished 12th in race one, kicked off the competition, which continues at Hampton Downs, on the North Island, on January 21/22.

**Formula Renault BARC**

## Middlehurst in Renault switch

**NEW NATIONAL AND NORTHERN** FF1600 champion Chris Middlehurst will switch to Formula Renault BARC next season after acquiring the ex-Ross Worswick chassis.

Middlehurst, son of historic and former Production Saloon racer Andy, had contemplated a move to British Formula Ford, but has elected to switch to slicks and wings instead.

"We will run under the banner of a team but with our own car, set-up and so on," said the 16-year-old. "The cars are difficult to come by at the moment so we are pleased to get this one, which has not been used in three years.

"If I did Ford for a couple of years, I would still have to learn wings, and with not many people committing to Formula Ford at the moment, Renault seemed like a better option."

**NATIONAL RACES & RESULTS**  
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**QUICK RESULTS**  
→ Winner **Adrian Campfield**  
→ FL **Wayne Boyd**  
→ Pole **Boyd**



Left to right: Boyd, Campfield and Josh Fisher on the podium

WALTER HAYES TROPHY FINAL SILVERSTONE, NOVEMBER 6

# Campfield ends Ray domination



Campfield (12) battled brilliantly with Boyd

**ADRIAN CAMPFIELD** and his Kevin Mills Racing Spectrum 011C brought five years of domination by Cliff Dempsey Racing-run Rays to an end with a sensational victory in the 11th running of the Walter Hayes Trophy.

In seeing off the challenge of pre-event favourite Wayne Boyd, Godalming driver Campfield became the first English winner of this blue-riband event since Joey Foster completed a hat-trick in 2005.

The 22-year-old's progress was all the more remarkable, not only due to it being his first event in 12 months, but also because he had to start his heat from the back of the grid with a 10-second penalty for running off the circuit at Copse during qualifying.

"As I sat there for those 10 seconds, with all of the cars driving away from me, I thought it was all over," he admitted.

He surged through to fourth in that race, then progressed from 11th on

the grid to second in his semi-final to put him on row two – and in the thick of the action – for the final.

Boyd (Van Diemen JL012K) and Josh Fisher (Van Diemen RF05) lined up at the front, with Northern Irish driver Boyd outbraking West Countryman Fisher brilliantly into Becketts for the first time.

Campfield had already passed Rob Hall's Swift SC10 to run third by the end of lap one, and for a

time it seemed as though Fisher's defence of second might allow Boyd to escape permanently.

But once Campfield had found a way ahead of Fisher – he managed it briefly at Copse on the third lap, before cementing the position a lap later – he was able to reel in the 2008 British Formula Ford champion. Campfield had two notable advantages: the Spectrum accelerated fantastically out of Becketts and Luffield; and

he had brand new tyres (courtesy of focusing his whole 2011 budget on one event), while Boyd's Medina Sport-run car ran worn rubber.

It was a strong run through Woodcote that secured the lead for Campfield at the end of lap six of 15, but ex-British F3 race winner Boyd boldly dived back ahead into Brooklands on the next lap. Campfield was briefly ahead again on lap 10 and, after some wonderful

side-by-side racing (also featuring Fisher), he sealed the deal by driving around the outside at Copse with three laps to go.

"I sat behind him for a few laps and figured out his weak spots," said Campfield.

Although the result was in doubt until the end, Boyd could not get within a couple of car lengths of the winner, despite setting the fastest lap of the race on the final tour.

"I got away and thought it would be enough, but Adrian was quicker," he rued afterwards.

Seven cars were still running in the lead group with just two laps to go, but the pack was split by Ivor McCullough's spin at Brooklands. The Martin Donnelly Trophy and Festival winner had driven brilliantly from row 10 to be in victory contention when he rotated for the third time in the event.

Fisher equalled his 2008 result with third, less than a tenth of a second clear of Castle Combe

Fisher (81) equalled his 2008 WHT result in third



“My licence only arrived on Tuesday so I’m over the moon to win”

Adrian Campfield’s single-event focus paid off



Hindman was best Team USA man in sixth



Brands Festival winner McCullough spun thrice



Fowler was best of runners in older cars

champion Hall at the flag.

Jonny McMullan – the Fford Festival’s unsung hero, his fifth from row eight of the grid in an elderly Mondiale having gone largely unnoticed – was next up. Although the result was the same as at Brands, the 19-year-old hoped for more in a newer Athgoe Racing Ray GR09, after a heat victory on Saturday.

Sixth placed Trent Hindman was the only surviving Team USA Scholarship CDR Ray GR08 driver, his compatriot Neil Alberico having made contact with Abdul Ahmed’s GR09 as they disputed eighth on lap three. Both were ruled out.

Felix Fisher (Josh’s

younger and taller brother) was also in the lead scrap, running sixth, when he was eliminated after Noel Dunne tangled with him at Becketts on lap six. Michael Vergers was the other high-profile retirement.

Back among the finishers, ex-Saxmax champion Oliver White just fended off Carnival winner Ben Norton for seventh, while McCullough and Ford Fiesta title winner David Grady completed the top 10.

Of the older generation of cars, Neil Fowler came out on top in 14th in Mark Bates’s Reynard 89FF, while the Cooper brothers (Jason ahead of Luke) were 16th and 19th.

● Ian Sowman

**GRAND FINAL (15 LAPS)** 1 Adrian Campfield (Spectrum O11C); 2 Wayne Boyd (Van Diemen JL012K) +0.279s; 3 Josh Fisher (Van Diemen RF05); 4 Rob Hall (Swift SC10); 5 Jonny McMullan (Ray GR09); 6 Trent Hindman (Ray GR08); 7 Oliver White (Van Diemen RFO1); 8 Ben Norton (Spectrum O11B); 9 Ivor McCullough (Van Diemen RFO0); 10 David Grady (Van Diemen RF02). **Fastest lap** Boyd 1m02.370s (94.60mph).

**SEMI FINAL 1 (12 LAPS)** 1 J Fisher; 2 Campfield +0.961s; 3 McMullan; 4 Hindman; 5 Grady; 6 Neil Fowler (Reynard 89FF). **FL** Campfield 1m02.855s (93.87mph). **SEMI FINAL 2 (12 LAPS)** 1 Boyd; 2 Hall +1.470s; 3 Felix Fisher (Van Diemen RFO0); 4 Neil Alberico (Ray GR08); 5 Noel Dunne (Van Diemen RF91); 6 Abdul Ahmed (Ray GRK09). **FL** Dunne 1m03.090s (93.52mph).

WALTER HAYES TROPHY SEMI-FINALS SILVERSTONE, NOVEMBER 6

## Cream rises to the top before final



Combe champ Hall (35) fought Boyd for victory

**THE SEMI-FINALS** generated excitement commensurate with the quality and depth of the grids, which were pretty even in terms of talent. Josh Fisher and Trent Hindman made very similar starts from the front row, but poleman Fisher cut across from the outside to turn into Copse ahead. Hindman’s hold on second lasted only a lap and a half, before Jonny McMullan drove around the outside of him at Brooklands, sealing the move at Luffield.

The Northern Irish driver set off in pursuit of Fisher, trying to go around the outside of him at Brooklands, then Luffield. Finally he found a way through on the inside at Brooklands on the seventh lap (of 12), but Fisher emerged back in front a lap later as he, McMullan and Adrian Campfield – up from the sixth row – went three abreast down the Wellington Straight.

Campfield went second at Becketts on lap nine, with McMullan eventually falling into the clutches of Hindman.

National FF1600 champ Chris Middlehurst ran fifth until lap eight, before he arrived at Brooklands alongside Tom Bradshaw. “I went up the inside of

Tom, then tried to hold it around the outside of Luffield, but he just went into the side of me,” said the 16-year-old, who ended the race in the gravel. Bradshaw also failed to make it to the end – his engine expired after losing most of its oil.

David Grady and Neil Fowler completed the top six, after Ivor McCullough spun out at Brooklands.

