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**21-PAGE
ABU DHABI
GP ANALYSIS**

**Lewis finds focus
as Vettel blows out**
P28



**“This weekend
I was able to
think straight”**

**His plan to turn
new-found form
into 2012 title bid**
P8

Under-fire Hamilton answers his critics

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| Bahrain GP | (Sakhir) | 22 April |
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| Monaco GP | (Monte Carlo) | 27 May |
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| Hungarian GP | (Budapest) | 29 July |
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| Italian GP | (Monza) | 9 September |
| Singapore GP | (Singapore) | 23 September |
| Japanese GP | (Suzuka) | 7 October |
| Korean GP | (Yeongam) | 14 October |
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“One word: awesome! This weekend was the perfect rehearsal for 2012 and we made the most of it”

YOUNG BRITON JAMES CALADO IS A HAPPY CHAP AFTER TAKING A REVERSED-GRID WIN ON HIS GP2 DEBUT IN ABU DHABI

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Races without a new winner in F1 – a record. The last to break his duck was Mark Webber in 2009. The previous record streak ran from Japan 1989 (Nannini) to Belgium '92 (Schumacher).

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POLE POSITION

Hamilton finds the back of the net once again



IF YOU'LL FORGIVE ME A FOOTBALLING metaphor, Lewis Hamilton has played like a top striker in the midst of a goal drought. He's found himself in the referee's notebook too many times as his frustration has manifested itself in desperate lunges to score that elusive goal.

Last Sunday in Abu Dhabi he might have scored one off his backside in the opening minute, as Sebastian Vettel went spinning off, but he went on to spearhead his team with a man-of-the-match performance.

Whatever the reasons for Hamilton's recent personal issues – be they Pussycat doldrums, lacking a support system or being outscored by his team-mate – he came out of this darkness with a faultless display. Martin Brundle made a great point when he said of the modern-day F1 racer: "They've never been to a job interview, never been to uni, never been fired – they've not lived. When it gets tough, they've got nothing to fall back on".

We expect a lot from our sports stars, but perhaps we should also accept that they're human, too. Let's hope Lewis's problems are now behind him, and he can continue that scoring streak.

Charles Bradley, editor

BAMBER'S WEEK





WRC

Sebastien Loeb: master of all he surveys

World rally king Sebastien Loeb hung on to his crown for the eighth year on the trot following a dramatic title finale in Wales last week. The Frenchman didn't finish Rally GB after a minor road accident, but neither did Ford's Mikko Hirvonen, the only man who could have denied the Citroen superstar an extension to his record-breaking run. Rally GB report, p54.



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Lewis hits the reset switch

Hamilton claims that he is returning to his old form after Abu Dhabi victory. By EDD STRAW

Lewis Hamilton says that he is on the "right path" to being back to his best for 2012 after his season-saving victory in the Abu Dhabi Grand Prix.

Hamilton admitted during the Abu Dhabi race weekend that, despite some high points, this had been a season of "massive underachievement". But after three winless months, his performance on Sunday suggested that his claim to be "clearer in my mind" after self-confessed off-track problems is justified. He also hinted that he had questioned himself following his spate of blunders.

"Considering how tough it has been and how bad this season has been it was very important to answer the critics and also to answer myself," he said after the race. "The summer months were really difficult to get through. I think we are on the right path."

"I've had my family members with me here which has been really positive. I've been a little bit clearer with my thought processes this week. I know what I want, how I want it and how to get it. I've been dedicating myself to that."

CHANGE IN APPROACH

After reaching his nadir in Singapore after another clash with Felipe Massa that earned him yet another penalty,

Hamilton has changed his approach.

While his high-profile split from Pussycat Doll girlfriend Nicole Scherzinger appears not in itself to be at the root of his recent turnaround – in Abu Dhabi he described her as "the most positive thing in my life" when they were together – he has stopped spending time off in America.

He has also invested more time with his family and has talked about creating a "happy bubble" around himself. He made it clear that this is a work in progress, but it is a reversal of his previous approach.

Last year, in an interview with AUTOSPORT in Korea, he explained that he was enjoying being at grand prix weekends alone, saying that, "I like having visitors every now and again, but I kind of like it on my own. I don't have any weight on me."

But it is clear that this approach has not worked. Privately, senior figures in the team have expressed concern about Hamilton's mindset and whether he has become distracted by other aspects of his life. Lewis's father Anthony suggested in Singapore that his management – XIX Entertainment – wasn't doing enough to help his son and although he later backtracked from that position publicly, the concern was genuine.



Victory in Abu Dhabi was vital for Hamilton

By Lewis's own admission, there have been personal problems. When asked in India whether team-mate Jenson Button's strong performances have made life harder, Hamilton replied: "My issues have been much bigger than that – they've been more personal."

HOPES FOR NEXT YEAR

If Hamilton can repeat the victory in Brazil next weekend to take his seasonal tally to four, by his own standards it will have turned around his season.

"It would make a big difference if I was to be able to have two clean races and, on top of that, winning would be beautiful," he said before the race when asked if a double

"I know what I want, how I want it and how to get it. I've been dedicating myself to that"

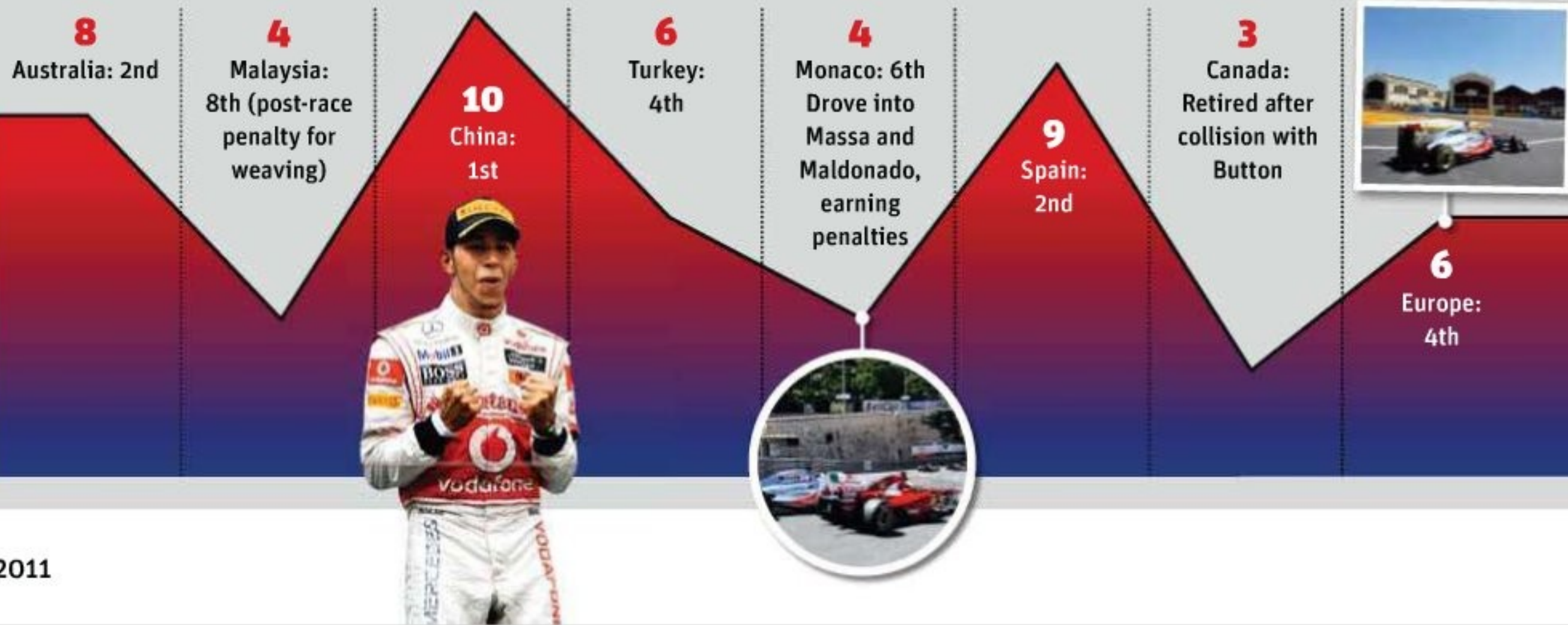
Lewis Hamilton

win would transform his campaign.

While a first victory at Interlagos, where he won the title in 2008, will be tough as he will have to beat Sebastian Vettel and Red Bull, it would give him the perfect finish to take into the off-season. Then he will have the chance to consolidate his recent progress and ensure he is at the top of his game to start 2012.

Hamilton's season to date

AUTOSPORT F1 Editor Edd Straw rates, out of 10, each of Hamilton's races in 2011.



AUTOSPORT SAYS...

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Reading too much into someone's body language and demeanour is a dangerous business. But on the podium, Lewis Hamilton seemed a man shorn of the weight of the world. I can't pretend to know what has been going on inside the 2008 world champion's head of late, but enough people close to him have expressed concerns to prove that something wasn't right. But it's not just about this victory. During the past three races, Hamilton has talked candidly about his struggles and genuinely seems to be emerging from his self-confessed slump.

The mistakes of Spa and Singapore in particular were worthy of a rookie backmarker, not one of F1's best racers. The litany of errors was worrying and it was clear that his struggles were rooted off- as well as on-track. Some blamed his LA lifestyle and visits to now ex-girlfriend Nicole Scherzinger, so maybe putting that behind him has been part of this process.

One win doesn't solve everything. But it's clear Hamilton is now focused, perhaps more so than at any time in his career. If he can sustain that intensity, it can potentially lift him to greater heights than ever before. With Sebastian Vettel raising the bar for what is expected of a world champion this year, that sets the stage for what could be a battle for the ages.

At the start of the year, Hamilton seemed on the path to greatness. Let's hope he's back on track, because if he is it's going to be spectacular to watch.



Hamilton: a shadow of his former self of late

EXPERT VIEW

JACKIE STEWART
THREE-TIME WORLD CHAMPION

Lewis Hamilton's victory in Abu Dhabi is a great boost for him and it will help him a lot. But he had a very clean race in the sense that there wasn't any racing going on.

My biggest worry is still that he gets himself into positions whereby if the other driver reacts in a certain way, he's going to have a damaged car. That's what's been going on with him this year.

Sometimes you have to have patience, you can't just see a

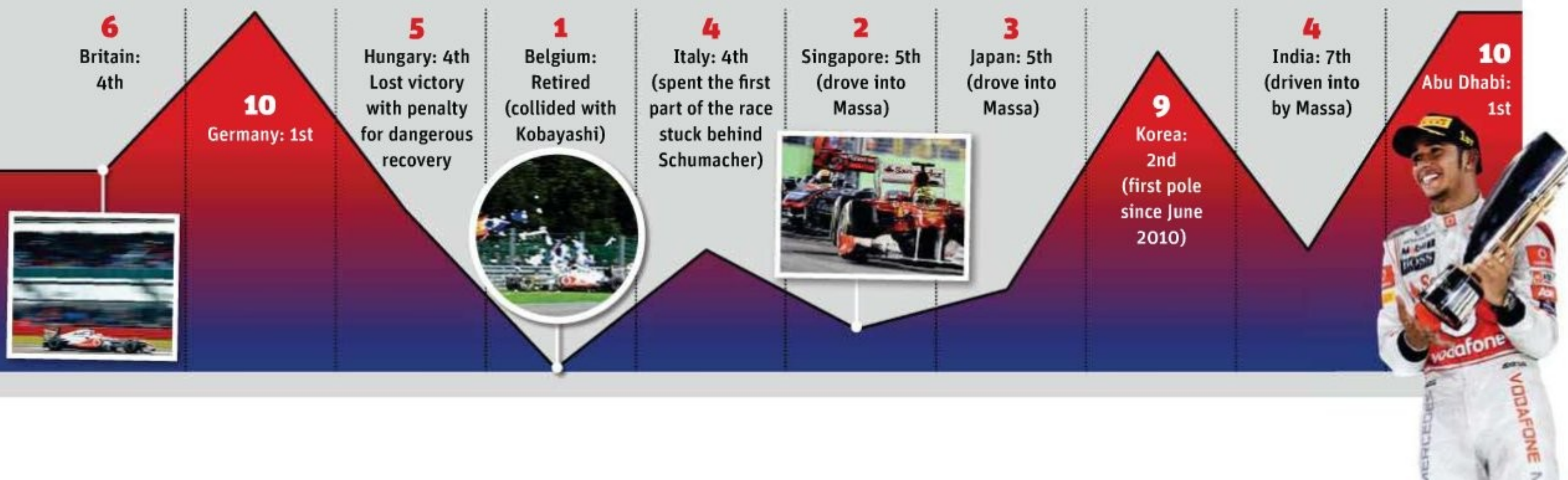
gap and go for it if you can't be sure if you will get through without contact. So we need to see how he reacts in racing situations from now on.

I'm not close enough to Lewis to know if he has changed his approach – that's something he has to do for himself, but I know it's very easy to get disturbed.

It might be by family life, disappointments, financial issues or relationships – all of these

things can upset your equilibrium and balance. What Lewis needs to do is be able to have the mind management to sweep all of that away.

I found that if I removed emotion completely, I was a better driver and I had to learn how to do that. If I started with a clean mind, I was more successful. But it took me two or three days to get over a race and feel emotion again.





Kubica: Cockpit return in Renault or Ferrari?

Ferrari offers test runs to Kubica

Maranello steps up interest in sidelined Pole as it works on replacing out-of-favour Felipe Massa for 2013

Ferrari has offered injured Renault star Robert Kubica the chance to test an old-specification Formula 1 car when he is fit to drive as it considers the Pole for a 2013 race seat, AUTOSPORT understands.

The Scuderia has long admired Kubica and regularly spoken with his management. While Kubica is expected to make a full recovery from the injuries sustained in his rally accident nine months ago, there are still questions over whether he can recapture his previous form.

Despite that, Ferrari still retains an interest in the 26-year-old. If he

can prove himself behind the wheel of a Ferrari (which would likely be a 2010 machine) in tests next year, he is a strong contender to replace out-of-favour Felipe Massa in 2013.

Kubica is out of contract next year and, although Renault is keen to run him, it does not want to sign any contract until he is fit to drive.

That means that Kubica is a free agent and would be able to capitalise on Ferrari's offer of a test programme, which would give him a stronger chance of demonstrating his fitness even than a successful racing return at his current team.

Ferrari's options for a Massa

replacement in 2013 are dwindling. Mercedes announced last week a new long-term commitment with Nico Rosberg, and this follows Jenson Button's new deal with McLaren. Both drivers were under consideration at Maranello.