Front-row starters Cormac O’Neill and Wayne Boyd breathed huge sighs of relief when the second semi was red-flagged with four cars off at Brooklands on the first lap. Ed Moore’s Ray was the highest-profile casualty, while the two leaders had both gone off on oil at Becketts, resuming well down the order.

O’Neill went wide at Becketts on the second start as well, giving Boyd and Neil Alberico the initiative. From sixth on the grid, Felix Fisher was up to third by Copse on lap two, after dispatching

O’Neill and Rob Hall in quick succession.

The battle for the lead was nip and tuck, with American Alberico ahead briefly on lap four. But as he dropped back (to fifth for a time, behind Abdul Ahmed, but eventually fourth), so Hall got back into contention. He got ahead of Fisher on the sixth lap, and threatened to take victory for a time, but there would be no bettering Boyd.

“That was probably my hardest race ever,” said a relieved Boyd. “I picked up damage before the red flag when Cormac went into the side of me and bent the rear tracking.”

Noel Dunne set the fastest lap on his way from 13th to fifth, with Ahmed finishing sixth.

FF1600 legend Dave Coyne limped around with suspension damage before retiring, while Stuart Gough – who was in the eight-car lead pack – ran out of fuel.



Moore dropped out in semi-final fracas

**NATIONAL RACES & RESULTS**  
**WHT HEATS**  
**SILVERSTONE NATIONAL**

**WHT HEATS QUICK RESULTS**

→ Heat 1 **Neil Alberico**  
 → Heat 2 **Wayne Boyd**  
 → Heat 3 **Jonny McMullan**

→ Heat 4 **Trent Hindman**  
 → Heat 5 **Cormac O'Neill**  
 → Heat 6 **Josh Fisher**



National champ Middlehurst scored a second

WALTER HAYES TROPHY HEATS SILVERSTONE, NOVEMBER 5-6

# Team USA aces the heats



Alberico made a good start with heat-one win

**AMERICAN NEIL** Alberico romped clear in the first of six heats for this year's Walter Hayes Trophy at Silverstone, while team-mate Trent Hindman won the fourth.

Heat-one poleman Felix Fisher made a couple of mistakes at Becketts – the legacy of a missing mirror. That brought Luke Cooper and then Abdul Ahmed (up from ninth after a “horrible” qualifying) into the equation.

Fisher fended off Ahmed, while Cooper was fourth and Noel Dunne fifth after taking evasive action at Brooklands on the opening lap.

After being surprisingly beaten to heat-two pole by Rob Hall, Wayne Boyd was in front by Becketts and stayed there. Hall also had to cope with pressure from 2004 podium finisher Stuart Gough. Event regular Steve Mellish was eliminated after a corner of his Graham York-run car was swiped off at Luffield.

Jonny McMullan went around the outside of top qualifier Chris Middlehurst at Brooklands on the opening lap of heat three.

Middlehurst survived when his final-lap attempt at the complex got grassy thanks to a backmarker.

Broken suspension pitched Ben Norton into a spin and out of the race from third, so David McArthur took the place, ahead of Adam Higgins and Josh Barnett, who made it past the first lap of a heat for the first time in his WHT career.

Team USA's Hindman put pressure on the experienced Morgan Dempsey at the front of heat four, resulting in a spin at Brooklands for the Irishman. “That was total driver error,” he admitted. Hindman went on to win from Gaius Ghinn and

Dempsey, with Adrian Campfield and Tom Bradshaw into the top five from the back after earlier misdemeanours.

Heat five included ‘old timers’ Michael Vergers and Dave Coyne, and when Vergers’s gear lever broke off at Becketts he rejoined just in front of the other FF1600 legend.

They both scraped through to the semis, while Cormac O'Neill took a controlled victory. Jay Bridger defended robustly to keep Oliver White out of second. Like Norton, Jason Cooper was plunged into the repechage system after an incident with David Quinn at Copse. After a red flag, heat six

was run over just four laps. Ivor McCullough tried too much too early and spun down the order after contact with Josh Fisher. He set the fastest lap of the day on his way back to fifth. Fisher won easily, while Neil Fowler (the only ex-winner in the field) was second from David Grady.

From 23rd on the grid, Norton took the lead of the Progression Race on Wellington Straight on lap five. When Joe Walton's

engine blew, Sunday starter Jamie Stanley (who made it to 23rd in the final from effectively 101st!) was promoted to second, with Jason Cooper third.

Every Last Chance race finisher progressed to the semi-finals. John Ferguson was first, ahead of Ed Moore and Michael Moyers, having taken the lead at Copse on lap three. Norton went from 25th to fourth this time.

● Ian Sowman



Norton charged after suspension breakage

**HEAT 1 (8 LAPS)** 1 Neil Alberico (Ray GR08); 2 Felix Fisher (Van Diemen RF00) +6.953s; 3 Abdul Ahmed (Ray GRK09); 4 Luke Cooper (Swift SC92F); 5 Noel Dunne (Van Diemen RF91); 6 Emmet Glynn (Ray GRS07). **Fastest lap** Alberico 1m07.046s (88.00mph).  
**HEAT 2 (8 LAPS)** 1 Wayne Boyd (Van Diemen JLO12K); 2 Rob Hall (Swift SC10) +0.818s; 3 Stuart Gough (Ray GRS07); 4 Oliver Bull (Swift SC92F); 5 James Hammond (Mygale SJO0); 6 Ben Mitchell (Van Diemen RF89). **FL** Boyd 1m04.985s (90.79mph).  
**HEAT 3 (8 LAPS)** 1 Jonny McMullan (Ray GR09); 2 Chris Middlehurst (Van Diemen LA10) +1.048s; 3 David McArthur (Van Diemen DP08); 4 Adam Higgins (Van Diemen RF90); 5 Josh Barnett (Van Diemen BR00D); 6 Pedro Matos (Swift SC97). **FL** Ben Norton (Spectrum O11B) 1m05.436s (90.17mph).  
**HEAT 4 (8 LAPS)** 1 Trent Hindman (Ray GR08); 2 Gaius Ghinn (Van Diemen RF00) +4.303s; 3 Morgan Dempsey (Van Diemen LA10); 4 Adrian Campfield (Spectrum O11C); 5 Tom Bradshaw (Van Diemen RF04); 6 Tim Reynolds (Spectrum O11C). **FL** Campfield 1m03.354s (93.13mph).  
**HEAT 5 (8 LAPS)** 1 Cormac O'Neill (Ray GR08); 2 Jay Bridger (Ray GRS07) +2.367s; 3 Oliver White (Van Diemen RF01); 4 Rob Smith (Van Diemen RF99); 5 David Quinn (Van Diemen RF99); 6 Michael Vergers (Van Diemen RF92). **FL** O'Neill 1m04.110s (92.03mph).  
**HEAT 6 (4 LAPS)** 1 Josh Fisher (Van Diemen RF05); 2 Neil Fowler

(Reynard 89FF) +1.632s; 3 David Grady (Van Diemen RF02); 4 Roger Orgee (Van Diemen RF00); 5 Ivor McCullough (Van Diemen RF00); 6 Miles Johnstone (Mygale SJO1). **FL** McCullough 1m03.083s (93.53mph).  
**PROGRESSION RACE (10 LAPS)** 1 Norton; 2 Jamie Stanley (Ray GR96) +4.617s; 3 Jason Cooper (Van Diemen RF89); 4 David Wild (Reynard 89FF); 5 Paul Mason (Swift SC94K); 6 Stephen Hagan (Reynard 88FF). **FL** Norton 1m03.902s (92.33mph).  
**LAST CHANCE RACE (10 LAPS)** 1 John Ferguson (Ray GR07); 2 Ed Moore (Ray GR11) +3.639s; 3 Michael Moyers (Swift SC92); 4 Norton; 5 Austin Kimberley (Van Diemen RF03); 6 Bob Higgins (Van Diemen RF01). **FL** Norton 1m03.341s (93.15mph).

WHT SUPPORTS SILVERSTONE, NOVEMBER 5-6

# Nash wins his duel with Nelson

## TOURING CAR STAR

James Nash swapped his Vauxhall Vectra for a Van Diemen RF82 as he made a victorious return to single-seater racing after a four year absence.

Nelson Rowe lined up on pole for the FF2000 race with his Reynard SF78 and it was nip and tuck over the opening lap as he shared the lead with Nash.

After taking the Wellington Straight side by side with Rowe for the second time, Nash nosed ahead into Brooklands as Russell Love's Reynard SF78 looked on.

The lead gradually grew and at the flag Nash had just over five seconds in hand. "Nelson made a mistake at Copse and it let me get away. I just tried to stay smooth and get decent exits, and really enjoyed it," Nash said.

"I had no rear-end grip and it [the car] didn't come in for the early laps," Rowe replied.

Love retained a solitary third throughout, with Lawrence Denne equally lonely in fourth, but the battle for fifth went to the flag as Andy Huxtable's Lola T580 dived with Jon Finch (Van Diemen RF83). Huxtable finally clinched it at Brooklands with three laps to go.

Having secured pole by over six seconds, it came as no surprise that Lee Dwyer was a dominant winner in the HSCC Open

Wheelers with his Formula 2 March 782. His lead was huge by the end of the opening lap, but there were dramas behind.

Brabham BT38 driver James Claridge had managed to snatch second from the F3 March of Jamie Brashaw at Brooklands, only to spin wildly at Woodcote. "I just put the power down too soon," he explained. Brashaw was forced to back off too: "I could see him going but wanted to know where."

Michael Hibberd seized the opportunity, but was forced to pit after five laps when a broken rose joint left his Brabham's rear wing hanging off. Brashaw was left clear in second, with Michael Jones (BT38) and Andy Jarvis's Jamun T6 completing the top four.

Dwyer had lapped the whole field, and most more than once. "It was quite hard trying to drive slower," he said.

Al Fleming's Chevron B36 took a lights-to-flag win in the HSCC Closed Wheelers, but the battle for second raged for the entire race.

Michael Schryver (Chevron B6) had the edge over Mark Colman's B8 initially, but with Schryver on three cylinders Colman eased ahead on the third lap. Schryver closed back onto Colman during lappery and eventually got back ahead at Becketts.

Once clear of traffic,



Nash scored a win in this Van Diemen RF82

Colman reclaimed his place into Copse and retained it to the flag.

"I just couldn't keep him off in traffic - he was in my mirrors 100 per cent," said Colman.

The Chevron B16 of Frank Lyons held fourth, but lost out to Myles Castaldini's smokey Davrian midway through.

With poleman Andy Cummings stalling his Radical SR8 at the start, Jon-Paul Ivey dominated the first Allcomers Closed Wheel race in his PR6.

Oliver Bryant's Lola T70 and Fleming (back out in his B36) had started to consolidate second and third, but Andrew Shanley's Radical Prospert reeled both in.

Fleming surrendered third at Becketts on lap eight, but Bryant held on for another five laps before losing out too. "My first time here and I stalled at

the start too!" said a delighted Shanley.

Fleming retained fourth and Cummings recovered to seal a late fifth.

Shanley made the best getaway in the second race, but was usurped by Cummings into Luffield at one-third distance.

Behind them it was wheel-to-wheel between Ivey and Bryant, with positions changing on almost every lap. Ivey finally got a break after

nosying back ahead at Luffield at two-thirds distance. "Brilliant, each time I passed Oliver I waved," said Ivey.

Gearbox problems on his Formula 3000 Lola forced Chris Woodhouse to surrender the lead in the Open Wheeled Allcomers, so Dwyer's March picked up its second win of the weekend, with Kat Impey's Dallara and David Cameron's Jedi next.

● Peter Scherer



Ivey's Radical, won then battled Lola T70



Dwyer was rapid in March 782

**FF2000 (15 LAPS)** 1 James Nash (Van Diemen RF82); 2 Nelson Rowe (Reynard SF78) +54.79s; 3 Russell Love (Reynard SF78); 4 Lawrence Denne (Van Diemen RF83); 5 Andy Huxtable (Lola T580); 6 Jon Finch (Van Diemen RF83). **Class winner** Rowe. **Fastest lap** Nash 1m01.172s (96.45mph).

**HSCC OPEN WHEEL (20 LAPS)** 1 Lee Dwyer (March 782); 2 Jamie Brashaw (March 793) -1 lap; 3 Michael Jones (Brabham BT38); 4 Andy Jarvis (Jamun T6);

5 Callum Grant (Merlyn Mk20A); 6 Alan Fairbrother (Merlyn Mk20). **CW** Brashaw; Jarvis; Grant; Peter Proude (Tecno F3). **FL** Dwyer 57.875s (101.95mph).

**HSCC CLOSED WHEEL (20 LAPS)** 1 Al Fleming (Chevron B36); 2 Mark Colman (Chevron B8) +55.459s; 3 Michael Schryver (Chevron B6); 4 Myles Castaldini (Davrian Mk8); 5 Frank Lyons (Chevron B16); 6 Sean McClurg (Elva Mk7S). **CW** Colman; Castaldini; Andrew McAlpine (Ferrari

308 GT4); Jon Wolfe (Ford Falcon); Peter Lanfranchi (Jaguar E-type). **FL** Fleming 1m01.055s (96.64mph).

**ALLCOMERS CLOSED WHEEL RACE 1 (15 LAPS)** 1 Jon-Paul Ivey (Radical PR6); 2 Andrew Shanley (Radical Prospert) +40.36s; 3 Oliver Bryant (Lola T70); 4 Al Fleming (Chevron B36); 5 Andy Cummings (Radical SR8); 6 Simon Tilling (Radical SR3-T). **CW** Steve Smith (MGA); Bryant; Mike Smith (Caterham R500). **FL** Cummings 56.064s (105.24mph). **RACE 2 (15**

**LAPS)** 1 Cummings; 2 Shanley +70.63s; 3 Ivey; 4 Bryant; 5 Tilling; 6 Fleming. **CW** Bob Lines (MGA); Bryant; M Smith. **FL** Cummings 56.579s (104.28mph).

**ALLCOMERS OPEN WHEEL (20 LAPS)** 1 Lee Dwyer (March 782); 2 Kat Impey (Dallara F302) +38.021s; 3 David Cameron (Jedi Mk4); 4 Kevin Mason (Dallara F301); 5 John Rawlings (JKS Speeds); 6 Paul Britten (Van Diemen RF00). **CW** Cameron. **FL** Chris Woodhouse (Lola 90/50) 54.556s (108.15mph).

FORMULA RENAULT FINALS SERIES SNETTERTON, NOVEMBER 5-6

## Rowland overcomes the speed of Hill

WITH THREE WINS from four races, Oliver Rowland dominated the opening weekend of Formula Renault's Finals Series to build up a healthy points lead going into the deciding races at Rockingham this weekend.

But the frontrunner on outright pace was Josh Hill, newly installed at Fortec Motorsport. Quickest in two out of three test sessions, and on pole for all four races, Hill left Norfolk with just a single victory.

Saturday's racing was blighted by early rain, which left the track treacherous. With Hill and second-placed Jordan King struggling for grip away from the grid, Fortec's FRUK runner-up Rowland

burst through to claim a lead he held to the finish.

Hill dropped back after aquaplaning on standing water at Coram, while King also fell away after sliding off twice in successive laps. Both rejoined, but couldn't make an impression. That helped Russian Eurocup ace Daniil Kvyat claim second ahead of Puerto Rican Felix Serralles and Dan Wells.

A contentious first-lap clash between Hill and Rowland forced the luckless Hill into retirement in race two, leaving Rowland clear to claim his second win, albeit with Atech Reid driver Wells pushing hard to the finish.

Hill finally got a break in race three. Damon's lad led confidently from Rowland



Rowland (left) and Hill were the stars at Snett

and King throughout, and also had to deal with a safety-car period wiping out his early lead.

But the dramas returned for Hill's final race. He stalled on the grid, allowing Rowland to sweep past and secure his hat-trick, comfortably ahead of top FR 2.0 debutant Josh Webster and Wells.