This means that McLaren's Lewis Hamilton is the only active top-liner without a contract for 2013, but it is inconceivable that he would be signed to partner Fernando Alonso bearing in mind their history.

There is no clear date set for Kubica to get back behind the wheel of an F1 car. The nerves in his right arm are taking longer to heal than

initially hoped, although the process of recovery is continuing.

Even so, some sources suggest that a racing return would not be possible for Kubica until at least the second half of next year. Renault is close to committing to starting the season with Romain Grosjean (see below), and the team would likely not run Kubica at the end of the season without a guarantee that he would stay on for 2013.

Renault team principal Eric Boullier is keeping the door open for Kubica. "He cannot commit to any deadline," he said. "We obviously want him to be back."



Grosjean back from brink

Grosjean: "I considered quitting"

GP2 CHAMPION ROMAIN GROSJEAN has admitted that he came close to quitting racing after being dropped by Renault at the end of the 2009 season.

Grosjean, 25, returned to Formula 1 race-weekend action at last weekend's Abu Dhabi Grand Prix when he drove in Friday practice.

Now the Franco-Swiss driver is close to securing a deal to race next season for the team as it waits for

Robert Kubica to return to fitness.

After dropping out of F1 at the end of 2009, and finding his single-seater opportunities drying up over the winter, he considered walking away.

"At the start of 2010 I thought about stopping racing," he said. "But two weeks later I changed my mind and said, 'No, this is what I want to do'. I watched the first grand prix of the year and knew I needed to get back.

I always believed that I could.

If you had bet on me to do that, you would have won a lot of money."

Via GT1 and Auto GP, Grosjean moved back into GP2 in mid-2010.

"I've gone step by step and done it properly by winning the GP2 title and Asia series. It gives you a bit more confidence. The end of 2009 and start of 2010 was tough, but it makes you stronger."

Ferrari finds exhaust workaround

FERRARI IS RUNNING AN

innovative exhaust system that stores exhaust gas in a supplementary closed-ended chamber, potentially to recover power loss caused by its exhaust-blown-diffuser system.

As AUTOSPORT's technical correspondent Gary Anderson explains, the extra section of exhaust, which is also believed to be used by Toro Rosso, could be a way of altering engine performance without tampering with the frozen engine:

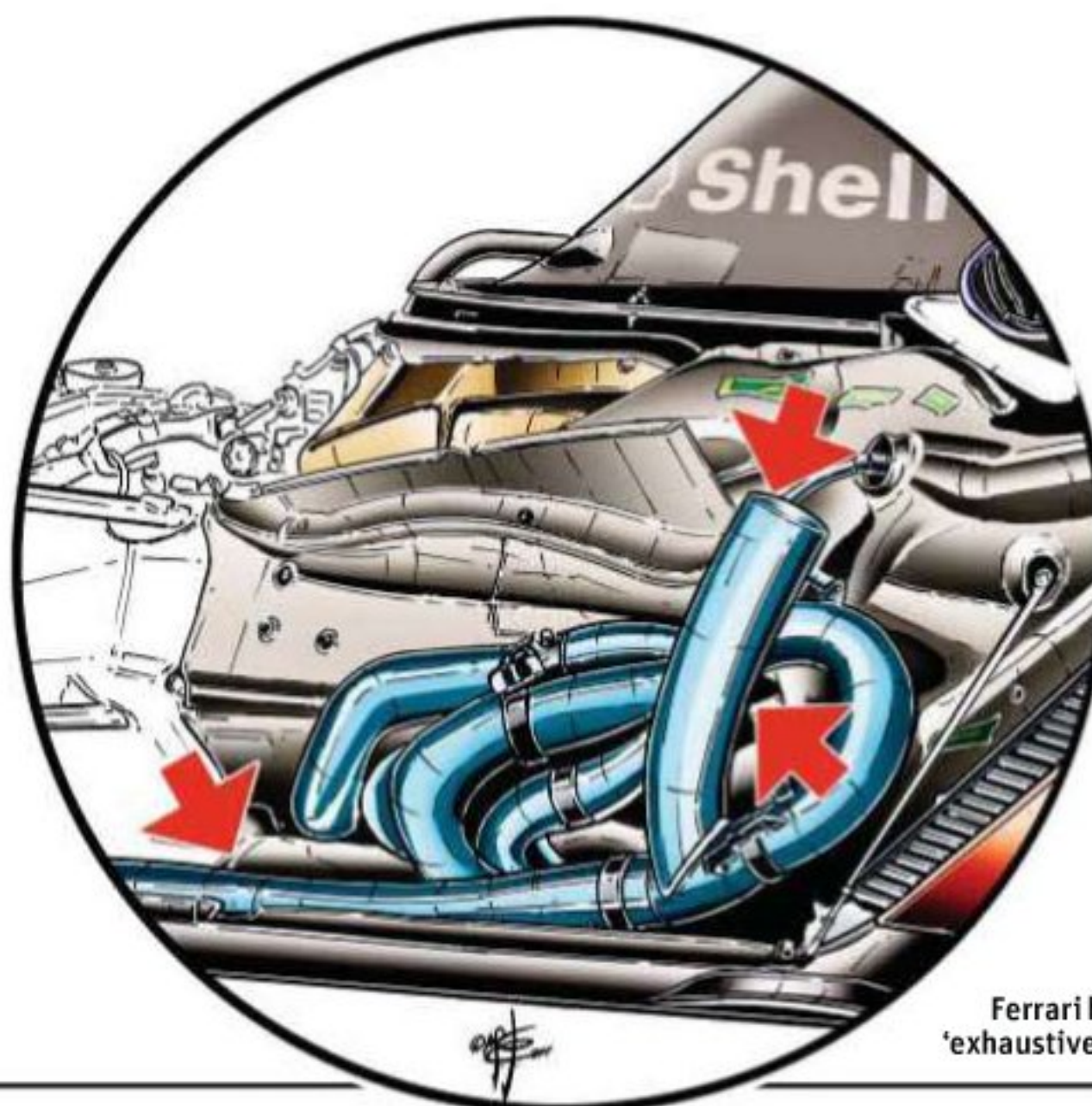
"Both Ferrari and Toro Rosso ran with this rather strange-looking growth on their exhaust system. I would imagine it was an engine-performance tweak as opposed to a chassis tweak.

"Since the introduction of the engine-homologation regulations, any

form of engine development other than for reliability purposes has been banned. But this does not include the inlet or exhaust systems. With the introduction of the blown diffuser, there is a need to develop an exhaust system that does not compromise the engine performance.

"Ferrari never seemed to get as much from its blown diffuser as Red Bull, who came up with the concept, or McLaren, which quickly copied Red Bull. Perhaps this was because Ferrari lost too much engine performance, and this is an attempt to recover.

"Adding this section will increase the volume of the exhaust tailpipe section, which will change the exhaust-pulses rate, altering the engine characteristics – especially at medium engine revs."



Ferrari has done 'exhaustive' tweaks

Pic set for Virgin race seat in 2012

GP2 RACE WINNER CHARLES PIC IS set to race for Virgin next year in a deal due to be announced after this month's Brazilian Grand Prix.

The 21-year-old Frenchman, who finished fourth in GP2 this year, had his first run for Virgin on Tuesday and was due to continue running yesterday (Wednesday). Sources suggest that he brings much-needed backing to the team

from French oil company Total.

With lead driver Timo Glock already signed up for a third season with the squad, this means that Jerome d'Ambrosio will make way for Pic. The Belgian admitted that discussions are ongoing with a number of teams, even though staying at Virgin is his first

choice. Given the number of drivers chasing the few remaining seats, he faces a battle to stay in F1.

"There are seats left and we are talking," d'Ambrosio told AUTOSPORT. "I'm keen on staying with this team because I've got a good relationship with them."



CV

CHARLES PIC

Born February 15 1990

2011 4th in GP2 (2 wins), also raced in GP2 Asia

2010 10th in GP2 (1 win), 5th in GP2 Asia (1 win)

2009 3rd in Formula Renault 3.5 (2 wins)

2008 6th in Formula Renault 3.5 (2 wins)

2007 3rd in Formula Renault Eurocup (1 win); 4th in French Formula Renault

2006 3rd in French Formula Campus (1 win)

Young drivers run 2012-spec parts in Abu Dhabi

SEVERAL FORMULA 1 TEAMS WERE expected to start experimenting with 2012-specification top-exit exhausts during the Abu Dhabi young-driver test as AUTOSPORT closed for press.

For next season, the exhausts must exit on the top of the car as part of rule changes designed to outlaw exhaust-blown diffusers, and teams are keen to start to gather data on such systems in the only on-track running allowed before pre-season testing kicks off on February 7.

AUTOSPORT understands that Mercedes – represented by GP2 frontrunner Sam Bird – will join Williams

in running experimental exhausts. But Ferrari – with Bird's GP2 rival Jules Bianchi driving – is unlikely to do so and will concentrate on aero and tyre work.

In addition to running experimental exhausts, and also trying other test parts with a view to 2012, teams are also getting their first chance to try Pirelli's rubber for next season.

Teams will run using a mixture of 2011 and '12 rubber during the three-day test, and will conduct back-to-back tests to gather data on the new tyres. These feature new front and rear profiles designed to distribute wear more evenly.



Williams is among teams running 2012 exhausts

THE KIDS ARE ALRIGHT

The F1 young-driver test in Abu Dhabi kicked off as AUTOSPORT closed for press on Tuesday



Jean-Eric Vergne was quick in the Red Bull



Dani Clos got the keys to the HRT



Jules Bianchi got a Ferrari call-up

Cost control to become law

The resource-restriction agreement, which governs teams' expenditure, is likely to be enshrined in F1's regulations in the future, rather than left to the discretion of the teams themselves. By DIETER RENCKEN

The resource-restriction agreement could be included in the next Concorde Agreement and Formula 1's sporting regulations, according to FOTA chairman Martin Whitmarsh.

The RRA was introduced in 2010 to control costs and level the financial playing field in F1. If included in the Concorde and the regulations, teams found to have exceeded financial limitations by the

auditing process, previously handled by the teams, could be subject to sporting penalties. Currently, the RRA only provides for penalties that reduce teams' future spend by an amount equal to the breach, so if a team overspends by £20 million in 2011, it reduces its spend by that amount in 2012.

"It's likely that elements, or all of RRA, will go into the regulations, at which point it won't be at the

"You can imagine that in the future there will be a sporting penalty"

Martin Whitmarsh

discretion of teams to decide the level of audit or not," Whitmarsh told AUTOSPORT. "You can also imagine that in the future it will form part of the sporting regulations, at which point there will be a sporting [penalty]."

"So far most of the initiatives that have come from the teams — the FIA initially did not want to get involved in the process. The testing limitations are now in the regulations, but testing limitations started six or seven years ago. The teams introduced them — we ran [the programme], then progressively they got introduced into the regulations."

Whitmarsh confirmed that a FOTA meeting scheduled for Sunday in Abu Dhabi to discuss the RRA had been postponed due to a clash with a Mercedes GP

board meeting convened at the headquarters of team shareholder Aabar Holdings, the Abu Dhabi sovereign wealth fund.

He refuted suggestions that the postponement was due to a proposal from Red Bull Racing not appearing in time. Another proposal, tabled by Ferrari, is also under consideration and, along with Red Bull's, should be discussed during the Brazilian GP weekend. Both detailed how teams' spending should be measured.

"They [Red Bull] sought to make a positive proposal, and it has been circulated to the teams," Whitmarsh said. "But it would have been nice to have had it a few days earlier for people to have considered it."

The dispute, which threatens to split the teams' alliance, centres on definitions of the provisions of the agreement and grey areas of spending. The RRA was a condition of entry for the 2010-2012 championships after the teams unanimously rejected as unworkable the two-tier budget-cap concept proposed in March 2009 by then FIA president by Max Mosley.



Whitmarsh (left) and Horner discuss RRA

THIS WEEK IN F1



RED BULL Sebastian Vettel's puncture while leading the Abu Dhabi Grand Prix ended his hopes of equalling Michael Schumacher's record of 13 wins in a season. The German did, however, match Nigel Mansell's mark of 14 pole positions in one season, set in 1992.



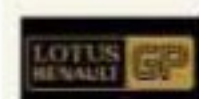
McLAREN Incoming sporting director Sam Michael attended the Abu Dhabi GP in an observational capacity. The ex-Williams technical director was released early from his previous contract to link up with McLaren earlier than would have otherwise been possible.



FERRARI Fernando Alonso has admitted that he will be pleased to see the back of what has been a difficult season. "I already want to have the last race and to think about 2012," he said.



MERCEDES Michael Schumacher denied reports from Germany that he has signed a contract that will keep him at the team in 2013. "I need a little bit more time to see about myself and how we are heading," said the seven-times world champion.



RENAULT Bruno Senna has hit out at being issued with drive-through penalty for ignoring blue flags in the Abu Dhabi Grand Prix. "There's a lack of consistency, you see people doing much worse," Senna told AUTOSPORT.



WILLIAMS Rubens Barrichello was forced to use a ninth engine at Abu Dhabi, triggering a 10-place grid penalty. This followed struggles with oil leaks earlier in the weekend, but should ensure he has a strong and reliable engine for his home grand prix next week.



FORCE INDIA Johnny Cecotto Jr, son of former Theodore and Toleman F1 racer of the 1980s Johnny Cecotto, was due to make his F1 test debut for Force India yesterday (Wednesday). The GP2 veteran concluded a late deal to drive for one day during the young-driver test alongside Max Chilton.



SAUBER The Swiss team's hopes of finishing sixth in the constructors' championship were effectively ended in Abu Dhabi, with Force India now 15 points clear. The outfit now faces a fight to retain seventh place with Toro Rosso only one point behind.



TORO ROSSO Jean-Eric Vergne returned to Friday-morning duty with the Italian team in Abu Dhabi. It was his first experience of running in the dry on a grand prix weekend, having made his first appearance in the wet in Korea before sitting out India two weeks ago.



HRT The Spanish team has set its sights on running its 2012 car in the first F1 test on February 7 next year. It set the same target last year, but did not run until the season-opening Australian Grand Prix, but the team insists that work is progressing on its new machine.



Valtteri Bottas had a run for Williams



Max Chilton tried out the Force India



FR3.5 champ Wickens was given a try-out by Renault

Mosley refused to sign the Concorde Agreement, which sets out the obligations of the governing body, the sport's commercial rights holder and the teams, unless some form of cost control was agreed. In response, McLaren developed the RRA matrix (see sidebar), which was subsequently accepted by all.

Teams self-police their activities before submitting prescribed documents that are audited by experts appointed by FOTA, with consultancy CapGemini checking the methodology used at six of the 12 teams: Red Bull, McLaren, Ferrari, Mercedes, Renault and Sauber.