● Oliver Timson

### RESULTS – RACE 1 (13 LAPS)

**1** Oliver Rowland; **2** Daniil Kvyat +1.298s; **3** Felix Serralles; **4** Dan Wells; **5** Thomas Jager; **6** Geoff Uhrhane. **Class winner** Archie Hamilton. **Fastest lap** Rowland 2m00.200s (88.91mph).

### RACE 2 (12 LAPS) 1 Rowland;

**2** Wells +0.312s; **3** Serralles; **4** Kvyat; **5** Josh Webster; **6** Stefan Wackerbauer. **CW** Hamilton. **FL** Kvyat 1m59.968s (89.09mph).

### RACE 3 (12 LAPS) 1 Josh Hill;

**2** Rowland +0.344s; **3** Jordan King; **4** Webster; **5** Kvyat; **6** Wells.

**CW** James Fletcher. **FL** Rowland 1m46.470s (100.38mph).

### RACE 4 (14 LAPS) 1 Rowland;

**2** Webster +5.080s; **3** Wells; **4** John Bryant-Meisner; **5** Hans Villemis; **6** Thomas Jager. **CW** Hamilton. **FL** Hill 1m46.201s (100.64mph).

**Points 1** Rowland, **128**; **2** Wells, **90**; **3** Webster, **86**; **4** Kvyat, **72**; **5** Hill, **53**; **6** King, **51**.



Robertson (behind) won twice but Gamble took title

GINETTA JUNIOR SNETTERTON, NOVEMBER 5-6

## Gamble makes it pay as Robertson lucks out

HAVING LOST OUT TO Charlie Robertson for runner-up spot in this year's Ginetta Junior Championship, TJ Motorsport's George Gamble turned the tables by beating his rival to the Winter Series title.

But his weekend didn't start well, after a mistake on

set-up in qualifying left him mid-grid for the Saturday double-header. By contrast, Robertson secured two poles in damp conditions.

Robertson was leapfrogged by fellow front-row starter Jake Giddings at the lights, but he reclaimed the initiative at Williams – the corner

that leads onto the back straight – a lap later. But he couldn't afford to relax, as Gamble was making rapid progress. Having set a brace of fastest times, Gamble surged past Ollie Chadwick, Niall Murray and Giddings in short order to be second, before chasing down Robertson's lead.

But the Scot coolly responded, stabilising the gap to win deservedly.

There was a similar start to race two, with Robertson staking out an early lead while Gamble tore through

the field. Having reeled off a trio of quick times, Gamble was right on Robertson's bumper as they reached half-distance, and this time he made it count – slicing past at Agostini before securing victory when Robertson retired with clutch failure.

An entertaining scrap for second culminated in Murray making a banzai last-corner move, cutting across the grass as he stole the place from Max Coates.

A dry track greeted the field for Sunday's final races and, although conditions were less treacherous, there was still drama in store. Not least when a broken oil pump forced polesitter Giddings off the dummy grid for race three, leaving Chadwick alone at the front.

Although he briefly led, Chadwick couldn't hold on, as Robertson charged ahead into Brundle (formerly the Esses) on lap three and then proved uncatchable. Behind Coates, an inspired Murray reeled in the feuding Gamble and Chadwick on

the final lap before passing both at Coram for third.

Coates made it three winners from four races in the finale, as he and Gamble battled past early leader Robertson, who spun in his efforts to fight back. Coates held on to take the laurels, while second was enough for Gamble to secure the title.

● Oliver Timson

### RESULTS (ALL 9 LAPS) – RACE 1

**1** Charlie Robertson; **2** George Gamble +0.919s; **3** Jake Giddings; **4** Declan Jones; **5** Max Coates; **6** Ollie Chadwick. **FL** Gamble 2m27.567s (72.42mph).

**RACE 2 1** Gamble; **2** Niall Murray +20.177s; **3** Coates; **4** Oliver Baisey-Fisher; **5** Giddings; **6** Chadwick. **FL** Gamble 2m26.104s (73.15mph).

### RACE 3 1 Robertson;

**2** Coates +8.501s; **3** Murray; **4** Chadwick; **5** Gamble; **6** Jones. **FL** Robertson 2m17.942s (77.48mph).

### RACE 4 1 Coates;

**2** Gamble +1.214s; **3** Giddings; **4** Robertson; **5** Murray; **6** Jones. **FL** Murray 2m17.485s (77.73mph). **Points 1** Gamble, **117**; **2** Coates, **112**; **3** Robertson, **95**; **4** Murray, **91**; **5** Giddings, **73**; **6** Chadwick, Baisey-Fisher & Jones, **70**.

LOTUS 1000KM BRANDS HATCH, NOVEMBER 5

## Works squad survives scares for enduro success

A DRAMA-PACKED second running of the Lotus 1000km went to Stuart Hall and Gavan Kershaw in the Stratton Motor Company-run works Evora GT4, but not without a few scares along the way.

The 515-lap race was brewing up nicely inside the final 100 laps, with the leading Evora borderline on fuel and Jamie Stanley (notably fastest of the chasing GWS Motorsport drivers) hunting it down.

Although three laps behind, if Stanley could push Hall hard enough the Evora would have to stop.

The Evora team had already had its dramas, a normal (three minutes) pitstop being stretched out to eight and a half minutes while a leaking catch tank was fixed. It handed the

initiative to GWS, but they too had their own pitstop nasties, turning a three-lap lead into a two-lap deficit.

Initially Hall had reacted to Stanley’s push, but then it all went wrong for GWS as Stanley pitted with a rear-toe-link problem. He later rejoined, still on for a podium spot, but now behind the Combat Laser Games Exige-Honda.

Then, cruelly, Stanley repitted, the gearbox having blown – this time it was game over; even his crew pushing the stricken car past the timing beam late on failed to keep it in a top three spot.

With the danger gone, Hall was able to make a stop for fuel. Meanwhile, attention focused on the Elise-class battle, where Adam Bewsey (Witham Cars Japan) drove like a



Works Evora GT4 won by five laps

man possessed to make up the ground lost when team-mate Dan Plant’s car had ground to a halt while leading the class.

In the darkness, Bewsey caught and then passed Steve Williams (LaHay Racing) in a chase that played out over the duration of a normal Elise Trophy race. With Stanley sitting forlornly in the pits, it promoted them to third and fourth overall.

For others, it was a race that might have been. Nick Tandy (Europa Racing) set a searing early pace until gear-linkage dramas heralded a lengthy stop, while the equally rapid Hofmanns team Europa hit problem after problem before eventually retiring.

● Dud Candler

**RESULTS (515 LAPS)** 1 Stratton Motor Company: Gavan Kershaw/ Stuart Hall (1x Evora GT4);

2 Combat Laser Games: Chris & Doug Setters/Chris Headlam (1x Exige-Honda) -5 laps; 3 Witham Cars Japan: Adam Bewsey/Yuji Shinohara/Dan Plant (2x Elise); 4 LaHay Racing: John LaMaster/ David Hay/Steve Williams (3x Elise); 5 GWS Motorsport: Glenn Sherwood/Jamie Stanley/Luigi Valentino Mazza (1x Exige Cup); 6 Team ODRIC: Steve Quick/Andrew Wright/Eugene O’Brien (2x Elise). **Class winner** Witham Cars Japan. **Fastest lap** Stratton Motor Company 52.158s (83.37mph).



Doran Jr won revived Rallycross Grand Prix

BRITISH RALLYCROSS GRAND PRIX CROFT, NOVEMBER 6

## Scott is title runner-up as Doran wins Grand Prix

**RALLYCROSS CAME**

back to Croft after a two-year break and provided two days of drama and action in which Liam Doran battled to victory in the rejuvenated British Rallycross Grand Prix.

The first of the two days contained the final round of the British championship,

in which Andy Scott snatched a last-gasp win.

British champion-elect Julian Godfrey had the title in his pocket before the event started, while Scott lay fourth as one of four who had a chance to finish as runner-up.