The original RRA was superseded in September 2010 by the so-called 'Singapore RRA', which included a glidepath that would have resulted in larger teams retrenching up to 100 staff at the end of the season. That first RRA's expiry date of the end of 2012 meant that teams could 'roll' any penalties until then, then escape scot-free. In effect the Singapore Agreement provides for a shallower glide path, but commits teams to the end of 2017.

But with questions yet to be resolved over RRA interpretation, its future remains uncertain.

HOW THE RRA WORKS

MARTIN WHITMARSH FOTA CHAIRMAN

IN EFFECT, THE RRA equalises internal and external spending, permitting teams to trade off, for example, headcount for outsourcing, or CFD teraflops for windtunnel time. FOTA chairman Martin Whitmarsh explains:

"What we sought to do is to say, 'What are the easy things to measure?' A huge hurdle to clear with complex businesses is to discover how much money they're spending. Accountancy is an art form, and people can be very creative.

"So we said, 'Right, let's look at it, in simple terms. What things affect the competitiveness of the car in a very measurable test case?'

"The windtunnel is one, so we defined the use of wind tunnels – which is complex, because it is also a matter of windtunnels versus CFD. Then we looked at the number of people, both operational and at the



circuit. Those were relatively straightforward things.

"Money is a difficult thing to tie down, what with overheads, different currency rates, whatever. So then we looked at how many people are on so-called 'restricted activities' – the engineering task of designing and developing the car in terms of manpower and external spend. The key numbers are 'how many people have you got?' and 'how much money are you spending externally?' If you think about it, those are the units: you either do it yourself, or you pay for it.

"Once we had the equivalence, we could introduce the basic resource-restriction agreement, then fine-tune it – which is exactly what we're doing now."

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**DIETER RENCKEN ON
THE RRA'S FUTURE**

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MPH Mark Hughes

AUTOSPORT grand prix editor

Just as tyres were at the root of this year's early flood of overtaking, blame for the recent drought can be laid at the same door. Now work starts on making the 2012 season consistently thrilling

PIC: FERRARO/LAT

Even two DRS zones, and the lengthening of the first one by 75 metres, failed to light up the Abu Dhabi Grand Prix. Yes, there was some tit-for-tat overtaking, but it was for positions other than the top three. Coming on top of the somewhat static race in Delhi, it all made the early-season passing-fests seem a very long time ago.

Talking to a senior engineer, a driver and a tyre man gave a usefully rounded picture of what might be going on and how it's going to be addressed into 2012.

Williams's Mark Gillan blames it on blown diffusers. "These have become so good now as the teams have developed them. They give the

cars such fantastic stability into the slow corners, the places where the downforce used to bleed away and give you instability and therefore a big variation in how the cars got off the corner. Now they are all coming out much the same."

Jenson Button: "I was DRS-ing like mad [in practice] out of Turn 7 all the way down to T8 even against cars that weren't using it and I still couldn't pass anyone. I think partly it's because where the detection points for DRS are, we are in first gear, so really accelerative and the guy in front just has to get onto the throttle and you can't get onto it until you've seen him doing so – and you lose about half a second straight away."

Gillan adds: "Yes, and the DRS is only just managing to nullify that by the end of the straight. It isn't actually giving you an advantage in this case, just getting you back to where you were."

Surely another contributory factor in Abu Dhabi was the performance of the tyres. Just as in India, we had compounds that were comfortably durable enough, Pirelli having played conservative both times. "Yes, in retrospect we could easily have brought super-softs here," says Pirelli's Paul Hembery. "The softs were just not degrading and we should have made that the prime tyre here. But these are the sorts of things we are discovering as we get to these tracks for the first time. With the benefit of that, we can fine-tune things for next year."

For the young driver tests taking place as you read this, Pirelli will be trying out some 2012 developments and initially there was some

concern that by improving their tyres Pirelli was in danger of making the racing worse. But in fact what it is aiming to do is improve the constructions so that fine-tuning the way races play out by adjusting the compounds becomes easier and more accurate.

At the moment the difference between a relatively sterile race and the sort of crazy four-stop race we saw in, say, Turkey in terms of compound choice is too narrow to be predictable for Pirelli, which has no wish to see four-stop races – as it sends out the wrong marketing message. Making the constructions work better in conjunction with the compounds will allow greater fidelity of adjustment via compound choices. That's the theory anyway.

But for all that KERS has facilitated getting cars into a position where DRS can work, the last couple of races have confirmed that the major factor has been the tyres. "Yeah, if we'd had softs and super-softs here," says Karun Chandhok, "you'd have seen guys getting poor traction out of Turn 7 as their super-softs began to degrade and those on newer tyres or on the softs would have been able to nail them at the end of the straight through being able to get onto there so much faster."

Given that Pirelli has set such a high bar in terms of the excitement its tyres have injected into the racing, a lot hangs on it getting its developments right. The first part of that process begins this week at Abu Dhabi. These tests are actually probably more important to F1 than the race. ☼

Abu Dhabi was not overburdened with thrills



“The early-season passing-fests seem a very long time ago”



Di Grassi made good impression in tests

LE MANS

Di Grassi in line for Peugeot seat

Ex-F1 racer top of the shortlist to join French team's factory squad next year. By GARY WATKINS

Former grand prix driver Lucas di Grassi is in contention for a Le Mans 24 Hours seat with Peugeot for next year.

The Brazilian, who raced for Virgin in 2010 and undertook Formula 1 tyre testing for Pirelli this year, appears to be among the leading contenders for one of the vacant drives with the French manufacturer for next season.

Di Grassi proved his credentials

with Peugeot during an initial try-out at Paul Ricard, and was then invited back for a further test at MotorLand Aragon.

Peugeot Sport technical director Bruno Famin confirmed that 27-year-old di Grassi is in contention for a drive.

"Di Grassi is under consideration along with others," he said. "He has tested for us on two occasions and went well, but nothing is decided."

No comment was available from di Grassi.

Famin stated that there would be only two changes to Peugeot's nine-strong driver line-up heading into the new season. It is searching for replacements for Alex Wurz, who has left for Toyota's new LMP1 campaign, and Pedro Lamy, who has been released after four years with the manufacturer in the wake of a disappointing 2011.

That suggests that both Nicolas Minassian and Marc Gene will remain with the French manufacturer despite rumours that they would be replaced.

Famin said: "They are good drivers and we don't see any reason to change."

Minassian, who was present at the Intercontinental Le Mans Cup finale at Zhuhai last weekend as a reserve driver, said that he hopes to remain with Peugeot but has yet to

conclude an agreement.

Jean-Karl Vernay, who was brought in as Peugeot's reserve driver in the run-up to Le Mans this year, is also understood to be in with a chance of a race seat. The 2010 Indy Lights champion has become an integral part of the 908 test programme since the 24 Hours and confirmed that the encouragement he received from Peugeot to gain more sportscar experience played a part in his deal to race the Signatech ORECA-Nissan in the final three ILMC rounds.

"They wanted me to have more experience to be ready for the future and I was happy to do it with a good team like Signatech," he said. "I hope to be in the car next year, but at the moment nothing is signed."

➔ P42 ZHUHAI REPORT

WORLD ENDURANCE

WEC calendar uproar

MANUFACTURER AND PRIVATEER

teams have warned against an escalation in costs with the establishment of the FIA World Endurance Championship next season.

Their calls followed the unveiling of a schedule that has grown by one event from the seven that made up this year's Intercontinental Le Mans Cup. The eight-race calendar includes four flyaway events in two months over the second half of the season.

Peugeot Sport technical director Bruno Famin said: "We must be careful of the costs. Compared with 2011, we have one extra race and two more outside Europe. That is a big step."

Famin also suggested that events in Brazil and Japan separated by only two weeks could force the factory teams to use different cars for the two races.

WEC circuit manager Gerard Neveu explained that a desire not to put on races during the European Football

WEC will visit Interlagos



Championships and the London Olympic Games during the summer had resulted in the crowded end-of-season schedule.

American Le Mans Series boss

Scott Atherton labelled the decision to schedule the Bahrain race on the same day as Petit Le Mans, which missed out on a WEC race in favour of Interlagos, as a "disappointment".

LE MANS SERIES

Donington gets LMS round

THE BRITISH ROUND OF THE

based Le Mans Series will switch from Silverstone to Donington Park next season.

The decision to take the LMS, which will be run for LMP2 and GT cars, to Donington after five years at Silverstone follows the creation of the FIA World Endurance Championship out of the Intercontinental Le Mans Cup.

The Silverstone event, scheduled for August 25, counted towards both the LMS and the ILMC this year, and will as expected be a WEC round.

LMS boss Patrick Peter, who is also a partner in the company that runs the WEC, said: "We want a British race and Donington is the

LMS moves from Silverstone



only option if you don't go to Silverstone. We decided in the first year of the world championship that we would not go to any of the same tracks, because we want to make a clear distinction

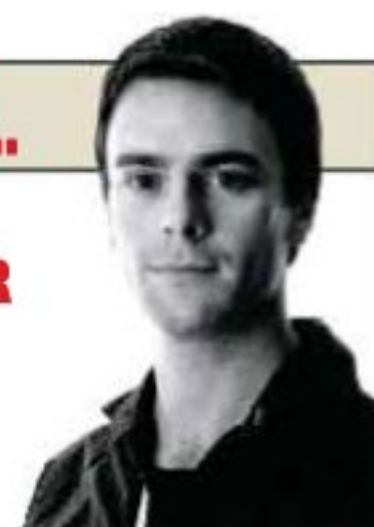
between the two series."

The Donington event on July 15 will be part of a five-race calendar. The only other venue confirmed ahead of a calendar launch later this week is Paul Ricard.

AUTOSPORT SAYS...

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If it's possible to feel surprise tinged with a sense of inevitability, then that's how the news that Lucas di Grassi is being sounded out by Peugeot was greeted in this corner of the AUTOSPORT office.

Wandering around the GP2 paddock in 2009 – the final of di Grassi's four years in the series – you'd occasionally hear the Brazilian being spoken of in similar terms to Alex Wurz. Both are highly intelligent and articulate, both have a strong technical understanding, and both, you could argue, are positioned just fractionally on the wrong side of the line that separates very good race drivers from great ones.

Wurz had a far longer career in Formula 1 than di Grassi did, and with far better teams, but it's telling that much of his reputation comes from his enormous contributions as a test driver. For di Grassi, who missed the era when F1 teams used to actually go and test, landing the development role with Pirelli was the best thing

that could have happened to him once it became apparent that he wasn't going to find a race seat for 2011.

Wurz's arrival at Peugeot has added an entirely new – and successful – chapter to the

Austrian's career. If di Grassi makes the same move, he'll do so at just 27, which is young in sportscar terms, and he'll have plenty of time to write his own story at Le Mans. It will be fascinating to see where this takes him.

Wurz sets path for di Grassi



GTE

997 REBORN YET AGAIN

Porsche has unveiled the 2012-spec version of its long-serving 997-shape 911 GT3-RSR customer racer. The major change on a machine costing €500,000, a price tag up €80,000 on 2011, is wider bodywork as allowed under next year's GTE rules.



LMP2

AF Corse switches to ORECA

THE ITALIAN AF CORSE

Team will swap chassis and engines for its LMP2 campaign in the FIA World Endurance Championship next year.

The team, which has masterminded Ferrari's GT2/GTE campaigns in Europe since 2006, branched out into prototypes with a Judd-powered Lola chassis in this year's Le Mans Series. It will now step up to the WEC with a new ORECA-Nissan O3.

Team boss Amato Ferrari said:

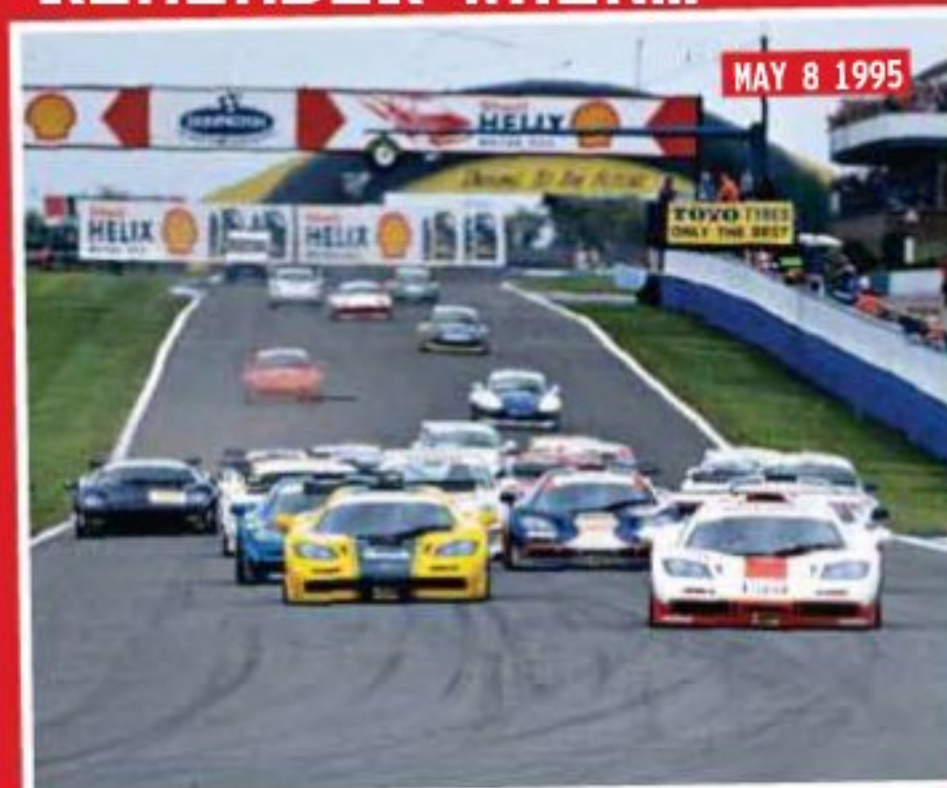
"We have done a deal to run an ORECA-Nissan because we feel it is a better combination than the Lola-Judd. The Lola was good for us this year, because it gave us the chance to learn about prototypes."

The AF LMP2 contender will again run under the Pecom Racing banner. International GT Open champion Soheil Ayari will replace Matias Russo in the line-up alongside Pierre Kaffer and Luis Perez Campanc.



All change for LMP2 campaign

REMEMBER WHEN...



...LMS boss Patrick Peter first took a series to Donington? It was a round of the BPR Global Endurance GT Series in 1995. Dane John Nielsen and German Thomas Bscher won in a McLaren F1 GTR.



INDYCAR

First hiccup for new car

Series scrambles to sort out DW12 handling problems on superspeedway ovals

IndyCar is working to find a solution to the handling problems that have been identified in the new Dallara DW12 chassis when it runs in speedway trim before the cars are delivered to the teams next month.

Dario Franchitti and Tony Kanaan both tried the car at Indianapolis two weeks ago, following on from the running that Dan Wheldon had done at the same track. Top speeds were relatively low, with both the Honda and Chevrolet engines lapping in the 206-218mph range

(Alex Tagliani's pole lap this year was just over 222mph), but Will Phillips, vice-president of technology for the series, told SpeedTV that the main concern is the way the car behaves in corners.

"The car is too good on entry and suffers understeer on exit, and it's the same complaint from Dario and Tony that Dan gave us after the first test," said Phillips.

"We're trying to identify why the theoretical world doesn't match the real world at the race track. At very high speeds, we have disparity in the data."

According to Phillips, the problem is restricted to superspeedways, and the series has reported good progress on short ovals and road courses. Efforts to find a solution are focusing on shifting weight forward and lightening the car, gearbox and engines, but with teams scheduled to take delivery of the first chassis in mid-December, the series faces a critical few weeks.

"It's a new car and new engine and not without its challenges, but we'll get it squared away," added Phillips.

Kanaan in safety boost

Tony Kanaan has hinted that significant changes will be introduced across the board to improve safety levels in IndyCar next year.

Kanaan, who walked away from a huge accident in Baltimore, said: "We are making a lot of changes."

"It is early days to talk about it, but you will see it next year, starting with the car. It will be a much safer car from the get-go, and it will only get better. We will have to make changes at race tracks, we will have to make changes to the way we race. It will definitely be safer."

INDYCAR

IndyCar confirms Chinese street race in 2012

INDYCAR HAS FINALLY CONFIRMED that it will race in China for the first time next season, with a deal having been signed for an event in the harbour city of Qingdao.

The race, which is scheduled for August 19, will be held on a 3.87-mile street circuit in the city, which is located between Shanghai and Beijing, and which hosted sailing events during

the 2008 Beijing Olympics. There are plans for the street race to eventually be replaced with a permanent facility.

"Last year, at our sponsorship summit, China was the number-one place our sponsors wanted to go outside of the United States," said IndyCar CEO Randy Bernard.

"We are very excited and grateful for the full support of the Chinese

government, Qingdao City and related bureaus in providing the opportunity to bring the IndyCar Series to China."

The Chinese round, which replaces the Japanese round at Motegi, will be one of four non-US races on next year's IndyCar schedule, joining Sao Paulo, Toronto and Edmonton. The full 2012 calendar is expected to be announced soon.



INDYCAR

Tracy calls for Rockingham oval return

CHAMP CAR AND INDYCAR VETERAN

Paul Tracy believes that IndyCar should look to Europe as a possible solution to its lack of suitable ovals in the US.

The suitability of 1.5 mile tracks in particular have been called into question following the accident that claimed the life of Dan Wheldon at Las Vegas last month. While recognising that the series has little commercial interest in a European race, Tracy said that European venues such as Rockingham and the Lausitzring would both be good matches for IndyCars.

"I don't think they [IndyCar] want to

go over to Europe, but if they need ovals, they do have some options on tracks that worked for Indy cars in the past," the Canadian told the *Toronto Sun*.

"The Lausitzring Speedway in Germany is a good oval speedway. It's pretty flat, and so is Rockingham [in the UK]. They're good venues and I think they should look at them. They both always drew a good crowd.

"On the other hand, I don't think they should abandon mile-and-a-half tracks in the States, but they have to figure out a way so that the cars aren't running four wide."

Tracy, who has not raced a full season

since 2007, also confirmed that he intends to retire from single-seaters at the end of 2012, even if he gets a full-time IndyCar drive.

"I want to do some endurance racing — Le Mans, Sebring — but I'll be finished with the IndyCars," he said. "I want to go out on top, though. We've got some meetings lined up with a couple of teams. I'm over trying to get into cars part-time. The past four years, I've been put in a spare car that's been off in a corner of a race shop somewhere, and my crew has been a bunch of guys that they hired for the weekend. I don't see the point."



Tracy has lent support for Rockingham oval

INDYCAR

Andretti team could scale back

MICHAEL ANDRETTI BELIEVES THAT

there is only a 60 per cent chance that his team will continue to run four cars in IndyCar next year.

Andretti Autosport fielded cars for Ryan Hunter-Reay, Danica Patrick, Marco Andretti and Mike Conway this season. Dan Wheldon had signed to replace NASCAR-bound Patrick on the morning of his fatal accident at Las Vegas.

Andretti said that he hoped to have his 2012 line-up finalised by Christmas, and told Speed.com that he is "80 per cent [certain] on three cars, and 60 per cent on four cars".

The team downsized its staff in the wake of Patrick's exit, with a reported 12 team members having been laid off. Andretti said that the team is currently staffed to run a three-car operation.

INDYCAR

First track test of Lotus engine delayed

LOTUS HAS CONFIRMED THAT THE first track test of its new IndyCar engine has been postponed until January, meaning teams that sign up to use the Judd-built powerplants will have less time to get a handle on the 2.2-litre twin-turbo V6 units.

Rivals Chevrolet and Honda both commenced their initial running with their partner teams last month and Lotus was scheduled to have its first

roll-out in mid-December. However, SpeedTV reports that this has now been pushed back to January.

This means that Lotus-powered teams could have as little as eight weeks between the first test and the opening round at St Petersburg in late March to solve any problems that might arise with the engines, and also to develop set-ups that get the best out of the Lotus/Dallara combination.

Early reports suggest that the Lotus engine is markedly different to that of its rivals. Lotus Motorsport boss Claudio Berro confirmed to AUTOSPORT last week that the unit is "very small and light".

Meanwhile, speculation continues as to who will be selected to serve as Lotus's 'works' team, with Bryan Herta Autosport and HVM thought to be the leading contenders.



Lotus engine supply has been delayed

IN BRIEF

Baltimore may lose date slot



BALTIMORE IN DOUBT

The future of IndyCar's Baltimore race has been cast into doubt after city officials threatened to cancel the contract with race organiser Baltimore Racing Development over mounting debts. The company has been given a deadline of December 31 to find a solution.

POWER GIVEN THE OK

Will Power has been given medical clearance to test the 2012 IndyCar chassis. The Penske driver suffered minor spinal fractures in the Las Vegas pile-up in which Dan Wheldon was killed last month.

CONWAY OPTIONS OPEN

Mike Conway says that he hopes to remain in IndyCar next year, but is yet to sign a deal. Conway, who raced with Andretti Autosport this season and won at Long Beach, told SpeedTV that he does not expect to confirm anything before Christmas.

PIQUET DOING NATIONWIDE

Nelson Piquet Jr will race in both the NASCAR Nationwide and Truck series at Homestead this weekend. The former F1 racer, who is 10th in the Truck standings, has not started a Nationwide race this year but finished seventh in his series debut at Watkins Glen in 2010.

BATHURST RECORD BROKEN

GT racer Allan Simonsen smashed the Bathurst lap record at last weekend's Bathurst Sprints event. Simonsen clocked 2m04.9560s in a Ferrari 458 GT3, going almost 2.0s quicker than Craig Lowndes's V8 Supercar record despite being 20km/h slower down Conrod Straight.

GIBBS BACKS BUSCH

Joe Gibbs Racing has reiterated its support for driver Kyle Busch in the wake of his being parked by NASCAR in Texas two weeks ago for triggering an accident. Busch was dropped by sponsor M&Ms for the remainder of the season following the uproar.



Busch has backing of Gibbs

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FORMULA 3

Bottas fancies Macau chances

Finn confident that his late arrival in Macau will not put him at a disadvantage

Valtteri Bottas insists that missing the opening free practice session for this weekend's Macau Grand Prix will not compromise his chances of winning the blue riband F3 event.

The Finn is likely to arrive too late to drive his Double R-entered machine during Thursday morning's 45-minute free practice session, which starts only 14 hours after he is due to finish his second day of F1 testing for Williams in Abu Dhabi. It is possible that he could arrive in time should the 6500-mile journey to Macau go perfectly, but it is more likely that he will skip the session.

"I still think that we have a chance to win there even if I miss first practice," said Bottas. "We still have qualifying on Thursday afternoon, then practice and qualifying on Friday morning, so I'm not compromising too much as I've raced there for the past two years.

"From what I've experienced in Macau, the track is quite green and much slower than it will be [later]. I



Bottas does not fear a late start in Macau

don't see it as a big problem."

Bottas has an outside chance of securing a Williams F1 race drive next season if he aces the test, which is why he is determined to do the best job possible even if it means he has to miss a session in Macau. He has a number of flights booked to make the journey. This means that he is certain to make it

for the afternoon qualifying session.

"We have a couple of different options with the flights," he said. "I wanted to make sure that I finished the test properly in Abu Dhabi and do all of the debriefs before going off to the airport. If the travel goes perfectly, I will just make it for first practice. But if it takes a bit longer then I will miss the first practice."

INDIAN SERIES

New Indian series targets Euro racers

INDIAN TYRE GIANT MRF IS SET TO

introduce a new Formula 3-level category to the sub-continent next year.

Starting in late 2012, the races would run over the northern winter, with the intention of attracting European drivers.

Prime mover J Anand, who was a winner of the Madras GP for F3 cars – which featured European drivers – in the 1990s, said his JA Motorsport company in Coimbatore could build the cars under licence from top constructor Dallara. This is similar to the relationship under which the existing Formula MRF chassis were designed by Van Diemen.

"Because we can make the cars here, it will make racing more affordable," said Anand. "It doesn't mean inferior quality – it means better bang for the buck.

"We want a car that is 2012 crash-tested, and with a lot of downforce. We want to be at least as quick as F3."

Anand added that he is in contact with engine manufacturers, but that long-term JA has the expertise to build its own engines, possibly with a Tata badge.

Calado made winning start to his GP2 career



GP2

Calado aims high for 2012

JAMES CALADO HAS SET HIS SIGHTS on becoming the first rookie since Nico Hulkenberg to win the GP2 title after taking victory on his debut weekend in the category.

The ART driver won the reversed-

grid sprint race in the non-championship event in Abu Dhabi, holding off sustained pressure from Marcus Ericsson. But despite accepting that winning the title as a rookie is a big challenge, he believes that it is the best way to impress Formula 1 teams.

"I need to go into next year hoping to win the championship," said Calado. "I know that I'm a rookie, but to impress the guys in F1, you need to dominate races and try to win in your first year. Obviously I'm at a disadvantage in terms of experience, but I can't go into next year just hoping to be the best rookie."

IN BRIEF



The Ring will host DTM tin-tops until 2014

DTM GETS NEW RING DEAL

The Nurburgring will remain on the DTM calendar until at least 2014 after signing a new three-year agreement with the series last week. Next year's race at the German Grand Prix venue will take place on August 19.

KWOK RACING AT MACAU

Canadian driver Gary Kwok will drive the Wiechers-Sport BMW in this weekend's WTCC season-finale at Macau. Colin Turkington put the same car onto the podium in China two weeks ago.

HORNADAY SNUBS BUSCH

NASCAR Truck driver Ron Hornaday, who was taken out by Kyle Busch in Texas two weeks ago, has turned down an offer to drive for Busch's team next year. Hornaday's current team, owned by Kevin Harvick, will close at the end of the season, but the four-time champion claims to already have another deal in place.

LATE CALL FOR BERETTA

Chevrolet factory driver Olivier Beretta was drafted in to race the Larbre Competition team's GTE Am class Chevy Corvette C6.R in the Zhuhai ILMC finale last weekend. The Monegasque was brought in to replace Gabriele Gardel after the team suffered a short fall in sponsorship.

GT1 RULES SUMMIT

Plans for the FIA GT1 World Championship to switch to GT3 rules for next year were due to be thrashed out in a meeting in Geneva on Tuesday this week.

DBR9 COULD RACE AT LE MANS

The Aston Martin DBR9 could return to the hallowed Circuit de la Sarthe next year in the pre-Le Mans 24 Hours support races. The Aston Martin Le Mans Festival one-make race, originally open to GT3 and GT4 machinery, has been opened up to GT1 and GTE/GT2 machinery.



DB9 may appear at Le Mans

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DRIVE WITH CONFIDENCE



Arena tested at Brands this week on WTCC Yokohamas

WTCC

No BTCC for Arena squad in 2012

British Touring Car squad quits domestic series to concentrate on World Championship move with Ford Focus

Arena motorsport will not contest the British Touring Car Championship next season after taking a step closer to confirming its World Touring Car programme.

The squad, which has run Fords in the BTCC since 2009, revealed it was considering a WTCC campaign earlier this year (see AUTOSPORT, June 23). Now, after meetings with WTCC promoter Marcello Lotti and Jost Capito, director of Ford Global

Motorsport Business Development, Arena is pushing ahead with its plans to race on the world stage.

Team boss Mike Earle, who enjoys technical support from Ford, said: "We are going ahead with our WTCC preparations. We've still got some issues to resolve, such as with sponsors, but we're confident enough to be building cars. It's our intention to be in the championship."

No drivers have yet been

confirmed but BTCC race winner Tom Chilton is known to have WTCC aspirations.

His father, Arena's commercial partner Grahame Chilton, said: "Our aim is to build a three-car team and besides Tom we are in touch with a number of prospective leading touring car drivers with international experience, with the aim being to be competitive from the outset."

Chilton scored two wins on his

way to seventh in the BTCC standings this year, but Earle confirmed there was no scope for Arena to run two campaigns. "We don't have the bandwidth to do both," he said. "We'd rather do one job reasonably well than two jobs badly."

The team hopes to have the first S2000 WTCC-specification Global Ford Focus ready for testing by the end of the month, with Chilton expected to drive.

Guido Falaschi 1989-2011

ARGENTINIAN RISING STAR GUIDO

Falaschi died last weekend as a result of injuries sustained in a heavy accident in the Turismo Carretera Series at Balcarce in Argentina.

He hit a tyre wall hard after driving off the circuit to avoid a spinning car; his Ford Falcon-based machine rebounded onto the track and was T-boned by two rivals. He was taken to Balcarce Municipal Hospital in an unconscious state, but died later as a result of his injuries.

Falaschi, 22, was a national Formula



Falaschi died in Balcarce accident

Renault champion in 2008 and had taken his first victories in both TC2000 (in a semi-works Renault) and Turismo Carretera this year. He also won the junior title in Top Race V6 in 2010.