Fastest time in the second heat and second in the third

put Scott’s Ford Focus on pole for the A final. Godfrey qualified his Fiesta second, ahead of David Binks (Fiesta), who began the event second in the series. Pat Doran, champion for the past two years, was also in the fight for second and his Focus made the A final as the last direct qualifier.

Out of the fight, Steve Hill had a tough day and was finally sidelined when his Lancer E10 expired in the third heat. Per Eklund was cautious in Scott’s Peugeot 306 but won the B final.

Godfrey got the best start to lead from Scott and Binks, while Kevin Procter surged from the back of the grid to fourth.

The order looked set, but at the last bend Scott found a gap and snatched the lead, Binks going with him and then running the Scotsman close to finish within six hundredths of a second. Scott took second in the points with his win.

Mark Watson had a fine run on home ground, but retired his Citroën on the third lap, while Tony Bardy’s run in Procter’s Puma was halted on the last lap when the turbo failed and caused a fire.

Back in action after an overnight engine rebuild, Liam Doran qualified his Citroën second for the GP A final and then got the drop on polesitter Binks.

The race was resolved on the second lap, as Doran struggled with a broken gearbox and was challenged by Binks. He fought back, but the tussle ended with Binks off the road. Doran

then had an enormous lead and took a clear win. “The steering was broken before the start and I only had first and fourth gears after the first lap,” said Doran Jr.

Godfrey came through to take second, surviving a collision with a displaced stack of course-marking tyres and holding Scott at bay.

● Tim Whittington

**RESULTS – SUPERCAR A FINAL (4 LAPS)** 1 Andy Scott (Ford Focus II) 3m23.545s; 2 David Binks (Ford Fiesta VII) 3m24.508s; 3 Julian Godfrey (Ford Fiesta VI) 3m24.834s; 4 Kevin Procter (Ford Focus II) 3m26.205s; 5 Pat Doran (Ford Focus) 3m30.750s; 6 Per Eklund (Peugeot 306) 3m40.956s; 7 Tony Bardy (Ford Puma) 3 laps; 8 Mark Watson (Citroën Xsara) 2 laps. **RALLYCROSS GP (4 LAPS)** 1 Liam Doran (Citroën C4); 2 Godfrey; 3 Scott; 4 P Doran; 5 Procter; 6 Steve Mundy (Ford Focus); 7 Derrick Jobb (Ford Escort); 8 Steve Hill (Mitsubishi Lancer E10). **Points** 1 Godfrey, 173; 2 Scott, 160; 3 Binks, 156; 4 P Doran, 143; 5 Hill, 132; 6 Procter, 108.

# LYNN'S KING IN RENAULT

The Fortec racer did the best job in 2011 and blew away the opposition. By *MARCUS SIMMONS*



Lynn where he was at his best: out front in the lead

**T**his was a troubled second season with the latest Barazi-Epsilon chassis in Formula Renault UK.

Thanks mainly to economic meltdown, combined with rising costs since the introduction of the new car, there was a hardcore of just a dozen competitors spread across four teams.

Alex Lynn dominated the championship. At the start of the season he was one of only two second-year drivers, along with Ollie Millroy, and of this duo it was Lynn – remaining with Fortec Motorsport – who showed consummate professionalism and application, and bolted out of the blocks with a string of early wins.

Two separate post-race scrutineering issues during the season sparked some mutterings on all sides, but they should not detract from the efforts of Lynn, who it is fair to say would most likely have taken the title – comfortably – with any of the ‘big four’ teams.

As Tio Ellinas, Lynn’s closest rival for most of the season, said at the final round: “Alex deserves the championship. He’s always been the one setting the quick times.”

The battle, such as it was, between Lynn and Ellinas was fought in the best of spirits, each having a strong respect for the other. Moving up from Formula

Ford to the Atech Reid team, Ellinas was something of a revelation early in the season, but his performance stalled from mid-season and it was tough for the team – lacking a driver experienced in aero cars – to work out whether it was doing anything wrong.

This meant that the impudent Oliver Rowland leapfrogged Ellinas for second in the points – by setting fastest lap on the final lap of the very last race of the season! Rowland, who lined up with Lynn at Fortec, was on a par early in the season with fellow Yorkshire ex-karter Jack Hawksworth. But the Racing Steps Foundation-backed Rowland, an ex-McLaren protege, made great progress to the point where even Lynn struggled to keep up in the penultimate round on the Brands Hatch GP circuit.

Hawksworth started the season with Mark Burdett Motorsport, switched to Atech and then returned to MBM. He’s sensational in the wet/damp, but still lacks the last couple of tenths in the dry and perhaps puts himself under too much pressure for instant success, which is always tough for an FR rookie. If he moves to the US next year, as he intends, he’ll be a star (Mazda!) turn.

Yet another Yorkshireman, Dan Cammish, overshadowed Hawksworth late in the year at MBM and impressed mightily on his late graduation from Fford (he joined the series at the fourth race weekend). Despite no pre-season testing, Cammish was usually challenging for a podium. He took sixth in the points, one spot behind Australian Mitchell Gilbert; another

driver with Fortec, the car-racing rookie looked very good on technical circuits.

When Millroy threw in the towel after four rounds, series talisman Manor Competition was left with three Renault rookies and paid the price. Jordan King, and to a lesser extent Alice Powell, both had a great turn of speed – King led strongly at Snetterton – that appeared only in flashes. Josh Hill was usually in the midfield and was arguably the series’ second-best overtaker (behind Rowland).

By the end of the season, Dan Wells was sometimes heading these guys. He made great progress with Atech, as did fellow raw-on-experience racer Oscar King. Both would be leading runners if they had another shot at the series. ❧

## AUTOSPORT DRIVER RATINGS

### 1 Alex Lynn



Lanky Essex lad was apple of Fortec’s eye – for good reason. At his best when out front, which was most of the time in 2011 as he took season-record 12 wins. Clever approach should suit F3.

### 2 Oliver Rowland



Has faced much personal tragedy off track, but he’s a whirlwind of energy on it. Overdrove a bit in qualifying – typical rookie – but a stunning overtaker and big talent. Eurocup champ in 2012?

### 3 Tio Ellinas



Lovely, classy driving style belied his lack of aero experience. Couldn’t quite keep up his early momentum, and needs to be a bit more assertive in overtaking if he graduates, as hoped, to GP3.

## 2011 FORMULA RENAULT UK FINAL STANDINGS

Driver (Team)	Pts	Wins
1 Alex Lynn (Fortec)	521	12
2 Oliver Rowland (Fortec)	475	4
3 Tio Ellinas (Atech)	475	2
4 Jack Hawksworth (Burdett/Atech)	333	1
5 Mitchell Gilbert (Fortec)	317	1
6 Dan Cammish (Burdett)	285	0

# MASTER MALVERN MAKES IT COUNT

Sophomore racer Scott Malvern's decision to stay more than paid off. *By KEVIN TURNER*

**S**cott Malvern took a risk by coming back to British Formula Ford this year. The 2010 runner-up should have moved up, but budget issues meant he ended up returning, and switching to the pacesetter Jamun Mygale squad from Cliff Dempsey's Ray equipe.

Malvern had to dominate and he did. A tense opening round at Silverstone, where he clashed twice with JTR's lead driver Geoff Uhrhane, indicated the pressure might be getting to Malvern. But he responded brilliantly, scoring 11 straight wins (excluding his separate EuroCup successes) to take the title initiative.

Normally the pacesetter, Malvern was also able to use his racing nous to win when others seemed quicker, such as against team-mate Jeroen Slaghekke in the first Brands Hatch Indy race.

He reached the top of the table at the Brands round in June and never looked back, ending the season with 17 wins, 12 fastest laps and 12 poles from the 24 races. Winning all four EuroCup events and the Brands Hatch Festival capped a truly remarkable year.

Australian Formula Ford graduate Uhrhane was expected to be the closest threat and certainly started the season well, but things just didn't go to plan. The odd clash, occasional mistake, and poor luck all contrived to limit him to fifth in the standings. He had more than his fair share of gearbox failures, which the team felt showed something of a lack of mechanical sympathy.