IN BRIEF



Krohn is heading back to Daytona

SOLID ENTRY FOR GULF 12HR

The Gulf 12 Hours in Abu Dhabi in January has attracted an entry of 48 cars across six classes, including GTE, GT3 and Group CN. AF Corse, Vita4One, Phoenix, United Autosports and Avelon/Wolf top the entry.

ORECA WANTS NEW SERIES

ORECA aims to create an endurance series for its Formula Le Mans or LMPC one-make prototype in Asia next year. It tested 20 Chinese drivers at Shanghai last month.

KROHN SET FOR DAYTONA

Krohn Racing will return to the Daytona Prototype ranks at the Daytona 24 Hours in January. The Atlanta-based team will field one of its Lola-Ford B08/70s with a driver line-up including Ricardo Zonta, Nic Jonsson and team boss Tracy Krohn.

KROHN UPGRADES FERRARI

Krohn Racing will graduate from a Ferrari 430 GT to a 458 Italia for a campaign in the GTE Am class of the FIA World Endurance Championship next year.

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PIT BITS

Facts and stats plus a readers' poll

Flashback

November 13, 1994

LAST MOUSTACHE ON AN F1 PODIUM

Nigel Mansell's last win, which came at Adelaide in 'November' 1994, was also the last time a moustache appeared on an F1 podium.



TOP FIVE

Holden is now on 400 V8 wins...



Skaife: Holden hero

1 Mark Skaife

Switched from Nissan to Holden in 1997 and went on to deliver 80 wins. Recently retired.

2 Craig Lowndes

Back in a Holden after a few years in Fords and still adding to tally of 56 Holden victories.

3 Garth Tander

Career Holden driver and 2007 champion has won 50 times and counting.

4 Peter Brock

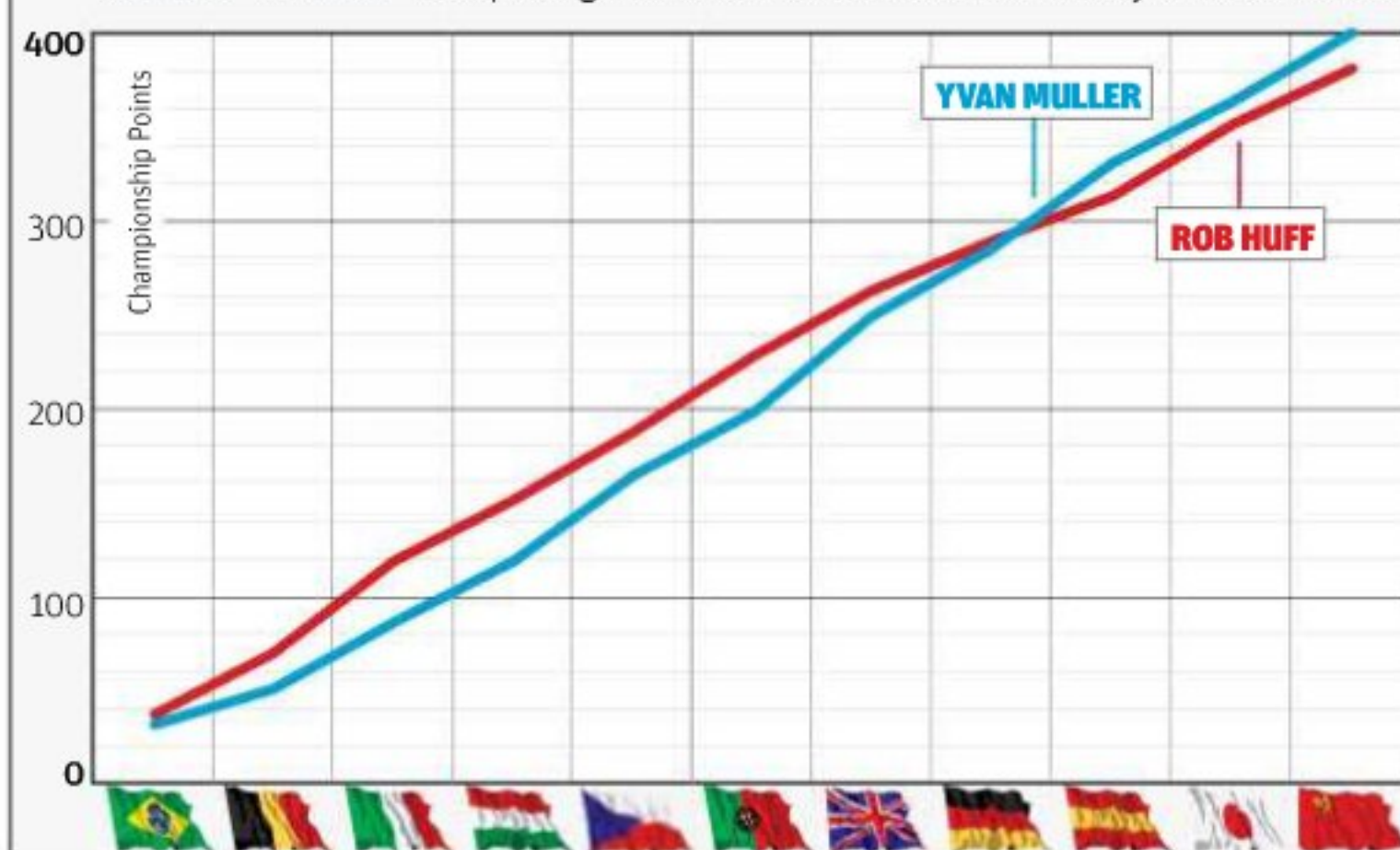
Late Holden icon was a winner 46 times for the manufacturer.

5 Jamie Whincup

Two-time champion claimed Holden's 400th win last weekend, and took his own GM tally to 18.

WTCC TITLE

Comparing the contenders ahead of Sunday's Macau finale



top tweets



@TonyFernandes

Ron dennis was calling me for dinner last night as he thought he saw me on tv. Nino judge take off you airasia cap. Hahahahaha.



@paultracy3

Vickers is a idiot



@jimmiejohnson

It's been one hell of a run.



@alex_wurz

No rollercoaster ride as we r not allowed to film, hence no sense to go, hence no free promotion for bureaucratic ferrari world shame



@GaryPaffett

Although it is called a "Young" driver test the only restrictions is for drivers that have raced in F1. Not age!!



@RyanLewisRacing

Muppet Christmas Carol. Amazing

NEXT WEEK

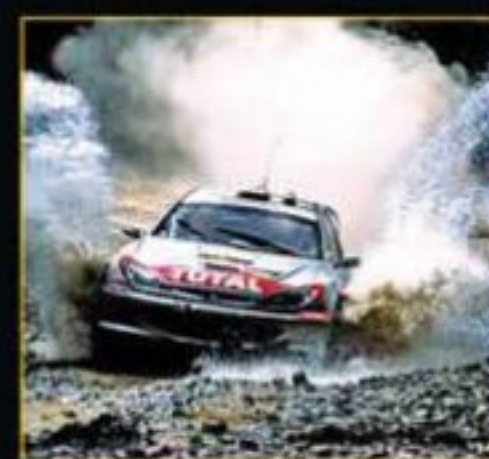


SENNA INTERVIEW

Bruno Senna was thrown in at the deep end at Renault mid-season. How does he view his progress?

BURNS RETRO

The untold story of the final days of the career of Britain's last world rally king



PLUS

Macau F3 madness and WTCC showdown; the rehabilitation of Romain Grosjean; DAMS building

ON SALE
NOVEMBER 24



WRC

MIKKO'S HOPES DASHED

This is the moment Mikko Hirvonen's WRC title fight ended. The Finn stopped his Ford mid-way through the Dyfnant stage after a branch pierced the radiator on the car.

WRC

Hirvonen joins Citroen for 2012

Citroen confirms Finn's deal to replace Ogier alongside world champion Loeb next season. By DAVID EVANS

Citroen has confirmed Sebastien Ogier's departure and Mikko Hirvonen's arrival as team-mate to Sebastien Loeb next season.

The move, first revealed by AUTOSPORT (August 25) and confirmed by the French firm earlier this week, brings to an end months of speculation about who would drive the

number-two DS3 WRC in 2012.

A spokesperson from Citroen said: "We confirm that Sebastien Ogier is free to leave the team at the end of this season. We are grateful to him and [co-driver] Julien Ingrassia for everything they have done this year, winning five rallies and helping Citroen to win the manufacturers' title. Mikko Hirvonen will join the team for the start of next season."

Citroen is still in negotiation with Ford regarding Hirvonen's first test of a DS3 WRC, but he is expected to drive the car before the end of the year. He has a two-year deal with Citroen. Hirvonen has driven for Ford for six years, and only once in that time has he finished off the end-of-season podium. All of Hirvonen's 14 WRC wins have come in one of the M-Sport-built cars. The Finn, who

just missed out on this year's title, remained in Wales despite retiring from Rally GB on Friday to say goodbye to the team on Sunday evening.

Ogier's future remains unclear. He has offers from both Volkswagen and Ford for next year. Ford came close to landing the Frenchman last season, but was unable to meet his financial demands. It is likely to be a similar scenario this year, given that Ogier's price will have risen with his five rally wins and extra experience this season. If, however, he signs for Volkswagen for next year, he would spend the season developing the Polo R WRC and competing in a Fabia S2000, forfeiting the chance to beat his arch-rival Sebastien Loeb in what could be the eight-time champion's final year.

Asked where he expected to be

next season Ogier said: "In a good car to fight for the championship. For the moment, this is only a Ford or a Citroen. There's nothing more to say about this. I want to be world champion, beating Loeb or not doesn't matter – I want to be champion."

Volkswagen is believed to be keen on signing German driver Sepp Wiegand, who drove one of the firm's Skoda Fabia S2000s on last week's Rally GB. Wiegand has been tipped for a year in the German Rally Championship (in a Fabia) and the South African Rally Championship (in a VW South Africa Polo S2000) in 2012 in order to gain experience.

● Wiegand's VW team-mate on Rally GB, Kevin Abbring, collected an exceptional 12th overall on last week's Rally GB – his first outing in a Super 2000 car.

Hirvonen and new team-mate Loeb



IRC

Wilks sidelined by Peugeot IRC pull-out

PEUGEOT UK IS BELIEVED TO HAVE canned its Intercontinental Rally Challenge programme, leaving Guy Wilks on the sidelines without a seat for next season.

The Coventry firm has tackled the IRC for the past three years, winning the title in its first year with Kris Meeke at the wheel of the 207 S2000, but sources in the team

confirmed the decision last week.

Asked about Peugeot's plans for next year, Wilks said: "I have nothing to say about that. I can't say anything – as far as we're concerned, it's still being talked about."

Wilks and Peugeot struggled during 2011, managing a solitary podium finish

on the season-opening Monte Carlo Rally.

The 207 road car was superseded by the 208 in June this year, with the French manufacturer believed to be unwilling to promote an obsolete car.

Meeke, now a factory Mini driver, said: "If Peugeot UK has pulled out, that's sad. It's thanks to them I got where I am now."

Peugeot UK has pulled IRC plug



RALLY GB

Mixed reaction to long route

LAST WEEK'S EXTENDED RALLY GB

route drew a mixed reaction from the drivers, with World Rally champion Sebastien Loeb calling for a return to a more compact event.

The event ran across four days and took the crews from Llandudno on the north coast of Wales right through the country to Cardiff on the south coast, including classic terrain not run on the event in 30 years.

Loeb said: "I liked the new stages, but the road sections were too much. I liked last year's rally more. I hear it's for political reasons that we go to Cardiff, I don't know about this – but I got out of bed at 4am today."

Welsh Government backing stipulates the event must visit the



Great Orme was part of new route

capital at the end of each leg. Wales has confirmed a £1.4m single-season extension to its current agreement for 2012 – although organisers are still trying to solve a date clash that rules out use of the central service park in Builth Wells in September.

Mini driver Kris Meeke said: "For me, it's worth the early start to drive roads like Dyfi, I love those stages."

There was some disquiet along the route from some Newtown residents,

who complained about disturbance during the Remembrance Day service on Friday. The traffic was stopped in the town for a two-minute silence at 1100. Petter Solberg joined the traffic and, not knowing the reason for it, blew his horn and revved his engine. Mads Ostberg was behind Solberg.

"I had no idea about this service," said Ostberg. "I am very sorry for any distress we have caused the people."

IN BRIEF



Tanak took a strong sixth

WILSON PRAISES TANAK

Malcolm Wilson has praised the efforts of Ott Tanak, who finished sixth on his debut in a Fiesta RS WRC on Rally GB last weekend. The Estonian also scored Chinese rubber firm DMACK's best-ever WRC result. Wilson said: "He drove a great rally, showing pace and tremendous maturity."

TROPHY FOR MINOR

Henning Solberg's co-driver Ilka Minor was awarded the Michael 'Beef' Park Trophy just before the start of last week's Rally GB. The Trophy is given to the WRC co-driver who best demonstrates the character traits that made Park one of the best co-drivers in the world prior to his death alongside Markko Martin in a Peugeot 307 WRC during Rally GB in 2005.

WALES WIN FOR DUCKWORTH

Roger Duckworth took a 2.2s victory on the Wales Rally GB National Rally last weekend. The event ran

one loop of the Friday-Saturday mid-Wales stages and the Impreza WRC driver just edged out last year's winner Nigel Griffiths. Roger Chilman had been leading the event going into the final stage.

STAR DRIVER SCRAPPED

The Pirelli Star Driver scheme, which has run for the past three seasons, is expected to be scrapped at the end of this year. Pirelli will still support the WRC Academy, providing the control tyre for the single-make Fiesta series.

BREEN SET FOR MONTE

Irishman Craig Breen will begin his Super 2000 World Rally Championship campaign on January's Monte Carlo Rally, after collecting £428,000 towards the programme by winning the WRC Academy on last week's Rally GB.

SPECTATORS KILLED

Two spectators were killed on last weekend's Rallye du Condroz in Belgium. The accident happened on the seventh stage of the event, when Erik Moree-Pascal Meijs lost control of his Mitsubishi Lancer Evo X. The car went through a barrier in an escape road, killing a 25-year-old female and 67-year-old male. Several other spectators were injured, but they were standing in authorised spectating areas. The remainder of the day's competition was cancelled.

WRC

Mini buoyed by Rally GB showing



Meeke's fourth was a Mini filip

DESPITE JUST MISSING OUT IN A podium on last week's Rally GB, Kris Meeke says the Mini team has learned more than ever on the final round of the World Rally Championship.

Meeke collected his best-ever WRC finish with fourth place in Wales, missing third, after a final-stage spin, by 7.2 seconds. The Northern Irishman suffered a fraught event after the alternator belt came off and an engine mount broke on the John Cooper Works WRC. Despite those issues, the former IRC champion was delighted with the team's performance.

"We've really learned a lot here," said Meeke, "and this kind of testing, tough event has really driven the team on. We've set a fastest time on gravel and been competitive with the car."

Mini will homologate the first evolution of the John Cooper Works WRC in March next year, when it will feature a heavily revised front aero package.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Conspiracy theories and Conwy Castle were the two highlights of last week's Rally GB.

Let's deal with the Castle first. The route for last week's WRC finale was the best since 1995. It was a classic. Realising there would be a good deal of griping about the route, early starts and long liaison sections, I stayed in the same place as the drivers (Llandudno and Cardiff) to go through the same 0400 pain.

Admittedly, I only had to drive a laptop rather than a World Rally Car for the rest of the day, but I thought the return of this endurance element really added to the event. The finishers certainly earned their medals on Sunday afternoon.

And the crowning glory of this great route was the Conwy Castle opening ceremony on Thursday afternoon. Forget the glitz of Monaco or the buzz of Argentina, the quayside in Conwy was the control of the season. Ten-deep at the control, the fans were still five-deep on the road out of town.

The RAC was back to its best.

Now, to those conspiracy theories. The word on the street in Builth last week was that Sebastien Ogier snotted his Citroen on purpose, payback for the team blitzing his engine in Spain to can his chances of being 2011 champion. And Mikko Hirvonen, well he definitely spun his car and (with remarkable accuracy) flicked that

stick into the front of his Ford as his first nod to new employer Citroen. Told you they were good ones...

The third highlight? Seb Loeb and Daniel Elena. Champions, both. Again.

Fans lined the route in force



QUOTE OF THE WEEK



He couldn't talk. He was crying"



Sebastien Loeb describes the moment a Spanish rally fan drove into his Citroen DS3 WRC on a road section and put him out of the fight for Rally GB.



P54 RALLY GB REPORT



ABU DHABI GP

Yas Marina,
November 13

ROUND 18/19

LAPS 55

WINNER

Lewis Hamilton
1h37m11.886s

POLE POSITION

Sebastian Vettel
1m38.481s

FASTEST LAP

Mark Webber
1m42.612s

RACE RATING

★★★★★

Certainly the most
exciting Abu Dhabi GP
ever - which isn't
saying much

DRIVERS' STANDINGS

| | |
|--------|--------|
| Vettel | 374pts |
| Button | 255pts |
| Alonso | 245pts |

MILESTONES

- First time that two Williams cars have shared the back row for a grand prix
- Vettel matches Mansell's 14 poles in a year from 1992

SEB BLOWS OUT AS LEWIS TAKES CONTROL

Hamilton was back on strong form in Abu Dhabi, and after Vettel's first-lap puncture he kept everything under control to win. By MARK HUGHES





QUALIFYING

Vettel builds it up to equal Mansell's record for poles in a season

Sebastian Vettel did it: he equalled Nigel Mansell's all-time record of poles in one season. But it was close enough that, had Lewis Hamilton repeated his Q2 lap, the Red Bull man would have been denied.

As ever, Vettel carefully built the pieces of the jigsaw through practice and into qualifying, never showing his full hand until the final crucial lap. But it was made more complex here by the way the track changes as the sun goes down. "Yeah, it's quite difficult," he said. "The car behaves differently and the tyres come in differently from Saturday practice to qualifying, and even during qualifying, so you're constantly adapting."

"It felt not good at all in Q1 on the prime tyres, but then much better when we switched to the option in Q2. I was keeping a little bit in hand in the final sector because it's easy to lose a lot if you make a mistake. The track seemed to change quite a bit in the downtime between Q2 and Q3 and didn't seem to be any quicker. On my first Q3 run I pushed a bit too hard but I was much happier with the second."

He then went on to claim that equalling Mansell's record wasn't a preoccupation for him, but he was kidding no-one. Last year he said of his 10-pole season that it was "pretty good, but not up with the best and that maybe next year we can improve on it". He's acutely aware of his place in the history books and here he was putting himself into yet another chapter.

It did seem as if the track evolution, as its temperature dived, moved it towards Red Bull and away from McLaren. Lewis Hamilton had been fastest through most of practice and into Q1 and Q2, and if he'd repeated his Q2 lap pole would have been his. "The Q2 lap was a very good one," he said, "but already I could feel that the car was beginning to oversteer and that's its limitation. It was trickier into Q3 and because of that I didn't manage to extract the best from it." Being two tenths shy of Vettel put him second on the grid, keeping intact the record of only Vettel and Hamilton ever starting from an Abu Dhabi front row through all three GPs here.



"And is Patrese, er, Mark, second?"

Jenson Button, having been trying to tame a nervous rear end throughout practice, suddenly found himself with huge understeer going into qualifying: "There are only so many things you can change once you're into qualifying, and so as we tried to put some front end into the car we sort of ran out of options." But the lap itself, when it finally came on his second Q3 run, was very good and only nine thousandths shy of Hamilton, good for third fastest.

Fourth-fastest Mark Webber was hugely disappointed to encounter problems on his crucial final run in Q3, having been vying with Vettel through the previous runs and practice. "Sometimes you see a Seb lap and think, 'Wow, I can't do that'," he said, "but today I think that was within my reach; we just didn't get it together." He was having to make adjustments for a software glitch on his out-lap, for which he was being talked through over the radio. "It meant the tyre-preparation lap wasn't great," he said, "and I was also a bit too close to Sutil at the start of the lap. The first sector was

pretty good but it went wrong from there." It all left him 0.4s adrift of Vettel.

Ferrari was again in experimental mode here, with nothing further to gain from this year. Both cars ran through practice with the new flexi front wing, but into qualifying only Alonso retained it. Massa was switched to the older pre-Suzuka design. Alonso lined up in his habitual fifth place, 0.6s off pole but 0.6s faster than Massa, who nonetheless was right behind in sixth. The Ferraris struggled with the traction demands of the final sector, a weakness ever since the high-rake set-up was adopted mid-season.

Both Mercedes drivers were struggling to get their front tyres up to temperature into the dusk of Q3, struggling with understeer for much of the first part of the lap. They were both limited to one new soft-tyred run apiece, having used up their other softs in getting through. Nico Rosberg took seventh, only narrowly missing out on pipping Massa, while Michael Schumacher was 0.9s behind in eighth.

The Force India pair of Adrian Sutil and Paul di Resta (who didn't do a lap during the run-off) completed the top 10. The VJM04s seemed well suited to the track, consistently much faster all weekend than the Renaults, Saubers and Toro Rossos that usually comprise their competition, and they cleared the Q3 hurdle by around 0.4s.

Sauber, Renault and Toro Rosso were very equally matched, all struggling to the same extent but for a variety of reasons. On a low-grip track with Pirellis that turned out to be harder than was strictly necessary, the Saubers were struggling again to generate tyre temperature, and Sergio Perez (11th) and Kamui Kobayashi

(16th, 0.4s slower) set their times on used sets, unable to bring their new ones up to temperature. The Renaults were unsuited to the circuit's many slow corners, the forward-blowing exhaust not helping the car's instability on corner entry, and Vitaly Petrov (12th) reckoned that was the car's absolute maximum around here. Bruno Senna was a tenth slower in 14th, having lost a couple of tenths with a mistake on the best lap of his single Q2 run.

"We are running at a track where car balance, our forte, is not so crucial," said Toro Rosso's Giorgio Ascanelli, after seeing Sebastien Buemi and Jaime Alguersuari qualify 13th and 15th. "Braking and sheer grip are more important and we are not so good in these areas."

For the first time in Williams history the team's cars propped up the grid on the back row. Pastor Maldonado had actually made it through to Q2 where he was slowest, a full 1s away from Perez's Sauber. He then had to take a grid penalty for exceeding his seasonal allocation of eight engines. Rubens Barrichello failed to get out at all in Q1 after suffering an oil-pick-up problem that couldn't be repaired in time. The Lotuses headed the small teams, as usual, while Daniel Ricciardo put his HRT between the Virgins and was only prevented from outqualifying both through a delay in passing one of them.

The sun set on Button's front-row hopes – just



P40 RESULTS
Yas: the only way is up





Vettel got the jump at the start of the race...



RACE CONDITIONS

Race started in bright conditions with ambient of 26C, but when night set in very rapidly it cooled down.

As he charged through Turn 1, Sebastian Vettel was already many car lengths clear of Lewis Hamilton.

Red Bull's champion was desperate to get as much dusk between them as possible in these opening seconds, because on that long back straight he knew from qualifying that he was at least a potentially-crucial 5mph slower than the McLaren. If Lewis picked up the tow there on the opening lap, Vettel could be vulnerable, and so was on a mission. He rode the exit kerb – but no more so than he had all weekend, no harder than most everyone else, and he looked as if he was about to streak away to yet more records.

Then, through the fast left of Turn 2, something entirely unexpected unfolded before Hamilton's eyes. That Red Bull, its right-rear tyre apparently totally flat, turned entirely sideways and flew off the track, smoke pouring from the tortured Pirellis. Lewis had been so

far behind he didn't even need to lift – just kept that foot to the floor and relaxed into that picture where all that's in front of you is the unfurling track. A rare present. From Vettel's perspective, once the haze of smoke had cleared, he was staring into the setting sun as the midfield raced past him at 90 degrees.

That was the foundation of this race. Hamilton had to keep an eye out around the stops – only two of them, so low was the tyre degradation – for the Ferrari of the tenacious Fernando Alonso, but that was only ever an amber light of concern, never a red. His only other potential rival, his own team-mate Jenson Button, was to be delayed by intermittent KERS failure that made his a scratch-head/rub-tummy sort of race, forever trying to alter controls while maintaining a rhythm and fending off the various advances of Mark Webber's Red Bull or Felipe Massa's Ferrari.

Seb restarted and drove the rest of the lap on the flat rear tyre, Gilles Villeneuve-style. The leaders were already completing their second lap as he arrived at the pits, where it was quickly established that in being dragged sideways across the track the wheel rim had dug in and broken a trackrod. Game over, his first



...but his hopes were in tatters on the first lap

retirement since the Korean GP in October last year. From his pit perch team boss Christian Horner turned his head away in frustration. He'd recovered his composure post-race, saying: "Oh well, better it happened at Abu Dhabi this year than last. We saw an instant deflation on the data as he was on the kerb but we don't at the moment know why."

And so F1 got on with racing without its dominant man. Hamilton's gifts just kept piling up, for Alonso's aggressive move around the outside of Webber and his forcing of Button to defend second meant Lewis could just glance in those mirrors and see the fuzzy

images were a long way back. Alonso slipstreamed Button up the back straight and squeaked ahead into Turn 8, their wheel-to-wheel dicing continuing for much of the rest of the lap as Lewis sprinted clear.

The other jousting contest up to Turn 8 on that opening lap was between the two Mercedes for sixth place, behind Webber and Ferrari's Felipe Massa. Nico Rosberg had attempted to pass Massa off the start but been squeezed, allowing Michael Schumacher through. Rosberg then slipstreamed Schumacher up the back straight and tried for the inside, only for Michael to shut the door hard ▶

◀ — and then almost stop, with Rosberg trapped. Nico retaliated, and they squabbled through the tight twists and switchbacks of the final sector, compromising each other until Nico was definitively ahead. He proceeded to pull away at an impressive rate, leaving Michael to have his hands full with Adrian Sutil's Force India for the rest of the early evening. Rosberg maximised the Merc but fell steadily back from Webber/Massa.

Hamilton screamed by already 2.5s clear at the end of the opening lap, a gap he would just maintain for the rest of the stint. Alonso in turn soon pulled out a gap over Button. "I'm not sure my pace was that great on the soft tyre," said Jenson, "even before I had my KERS trouble."

Webber — a piece of Vettel's tyre carcass dangling beneath the rear and disturbing the underfloor aero — pulled a DRS pass on Button up to the tight left/right of Turns 8/9 on lap four, Jenson immediately pulling out wide and tucking back behind to be within 1s of the detection point for the second DRS zone, placed just after the exit of T9. Button effortlessly repassed, leaving Webber to ponder on being stuck behind a McLaren for the third consecutive race: "I was quick out of Turn 7 so was able to do people on the first DRS, but then that just left you open for them to re-do you on the second one, where I was a bit of a sitting duck, because compared to anything Mercedes-powered we seemed a bit weak on acceleration out of T9."

Yet again the Mercedes KERS was proving a valuable weapon against the smaller, weaker unit in the Red Bull, idealised for a car running at the front from pole.