Team-mates Dan de Zille and Tristan Mingay occasionally made it into the fight for podiums, but rarely matched Uhrhane's pace despite their extra experience of UK tracks.

Instead it fell to Slaghekke and British series rookie Nick McBride to take the fight to their Jamun colleague Malvern.

Slaghekke led the standings early on and would have been more of a threat had he been able to match Malvern in the early-lap jousting. McBride was rarely quite as quick, but became a

consistent threat and thoroughly deserved his Donington Park victory, in which he dived past Malvern on the final lap.

Outside Jamun and JTR, Antti Buri was probably the most unfortunate not to win a race. Eight podiums and consistent scoring in his own Mygale took him to fourth in the standings, his best showing yet in his third year in this discipline.

Unlike recent seasons, there was little opposition to the Mygales, the French marque winning all the championship rounds for the first time. That was probably more down to the lack of numbers and inexperience of the opposition than a significant difference in chassis performance.

Successful karter Matt Parry didn't have the race experience, or a team-mate, to help him develop and failed to progress beyond showing the occasional turn of speed. Neil Alberico had similar issues in CDR's new Ray GR11.

Overall, the grid was down this year.

Malvern used experience and pace to excellent effect



## AUTOSPORT DRIVER RATINGS



### 1. Scott Malvern

A no-brainer for the number one slot. Malvern had to win the championship by a big margin and put a mediocre opening round at Silverstone behind him to do just that.



### 2. Jeroen Slaghekke

The most improved driver over the winter, Slaghekke was often the closest challenger to team-mate Malvern. But for being outfumbled a few times, might have won more than three races.



### 3. Geoff Uhrhane

Tough call between Uhrhane and Nick McBride, especially given the latter's lack of experience. Despite the odd error, Uhrhane takes it for more pace and being top driver in his team.

Only 17 cars scored points, though the EuroCup grids with the Benelux runners – of which Zandvoort winner Joey van Splunteren was the best – were invariably strong. It's also fair to say that Formula Ford suffered less in the difficult financial climate than Formula Renault UK, but next year will be key.

In 2012 the Duratec engine – which reinvigorated the category in 2006 – will take a backseat to the new EcoBoost unit. Just how many of the teams will be able to afford the switch remains to be seen, but it should at least provide an opportunity for someone to topple Jamun, which has now run the past seven champions. ❧

2011 FORMULA FORD UK FINAL STANDINGS		
Driver (Team)	Pts	Wins
1 Scott Malvern (Jamun Mygale SJ11)	614	17
2 Jeroen Slaghekke (Jamun Mygale SJ11)	510	3
3 Nick McBride (Jamun Mygale SJ11)	507	1
4 Antti Buri (LMS Mygale SJ11)	480	0
5 Geoff Uhrhane (JTR Mygale SJ11)	391	2
6 Dan de Zille (Mygale SJ11)	383	0

One victory was also taken by Joey van Splunteren (Provity Racing Mygale SJ07). Standalone EuroCup rounds at Spa and Zolder not included.

## YOUR SAY

What you think of the motorsport news of the past week



### A lifeline for the backmarkers?

Richard Hargrave (Your Say, November 3) was right to say that Formula 1 should remain an arena where every entrant builds its own car, but it is clear that the newest teams have struggled since 2010 and I think that one of the reasons is that they no longer have the testing route to aid development.

Why not let any team finishing outside the championship top 10 (plus non-points-scorers) undertake unlimited in-season testing while the others remain subject to the existing restrictions. New entrants would also be exempted.

**David Chapple**, Northants

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**I see that** Luca di Montezemolo has warned that Ferrari's presence in F1 depends on changes to the sport being made to suit his team. More childish threats. It's like going back to the 1980s!

Allowing third cars would ensure the top teams lock out the points, meaning fewer points-scoring teams and, as a result, fewer teams in the future.

The FIA should tell Luca where to go. If he doesn't like it, he can go and race elsewhere!

**Richard Hargrave**  
Hitchin, Herts

**As a fan of** 50 years, I fully agree and am excited that Luca di Montezemolo has said that F1 is Ferrari, that third cars would be cool, and that 90 per cent aero-based car performance is stupid.

I pray he insists on a spec cross-section on cars in a few places to destroy useless aero investigation, and makes every GP Friday an all-day test, while still limiting private running.

Using F1 car development to drive road-car progress rocks. Aero is stupid.  
**Johnnie Crean**  
Hawaii

**I was delighted** to read that there will only be one team called Lotus next year in F1. The question of how Tony Fernandes was ever allowed to buy the rights to the name 'Team Lotus' in the first place has not been answered, but I think it is very gracious of him to agree to change the name to Caterham and relinquish his legal rights.

As monumental cock-ups go this was like Manchester United agreeing to a newly formed football team being called United Manchester!  
**Jacob Hanerman**  
Essex

**What a mouthwatering** prospect Signature taking on British F3 would be (AUTOSPORT, November 3).

To have the team take on Carlin would be massively exciting and put British F3 back on the map big-time. More competitive seats would attract more of the cream of junior talent from around the world and just be brilliant.

Come on Philippe Sinault – you know you want to!  
**Michael Skeet**  
Eastleigh, Hants

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. VIRGIN APPLIES FOR NAME CHANGE
2. RENAULT STILL IN THE DARK OVER KUBICA
3. 'MINUTE'S NOISE' MOOTED FOR SIMONCELLI
4. MICHAEL JOINS McLAREN FOR FINAL RACES
5. HERBERT: MASSA DESERVED PENALTY

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**IN DEFENCE OF FELIPE MASSA**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

**WIN!**



### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

- In Pit and Paddock (October 27, p13) American rising star Spencer Pigot's surname was spelled incorrectly.
- Apologies to Reece Somerfield – he is the winner of this year's Caterham Supersport title, not Lee Wiggins as we claimed in our report on the Silverstone finale (Oct 27, p91).

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

# THE LATEST GEAR

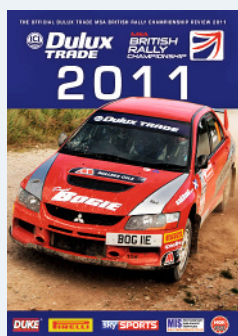
The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



**JAMES COURTNEY 2010 FORD FALCON V8 SUPERCAR MODEL**

£139.99 each  
autosport.com/shop

Australian model firm Biante has released this 1:18-scale replica of the Dick Johnson Racing Ford Falcon in which James Courtney secured the 2010 V8 Supercar title. The car comes with opening doors, bonnet and bootlid, as you'd expect with this scale and price, but the detailing goes way further than that: even the harnesses are attached correctly to the rollcage, while the passenger footwell features all the engine management gubbins.



**2011 BRITISH RALLY CHAMPIONSHIP DVD**  
£19.99 (4 hours)  
dukevideo.com

Full highlights of the six-round British Rally Championship, in which young Scot David Bogie (Mitsubishi) beat young Welshman Elfyn Evans (Subaru) to the title. The DVD features action from every round, on-board footage, driver interviews and bonus material.



**MAG MOUCH MONACO RETRO CUFFLINKS**  
£19.99  
autosport.com/shop

These superb retro cufflinks feature the artwork from one of the famed George Hamel (better known as Geo Ham) Monaco GP posters and come in a smart case. The firm also makes Lotus 49 cufflinks. Almost too cool to take out of the box and wear...



**STEVE McQUEEN - A PASSION FOR SPEED**  
£25 (978 0 7603 4248 0)  
autosport.com/shop

Frederic Brun's photo-heavy, 192-page hardback book charts the king of cool's love all of all things wheeled and motorised, with dozens of previously unpublished images of desert racing buggies, Le Mans Porsches, road-going sportscars and antique motorcycles.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: RICHARD BURNS FOUNDATION VIDEO**



**SEARCH FOR:** The Richard Burns Foundation (official Video) (7:31)  
On the eve of the 10th anniversary of the late Richard Burns's WRC title for Subaru, this powerful film celebrates his memory and features personal insights into his life – and death – from friends and family.

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## ROCKINGHAM

**BARC**

**November 12**

**Admission £10**

**Tel: 01536 500500**

The Formula Renault Finals series (new Winter Cup) concludes at Rockingham with two races, supported by three Renault Clio Cup encounters and a Sports and Saloon Challenge double-header.



Hill and Rowland could battle it out at the Rock



MX5 slipstreaming ahead – for 12 hours!

## BRANDS HATCH INDY

**MSVR**

**November 12**

**Admission £13**

**Tel: 01474 872331**

If you like tin-tops, Brands Hatch is the place to go this Saturday. The bizarrely calculated Victor Meldrew Trophy is joined by two races each for the Project 8 Racing Saloons, Tin Tops and Intermarque League, plus a single Club MSV Team Trophy contest.

## SNETTERTON 300

**BRSCC**

**November 12**

**Admission £13**

**Tel: 01953 887303**

Ma5da MX5 racing has provided some of the most popular and hard-fought fights on the club scene in recent years. This is the big one: the inaugural Ma5da 12 hours, which starts at 9am.

## WORLD RALLY CHAMPIONSHIP

**Rd 13/13**

**Rally of Great Britain, Cardiff**

**November 10-13**

**wrc.com**



Britain's muddiest weekend of top sport

## F1 returns to the Middle East



## FORMULA 1 WORLD CHAMPIONSHIP

**Rd 18/19**

**Yas Marina, Abu Dhabi**

**November 13**

**formula1.com**

## GP2 SERIES

**Non-championship races**

**Yas Marina, Abu Dhabi**

**November 12-13**

**gp2series.com**

## PORSCHE SUPERCUP

**Rd 10/10**

**Yas Marina, Abu Dhabi**

**November 12-13**

**porsche.com**

## INTERCONTINENTAL LE MANS CUP

**Rd 7/7**

**Zhuhai, China**

**November 13**

**lemans.org**

## NASCAR SPRINT CUP

**Rd 35/36**

**Phoenix, Arizona, USA**

**November 13**

**nascar.com**

## V8 SUPERCARS

**Rd 12/14**

**Symons Plains, Tasmania, Australia**

**November 12-13**

**v8supercar.com.au**

Who'll be V8 Tassie devil?



## Television

### THURSDAY NOVEMBER 10

0200-0300, 1000-1100 [Sky Sports 4](#)  
World GT1: San Luis highlights

### FRIDAY NOVEMBER 11

0855-1035 [BBC Red Button](#)  
Formula 1: Abu Dhabi GP practice 1  
1255-1435 [BBC Red Button](#)  
Formula 1: Abu Dhabi GP practice 2  
2300-2330 [ESPN](#)  
WRC: Rally GB Day 1 highlights  
2235-2340 [Motors TV](#)  
WRC: Rally GB Day 1 highlights

### SATURDAY NOVEMBER 12

0030-0330 [Premier Sports LIVE](#)  
NASCAR Trucks: Phoenix  
0115-0215, 0900-1005, 1210-1310,  
1620-1720 [Motors TV](#)  
WRC: Rally GB day 1 highlights  
0600-0630, 1500-1530 [ESPN](#)  
WRC: Rally GB day 1 highlights  
0845-0945 [ITV 4](#)  
Motorsport UK  
0955-1105 [BBC Red Button](#)  
Formula 1: Abu Dhabi GP practice 3  
1115-1200 [Eurosport LIVE](#)  
Porsche Supercup: Abu Dhabi race 1  
1215-1430 [BBC 1 LIVE](#)  
Formula 1: Abu Dhabi GP qualifying  
1630-1730 [ESPN](#)  
DTM: 2011 season review  
2100-0030 [Premier Sports LIVE](#)  
NASCAR Nationwide: Phoenix  
2200-2230 [ESPN](#)  
WRC: Rally GB day 2 highlights  
2235-2340 [Motors TV](#)  
WRC: Rally GB day 2 highlights

### SUNDAY NOVEMBER 13

0115-0215, 0900-1015, 1425-1525,  
1750-1855 [Motors TV](#)  
WRC: Rally GB day 2 highlights  
0730-0900 [Eurosport LIVE](#)  
ILMC: Zhuhai  
1030-1115 [Eurosport LIVE](#)  
Porsche Supercup: Abu Dhabi race 2  
1200-1300 [ESPN LIVE](#)  
WRC: Rally GB Power Stage  
1210-1515 [BBC 1 LIVE](#)  
Formula 1: Abu Dhabi GP  
1515-1615 [BBC Red Button](#)  
Formula 1: Abu Dhabi GP post-race forum  
1900-2000 [BBC 3](#)  
Formula 1: Abu Dhabi GP highlights  
2000-0130 [Premier Sports LIVE](#)  
NASCAR Sprint Cup: Phoenix  
2100-2115, 2315-2330 [Eurosport](#)  
Motorsport Weekend  
2200-2230 [ESPN](#)  
WRC: Rally GB day 3 highlights  
2235-2340 [Motors TV](#)  
WRC: Rally GB day 3 highlights

### MONDAY 14 NOVEMBER

0200-0255 [ITV 1](#)  
Motorsport UK  
0900-1015, 1245-1345 [Motors TV](#)  
WRC: Rally GB day 3 highlights  
0900-1000 [ESPN](#)  
WRC: Rally GB highlights  
1900-2000 [Sky Sports 3](#)  
NASCAR Sprint Cup: Phoenix highlights  
2320-0020 [BBC2 Wales](#)  
WRC: Rally GB highlights

## Online

# AUTOSPORT.COM

Coming up on the web this week

### RALLY GB

It's D-Day for Mikko Hirvonen as his battle with Sebastien Loeb for the World Rally Championship reaches its conclusion on Rally GB. AUTOSPORT.com will be at the heart of the action to bring you up-to-the-minute stage reports from the Welsh forests and the latest news from the service park. Plus unrivalled coverage of the Abu Dhabi Grand Prix, and read what Prodrive chief David Richards gets up to on an average working day.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV adverts



Lewis: "I'd like to apologise to the team for missing this bus"

McLAREN: WANT TO turn Lewis's frown upside down and into a smile? The answer is simple and is staring right at you. Give him some oversized Lego – preferably in the shape of a massive F1 car – to play with.

If advertising has taught us nothing, it's that Santander sells novelty retro boys' toys, and Lewis loves them. The next time he's stomping back from a ticking off from the stewards, hand him an enormous Big Trak and watch those blues disappear. Probably.

In fact, when he's not back at home in Switzerland bouncing on

a giant space-hopper, Lewis can be found standing outside *Revved Up's* flat obstinately refusing to get on a bus – he's been there for weeks. And at the next stop down the line Jenson Button is doing likewise. Of course, Jenson's hair looks much nicer – as it should do after everything he has to go through just to get some product in it...

"Racing, bracing, spacing, a cup of tea would be amazing." He sounds like a drunken tramp who's mid-bender in the high street.

Still, that's a whole lot times more sane than the lifestyle Fiat would have

you believe Fernando Alonso indulges in when he's not being a multi-millionaire, double world champion Ferrari racer. In this alternate universe, Alonso likes nothing better than driving a 500 into a cinema, around a supermarket, playing pool through the window and something that looks suspiciously like dogging in a car park. All dubbed with a Manuel-style Spanish voice that is obviously not his!

But these are the ads

that actually made it to our screens. Just imagine the creative meeting where Felipe Massa is seen as the ideal candidate for Claims Direct, and surely a huge opportunity has been missed by Eddie Jordan not fronting one of those campaigns aimed at giving you a few quid for your old gold jewellery.