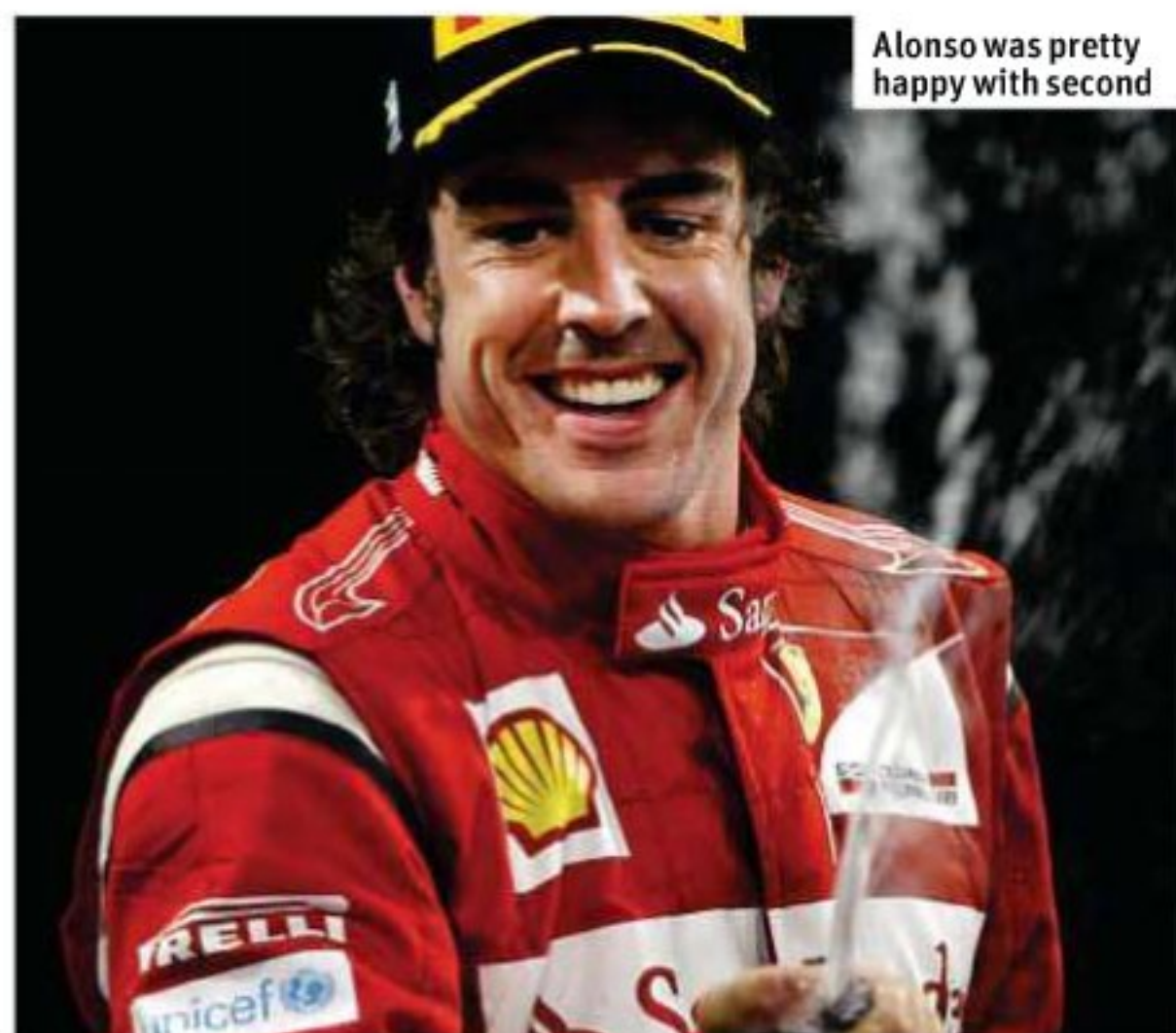
On the 12th lap Button braked hard for Turn 11 and suddenly he was fighting for control. He gathered it all up but realised immediately what the problem was: no KERS,

"Button braked hard and suddenly was fighting for control. He realised immediately the problem: no KERS"

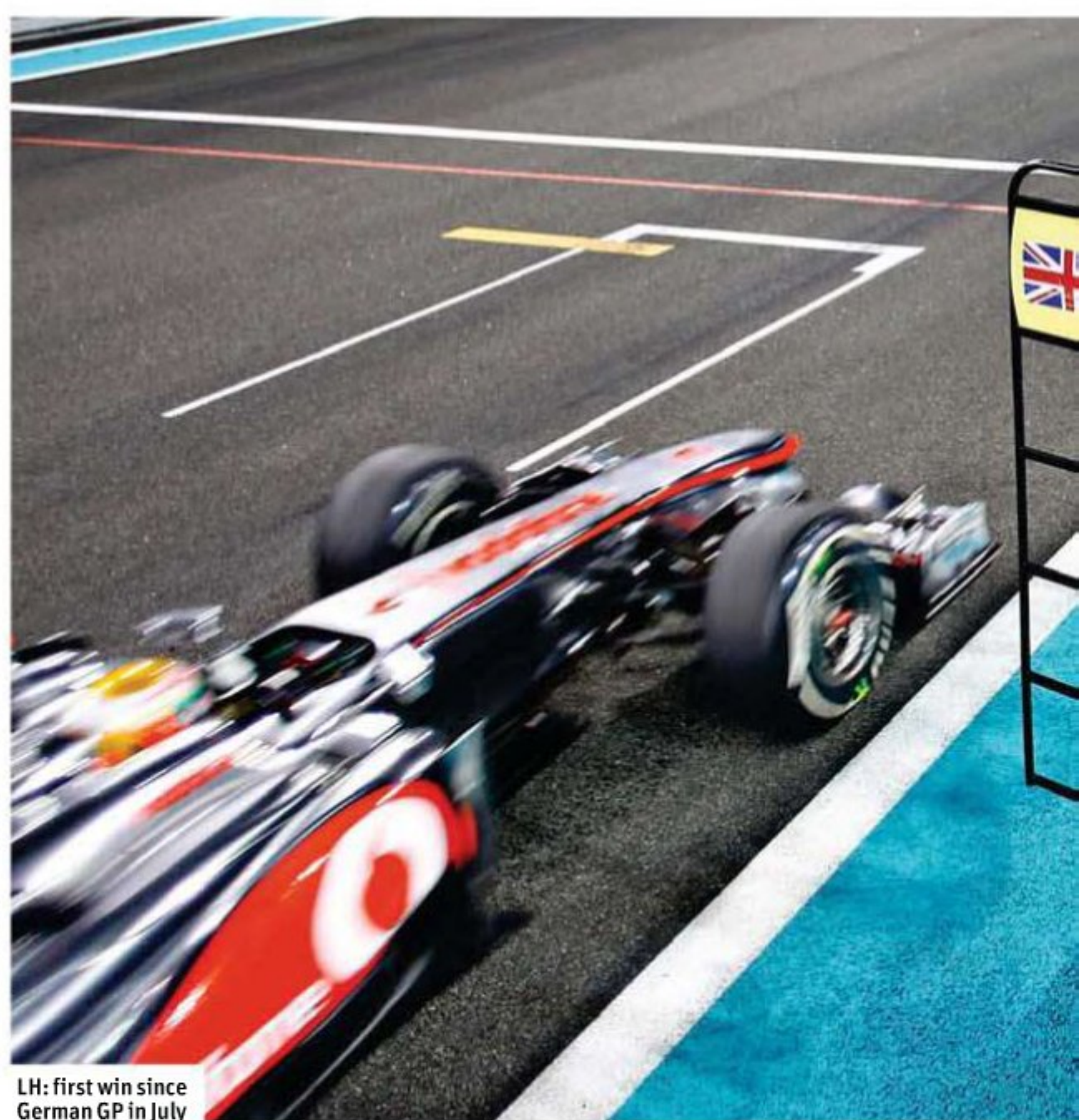
meaning the brake balance was completely wrong. Normally there would be a dash warning of the unit's malfunction but not this time. So he set about coping as best he could, but his lap times initially dropped off by around 0.5s and Webber closed back up, Mark using his DRS to squeeze past into T11 on lap 15, but it was a marginal move, Button having to lock up and stay out wide to avoid contact. But this put Jenson on a better line through the right-left of T12/13, and he was able to pass on the exit of that sequence as Webber powerslid messily on exit.

Ferrari brought Massa in at the end of the 15th lap, attempting to undercut him ahead of Button/Webber. But McLaren's more-immediate concern was with the race-leading Hamilton. From the 11th lap Alonso had begun to lap slightly quicker than Lewis as the usual Ferrari tyre-usage pattern allowed its competitiveness to increase the further a stint went on. It was only by a tenth or two, and Lewis's lead was still comfortable, but it would become progressively less so until by the 15th lap it was down to less than 2s. McLaren had no choice but to bring Lewis in next time through — and he was followed down the pitlane by Alonso. McLaren got its man turned around 0.4s quicker than Ferrari, and what's more the team was ready in time for Button coming in on the same lap, from just 12s behind.

Webber stayed out a further lap and went quickly enough to have stayed ahead of Massa, only to then



Alonso was pretty happy with second



LH: first win since German GP in July

DRIVER BY DRIVER by Edd Straw

1  **9/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-5
Start: 1st. DNF

Recovered from Friday crash to take another stunning pole with a last-gasp effort. Converted that into the lead at the start. As AUTOSPORT closed for press there was no sign that he played a part in the puncture that ended his race. Had the tyre held up, he was the likely winner.

2  **5/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 4th. Finish: 4th

Didn't have Vettel's pace all weekend and wasn't anywhere near close enough to pick up the pieces when the German finally posted his first retirement in over a year. Bold three-stopper made little difference to his result as he took his third fourth place in four races.

3  **10/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 2nd. Finish: 1st

Rated it as one of his best wins, which it probably wasn't, but in the present circumstances his measured, very assured drive was exactly what he needed. Always had Alonso covered and didn't put a foot wrong throughout the 55-lap race.

4  **7/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 3rd. Finish: 3rd

Close to Hamilton during qualifying, but lost time in the first few laps of the race and never recovered. Lost KERS in the first stint and dealt with the braking problems caused when it returned, intermittently, later in the race to take a solid third place.

5  **10/10**
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-291
Start: 5th. Finish: 2nd

You could tell that Alonso smelled blood after the demise of Vettel's Red Bull, and his claim that he turned in a race of qualifying laps wasn't hyperbole. Made a valiant effort to jump Hamilton in the final stops, but the McLaren man always had the edge.

6  **5/10**
Event rating

FELIPE MASSA

Ferrari 150° Italia-290
Start: 6th. Finish: 5th

A very messy weekend for Massa, who regularly attacked the kerbs a little too hard and showed how close to the edge he was when he spun late on trying to keep within a pitstop of three-stopping Webber. Dangerously close to finishing behind Rosberg.

REPORT ABU DHABI GP



Webber struggled to get past Button



Vettel didn't need his racesuit on for long...



...and strikes a contrast with Hamilton ecstasy

suffer a delay as a wheelnut fell from the gun of the right-rear wheelman, giving Mark a 5s stop and putting him behind the Ferrari – and in a car not well suited to overtaking. Red Bull began to think about an alternative to the two-stop strategy.

When all had rejoined on their fresh soft tyres – around 1s per lap quicker than the mediums and remaining quicker throughout a stint – Hamilton led Alonso by 3.4s, with Button still a distant third and trying to stay clear of Massa/Webber despite his loss of KERS.

“They talked me through what I needed to do to try and get it working again,” said Button. He had to scroll through the rotary function dial to shortcut a failed sensor, then dial in the appropriate command, turn it off, pause and turn it back on again. “That worked and the KERS came back. But the problem was it would only last for about two laps at a time and then fail again without warning.” Not only that, but the changes involved swapping between two different brake-bias programmes. “He coped remarkably in doing that while fighting for position,” said team boss Martin Whitmarsh in admiration. Indeed, he was ahead of the engineers’ instructions on several occasions.

As Button was busy with all this, so Massa and Webber arrived on his tail, but soon enough he got into his troubled rhythm and pulled himself out of their DRS range, leaving Massa and Webber squabbling. Again, the Red Bull would occasionally get ahead in the first DRS zone but lose out in the second. It was all the confirmation Red Bull needed that it required a different approach. “It looked like we were going to finish behind Massa if we just continued what we were doing,” said Horner, “so we decided to get him some clean air, and stick him on another set of the faster options ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-09
Start: 8th. Finish: 7th
Had an uninspired weekend, although it shows how far he has progressed since his comeback season last year that a moderate weekend still yields a solid result. Didn't have Rosberg's speed, but was consistent in the race and managed to keep Sutil at bay.

8  **8/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 7th. Finish: 6th
Was pretty happy with his weekend's work, although there was the nagging doubt that he might have been able to beat the struggling Massa both in qualifying and the race. Also did a great job to squeeze past Schumacher on the opening lap after being boxed out.

9  **5/10**
Event rating

BRUNO SENNA
Renault R31-04
Start: 14th. Finish: 16th
Didn't do as bad a job as the results suggest and showed decent speed in flashes. Not impressed with the drive-through penalty for ignoring blue flags or the KERS failure and failed strategy gamble. Another one of those weekends where things just didn't come together.

10  **5/10**
Event rating

VITALY PETROV
Renault R31-06
Start: 12th. Finish: 13th
Qualified reasonably well, but lost usage of his DRS early in the race and the team attempted to switch him to a one-stopper. This failed, and he had to return to the pits for a second set of options later on. Without all that, would have been in the hunt for 10th.

11  **9/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-04
Start: 24th. Finish: 12th
Myriad engine problems meant that he barely completed a lap in FP1, FP3 and qualifying, leaving him with the worst starting position of his 19 years in F1. Made up for it in the race, during which he was fast, consistent and got close to a points finish.

12  **4/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 23rd. Finish: 14th
Headed into the weekend knowing that he would have to take a 10-place grid penalty for using a ninth engine of the season. Made good progress early on, but getting a second penalty for ignoring blue flags was careless, even though it didn't cost him a place.



Sutil led the points-scoring Force Indias



Rosberg headed Schuey to seventh

DRIVER BY DRIVER by Edd Straw

14  **9/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 9th. Finish: 8th
Another accomplished outing for a driver fighting for his future. Sutil had the measure of di Resta all weekend and wasn't far off beating Schumacher in the race. In the process banked points that near-guarantee Force India sixth in the constructors' table.

15  **7/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 10th. Finish: 9th
A good weekend's performance, although was eclipsed by Sutil. Unfortunately, for the second race in a row, ended up on the worse side of Force India's split strategy, and in the circumstances ninth place was about as good as it could have been.

16  **8/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-04
Start: 16th. Finish: 10th
Returned to the points after a drought of over three months, executing an unorthodox strategy well. The Japanese started on primes, pitting early, and then made use of his pace on fresher options to pass Perez for the final point late in the race.

17  **6/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-03
Start: 11th. Finish: 11th
Qualified well, but hit the back of Sutil on the opening lap and had to head to the pits for a replacement nose. That left him out-of-synch on strategy and, without KERS, he was powerless to hold back his team-mate, who had fresher options, in the final stint.

18  **7/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-03
Start: 13th. DNF
For the third time in four races, Buemi was denied a potential points finish by a mechanical problem. This time he dropped out with hydraulics issues at the end of the first stint. Was running ninth – ahead of di Resta – when the problems struck.

19  **6/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-02
Start: 15th. Finish: 15th
Qualified behind Buemi but had a good stint to climb to 12th. A disastrous pitstop, which cost him a good 20 seconds, dropped him to the back of the order and doomed him to a poor finish. Post-race penalty for ignoring blue flags made no difference to his result.

◀ for a three-stop. It wasn't certain we'd be able to beat him that way but there was nothing to lose."

Indeed, he was sufficiently far clear of Rosberg, charging along as quickly as the Mercedes would allow, that it was a no-risk choice.

So Webber came in at the end of the 35th lap – not very much earlier than the two-stoppers, but with a set of the much-faster options and a clear track he needed to pull out an extra 22s or so over Massa within the remaining 20 laps. Perfectly feasible in a Red Bull, and Mark was quickly into the task, setting one fastest lap after another. McLaren pitted Button at this point, Jensen remaining around 3s ahead.

At around this time we began to see a repeat of the first-stint pattern between leader Hamilton and Alonso, with the Ferrari beginning to eat back into the lead Lewis had been nursing in the first few laps. From over 5s the gap was down to just 3s by the end of the 39th lap, with 16 to go. There was nothing to be gained by allowing it to get any closer than that, and Lewis was in

"When Pirelli trawled through Vettel's data, something was discovered: there was a loss of pressure on the formation lap"

at the end of the next lap and fitted with a set of the harder tyres.