Or what about Murray Walker and Damon Hill trying to flog us pizza? Nah, that's going too far... *Revved Up*

"Surely an opportunity has been missed by Eddie Jordan not fronting a campaign giving you a few quid for gold jewellery"

# THE WEEK IN PICTURES

Our lensmen pounding the beat from Argentina to China

## THAT'S ONE WAY TO CELEBRATE BEING CROWNED WORLD CHAMPION

Just a couple of hours after clinching the World GT1 crown, Lucas Luhr found himself in this unenviable situation at the start of race two



## DANICA'S TRIBUTE TO WHELTON

Danica Patrick raced for the first time since the IndyCar race at Vegas, finishing 11th in NASCAR Nationwide at Texas. Her tribute helmet is available to bid for on ebay, or follow @dwheldonauktion on Twitter



## PETTY GETS A STEER ON THE SITUATION

Kyle Petty probably drove a couple of donkeys in his NASCAR career, but we're not sure he rode many bulls - until now!



## CHINESE TAKEAWAY IN THE PADDOCK

The World Touring Car Championship's visit to China featured this intriguing scene...

# FROM THE ARCHIVE

Juha Kankkunen wins Lombard RAC Rally, November 1991



“After a year like this it is a pity we can’t split the title, but there is only one winner”

JUHA KANKKUNEN

Kankkunen/Piironen  
Lancia won the RAC

**MIKKO HIRVONEN MAY BE FACING A DAUNTING** challenge to overhaul an eight-point deficit to Sebastien Loeb and prevent the Frenchman from taking a record eighth WRC title in the season-ending RAC Rally, but a Finn overhauling a deficit heading into the year’s finale and claiming an unlikely crown has been seen before.

Almost exactly 20 years ago Juha Kankkunen claimed a then-record third WRC crown with a last gasp triumph over Carlos Sainz. In many ways the victory was unlikely: Kankkunen had won fewer stages than Sainz, had trailed the Spaniard by 40 points with just five rallies to go and was behind heading into the denouement.

As was the case this year, however, the championship changed course dramatically in Rally Australia, when Sainz – like Loeb – failed to finish after rolling his Toyota Celica and suffering heavy damage. Sainz, again like Loeb, then retired from his home rally in Spain, allowing Lancia’s Kankkunen to close to within a solitary point of the championship lead heading into the RAC Rally finale.

Sainz initially led, but the rally – and the championship – was decided in the forests of Kielder.

The Spaniard, struggling with a fan issue that was causing his car to overheat, led Kankkunen by 21 seconds heading into the infamous forest complex. By the finish he was over five minutes in arrears and, unable to recover, he was forced to surrender the title.

Sainz’s woes were compounded when the team’s spotter plane – used to relay new route information – was grounded with a damaged engine, leaving him to rely on 10-day-old pacenotes for terrain that had been recently buffeted by heavy winds and rain. In the dusk he fell off and the resulting damage necessitated a head-gasket change, dropping him out of contention.

Kankkunen, meanwhile, enjoyed the assistance of his Lancia team-mate Didier Auriol, who had earlier also fallen foul of the Kielder terrain, compromising his own chances. From then on he was to help Juha, as Jari-Matti Latvala has been asked to do with Hirvonen, to his fifth win of the year, and with it his third WRC title.

Critics pointed to the fact Sainz had won 113 stages to Kankkunen’s 56 that year as evidence that perhaps the fastest man had not been victorious, but the Finn paid no heed. “After a year like this it is a pity we can’t split the title,” he said, “but there is only one winner and this is not the only chance for young Carlos.” ❄

## THIS WEEK IN...



**NOVEMBER 10, 1977**

**PETER GETHIN ANNOUNCED HIS** retirement from motor racing at the age of 37, bringing to a close a 15-year career that included victory in the 1971 Formula 1 Italian Grand Prix.

Gethin had started racing in a Lotus Seven in 1962, quickly graduating to a Lotus 23 and then F3 equipment. It was in 1969 that his career truly blazed, as he dominated the Formula 5000 championship. His superiority went unchecked in 1970, leading to a first F1 drive for McLaren in the Race of

Champions. He would join the team following Bruce McLaren’s death in a Can-Am test at Goodwood, before moving to BRM, with which he scored his Monza victory in a slipstreaming classic, beating Ronnie Peterson by 0.01s.

In the UK, Graham Elmore made it a hat-trick of Wydean Forest Rally victories. Co-driver Stuart Harrold was once again by his side, as heavy rain caused chaos and led to fears that the rally may have had to be cancelled.



PICTURE: WWW.MCKLEIN.DE



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# JURGEN BARTH

■ Le Mans 24 Hours ■ June 11-12, 1977 ■ Porsche 936/77 ■ Back-to-front victory in a hobbled car



Barth rounds Mulsanne en route to Porsche win

## THE BEST RACE I TOOK PART

in was the Le Mans 24 Hours in 1977 – the one I won with Jacky Ickx and Hurley Haywood in the Martini Porsche 936/77 after fighting back from problems.

The problems for the works 936s started after just 20 minutes into the race when we had a fuel-pump problem on our car, the #4. It took 45 minutes to fix so we were then well down the order.

Then the #3 Ickx/Pescarolo car broke a conrod after Henri over-revved the engine, so that was out. An hour or so later, the third works car, the older 935/77 driven by Rolf Stommelen and Manfred Schurti, also retired with a broken engine, so it was left to Hurley and me to fly the flag.

Then Porsche decided to put Ickx in with us, to help get the car back into contention. Jacky and I drove absolutely flat-out – Hurley was not as quick and didn't do any stints in the dark as he struggled to see properly. We lost our mirrors at one point, but we were going so fast we didn't need to worry about who was coming up behind!

Jacky was absolutely crazy in the car, especially during the night. He

**"The mechanics worked out it was a piston problem, blanked it off, turned down the turbo boost and I went back out, less one cylinder, but with our lead intact"**

made up so many places – we were as low as 41st at one point.

Everything was going to plan, the car working really well and we were up to third by the halfway point and second a few hours later.

We took the lead in the 18th hour and had a good gap to the second-placed Mirage of Vern

Schuppan and Jean-Pierre Jarier.

Then, in the last hour, the car broke a piston. Jacky and I had been easing off on the straights because the rev-counter had broken, leaving us to listen to the revs. It wasn't Hurley's fault – he didn't know.

He came into the pits with an hour's lead and the mechanics

got to work, thinking at first it was a turbo problem. They soon worked out it was a piston, blanked it off, turned down the turbo boost and I went back out still with our lead intact. And I held on to take the chequered flag by 11 laps in our five-cylinder Porsche!

I was lucky to have two great wins in the World Sportscar Championship in 1980 – in the Nurburgring 1000km with Stommelen in the 908/4 and later that year at Dijon with Pescarolo in the 935 – but my Le Mans win has to be the best. We had nothing to lose, went flat-out and no-one could catch up – it was perfect. ✪  
*Jurgen Barth was talking to Henry Hope-Frost*

## IN PROFILE



**GERMAN JURGEN BARTH IS THE** son of former Porsche sportscar racer and 1959 Targa Florio winner Edgar Barth. A trained engineer, Barth Jr soon moved into racing and continued the family tradition of driving for Porsche. He raced at Le Mans 13 times – all in Stuttgart machines, winning in 1977, finishing second in '78 and third in '82. After retiring, he helped set up the BPR Global GT series (the B stood for Barth) and co-wrote a Porsche racing history book.



**NEXT WEEK**

**Miguel Angel GUERRA**

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## Prepare for the cold with Audi winter tyres

Winter tyres work considerably better in all conditions when the temperature drops below 7°C. In certain parts of the UK this can be as early as September. And when you consider that our average winter temperature is just 3.7°C, the benefits really become apparent. For example, in cold weather conditions, you'll find that winter tyres offer 60% more grip than summer tyres.

Winter tyres are equipped with specially designed rubber compounds and tread patterns that will give noticeably more traction and steering response, significantly reducing stopping distances in the winter months.

With a range of specially selected tyre packages available, you might also find they cost less than you'd expect.

Find out more at your local Audi Centre, or visit [audi.co.uk/wintertyres](https://www.audi.co.uk/wintertyres) to see video demonstrations of the difference the right tyres can make.

Sources: Met Office; Tyresafe