Ferrari's hope at this point was that, with Alonso still lapping quickly on softs that were 24 laps old, Hamilton might take a lap or two to get the new mediums up to temperature – and that would allow them to leapfrog ahead by pitting later. But the McLaren rarely, if ever, has trouble generating tyre temperature, particularly Lewis's McLaren. "When he did the two very quick laps on his fresh tyres," said Ferrari's Stefano Domenicali, "we knew we couldn't do it."

Alonso added: "Actually, even if we'd got ahead at the stop. I think they had the performance to have passed us again on the track." The Spaniard's chances weren't helped when he made for the pitlane with 12 laps to go, and Daniel Ricciardo – just ahead of him in the HRT – peeled off too. It slowed Fernando but made no difference to the outcome; he was too far behind to have come out ahead anyway, and Lewis was now lapping faster.

All that remained up front was to see if Webber's gamble would work. The one possible thing it might have foundered upon was his getting stuck behind those cars now on the slower tyres, but which didn't have to pit again. The first of these was his earlier nemesis Button. With greater tyre grip and his dander up, Webber was this time able to make his move into Turn 11 stick.

Next was the yet-to-stop Rosberg, in a temporary third place, and the

Mercedes succumbed at the same place three laps later, Webber continuing to fly.

At this point, he had found 14 of the 22s he needed over Massa, there were 10 laps to go and he was 1s per lap quicker than the Ferrari. It was going to be close, but it looked like it would succeed. But then Massa ensured it would with a quick Turn 1 spin on the 48th lap. "I was struggling on the harder tyre," he said, "and I was having to push very hard to try and stay ahead. I locked the rears and that was it." The car had been extra-difficult on the older, less-effective, front wing he'd been forced to use after the newer one had again proved problematical. He duly rejoined after his stop well behind the Red Bull, back in fifth.

Hamilton looked relieved to be back on the centre step of the podium, Alonso and Button both absolutely deserving to be up there with him. Rosberg was within 2s of Massa at the end and over 20s clear of Schumacher, who had overcome Sutil's challenge for seventh only at the second stops. Di Resta, who'd started on the primes, was ninth from the fast-closing, later-stopping Sauber of Kamui Kobayashi.

At the end of the evening, Vettel took a walk with one of the Pirelli engineers around the track, looking to see if they could find any evidence for what had happened, a missing piece of tread perhaps, but to no avail. When Pirelli trawled through the data, something was discovered: there was a small but definite loss of pressure on the formation lap. Whatever had happened to the tyre had its beginning on that dummy lap, and ended up costing Seb the chance of equalling Schumacher's record of 13 wins in a season. That particular record will have to wait for another season – but who'd bet against it falling to him eventually? 🏆

Alonso leads the chasers of Hamilton



Perez missed out on points after breaking wing

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 17th. Finish: 17th
Another good weekend for Kovalainen, qualifying as well as he could have done and scrapping with the midfield stragglers where possible. But until he has a more-competitive car, it's impossible to say more than that he once again got the best-possible result.

21  **5/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-01
Start: 18th. Finish: 18th
Another weekend where he couldn't match Kovalainen, albeit with the mitigation that he lost Saturday morning practice with gearbox trouble. The veteran qualified and finished adequately, but there was nothing here to fire the imagination.

22  **7/10**
Event rating

DANIEL RICCIARDO
HRT-Cosworth F111-02
Start: 20th. DNF
The newest recruit to the F1 ranks beat team-mate Liuzzi in qualifying and kept in touch with Glock's Virgin despite a bad first lap. Alternator problem forced him out of the race late on, but despite that it was a decent weekend's work from the Red Bull junior.

23  **5/10**
Event rating

VITANTONIO LIUZZI
HRT-Cosworth F111-02
Start: 22nd. Finish: 20th
Struggled with suspension problems in qualifying and the race, and this left him with handling that was all over the place. Stuck to his task and brought the car home to the end of the race, and there wasn't much more he could do than that.

24  **7/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 19th. Finish: 19th
Another decent effort in an ill-handling car from Glock, who kept Ricciardo at bay and got the best possible result for the machinery, as usual. Next season, and the hoped-for improved car, can't come soon enough for the former podium finisher.

25  **6/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-03
Start: 21st. DNF
Qualified just behind Glock (albeit slower than the HRT of Ricciardo), but his race didn't last long as braking problems forced him out. Solid, but unspectacular – considering his very uncertain F1 future, it wasn't a bad weekend from the Belgian.



**FREEZE
FRAME**

Williams gets back-row blues

Penalties and problems relegated both Williams cars to the final row. MARK HUGHES explains



Pastor Maldonado shows that it wasn't through lack of effort that Williams suffered its disastrous qualifying session, with both cars lining up on the back row of the grid. Maldonado actually qualified 17th fastest but took a grid penalty for exceeding his allocation of eight engines per season. The sister car of Rubens Barrichello didn't even run, sidelined by an oil leak.

Given such a depressing litany of problems, it was doubly ironic that in setting his 14th pole of the season Red Bull's Sebastian Vettel equalled Nigel Mansell's seasonal pole tally, set in 1992 with the

Williams FW14B, another Adrian Newey-designed, Renault-powered car.

Mark Gillan, Williams chief operating engineer, explained the background to the team's Saturday woes. "Pastor lost his eighth engine not because of an engine problem but because of a transmission failure, which caused the engine to overrev. We had to break the seals to rebuild the engine and so that took us into our ninth. But we shouldn't have been at the point where we'd already used eight engines.

"With Rubens we had two separate oil pick-up problems, one on Friday and one with a new engine

fitted for Saturday. We changed all the ancillaries after P3 on Saturday, tried it and it still wasn't picking up the oil. So we had to break the seals of the Saturday engine to fix it and that took that one officially into the ninth."

Although the repaired engine wasn't ready in time for qualifying, the team made as if it was going to run in Q1, Rubens even agreeing to get suited up even though he knew he would not be taking part. This was to encourage other teams into doing second runs and thereby use up another set of tyres, something that might have paid back Williams in the race.

Drawing board

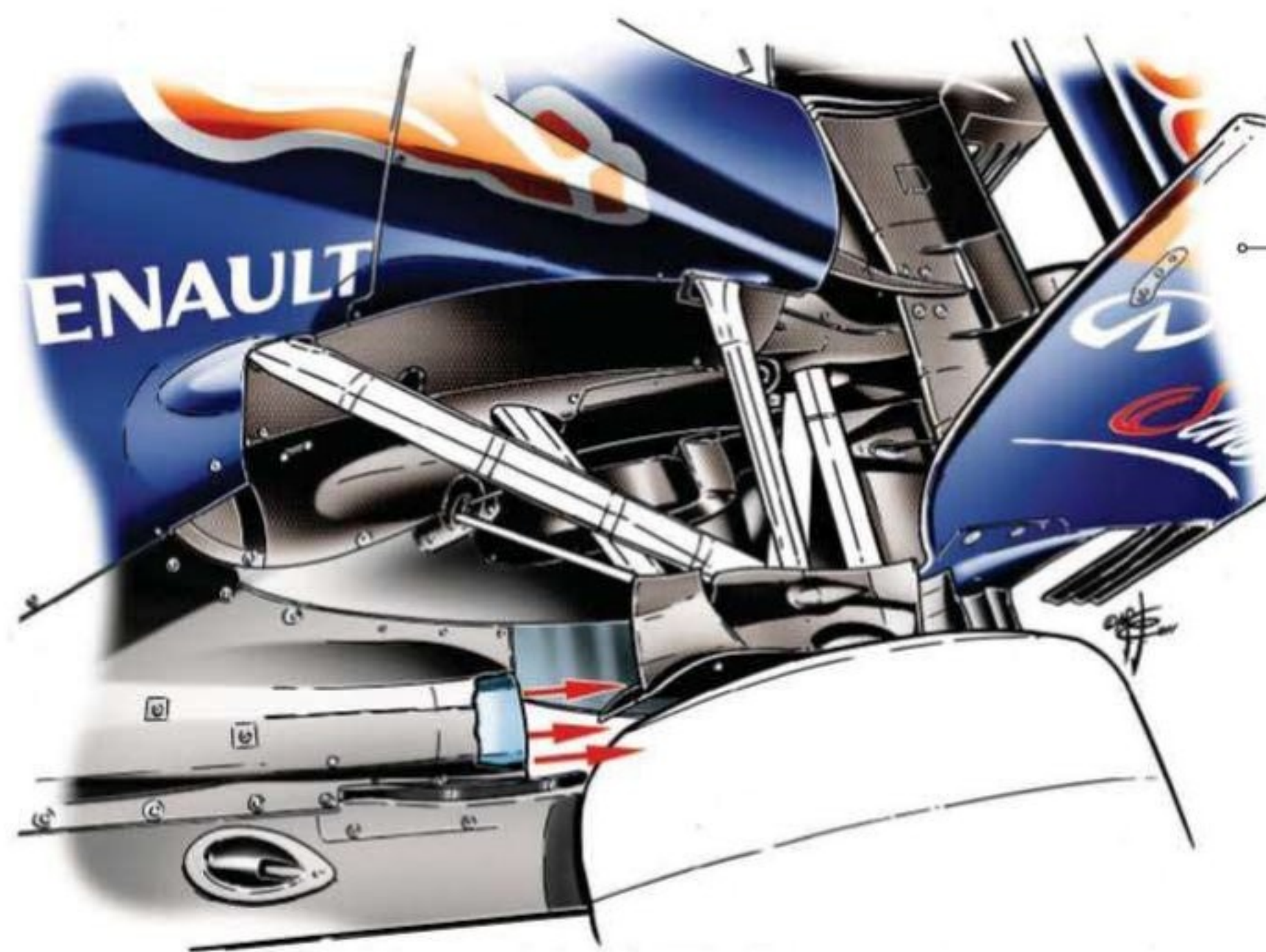


Gary Anderson, Mark Hughes and Giorgio Piola outline the efforts made by Ferrari, Force India, Red Bull, Renault and Williams to improve their cars

FERRARI ENGINE COVER

→ Ferrari tried an engine cover with this enhanced-cooling format (top), including a Red Bull-style exit hole, but the ambient temperatures were such that the cars were able to run with the standard one.

GARY ANDERSON: F1 engine cooling is always pushed to the limit. To get maximum performance, cars run with the water temperature at around 120°C because airflow used for cooling cannot be used to create downforce. When the ambient temperature is very high extra exit ducts always appear. Normally Ferrari relies mainly on exits at the rear of each sidepod and the slot at the trailing edge of the engine cover, but for Yas Marina it added what can only be called a Red Bull style of cooling – a large rearward facing hole at the base of the engine cover just above the rear crash structure. This hole is not in an area where airflow quality is compromised, so it does the least damage for the best cooling.



RED BULL DIFFUSER ENTRY

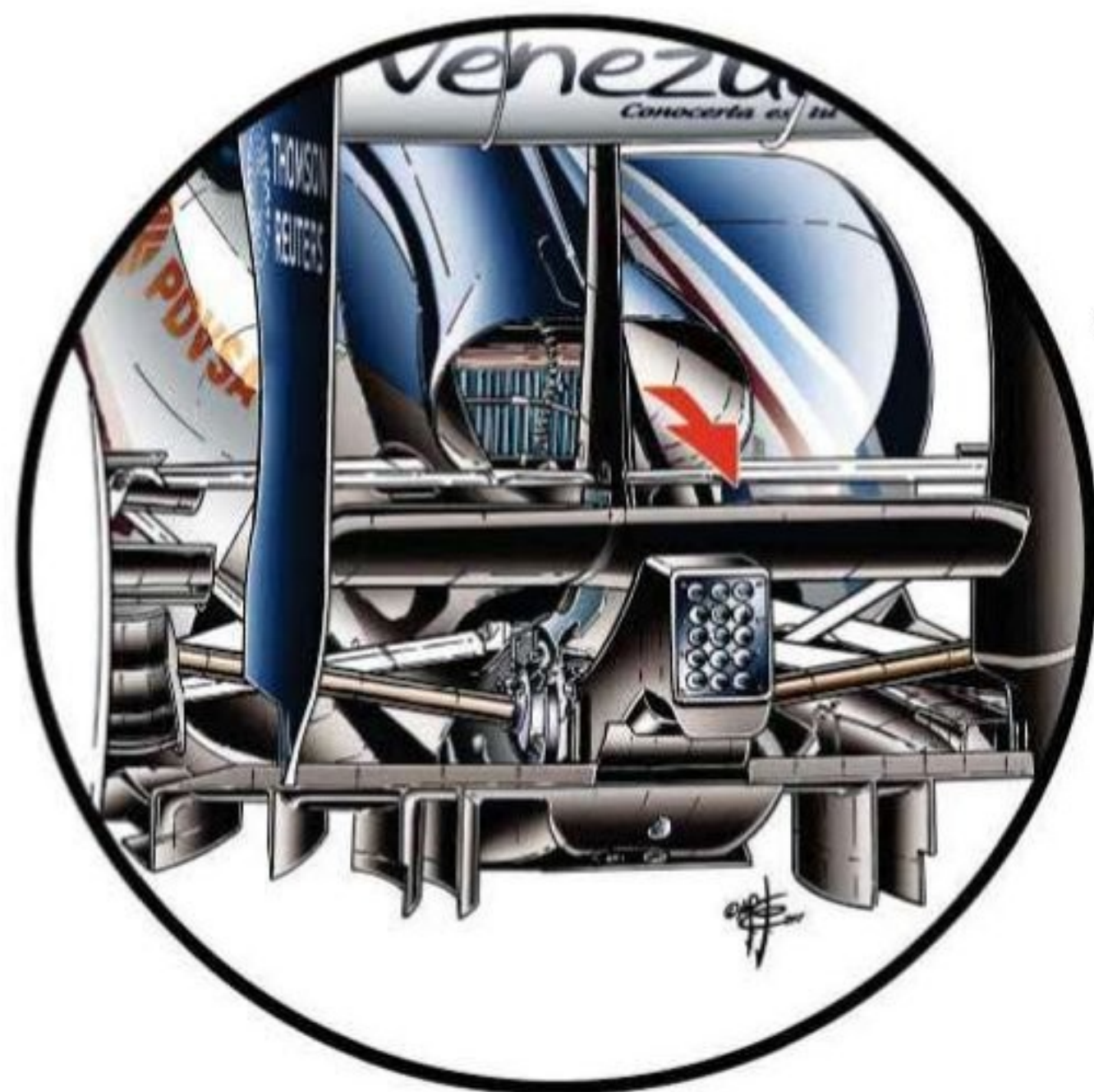
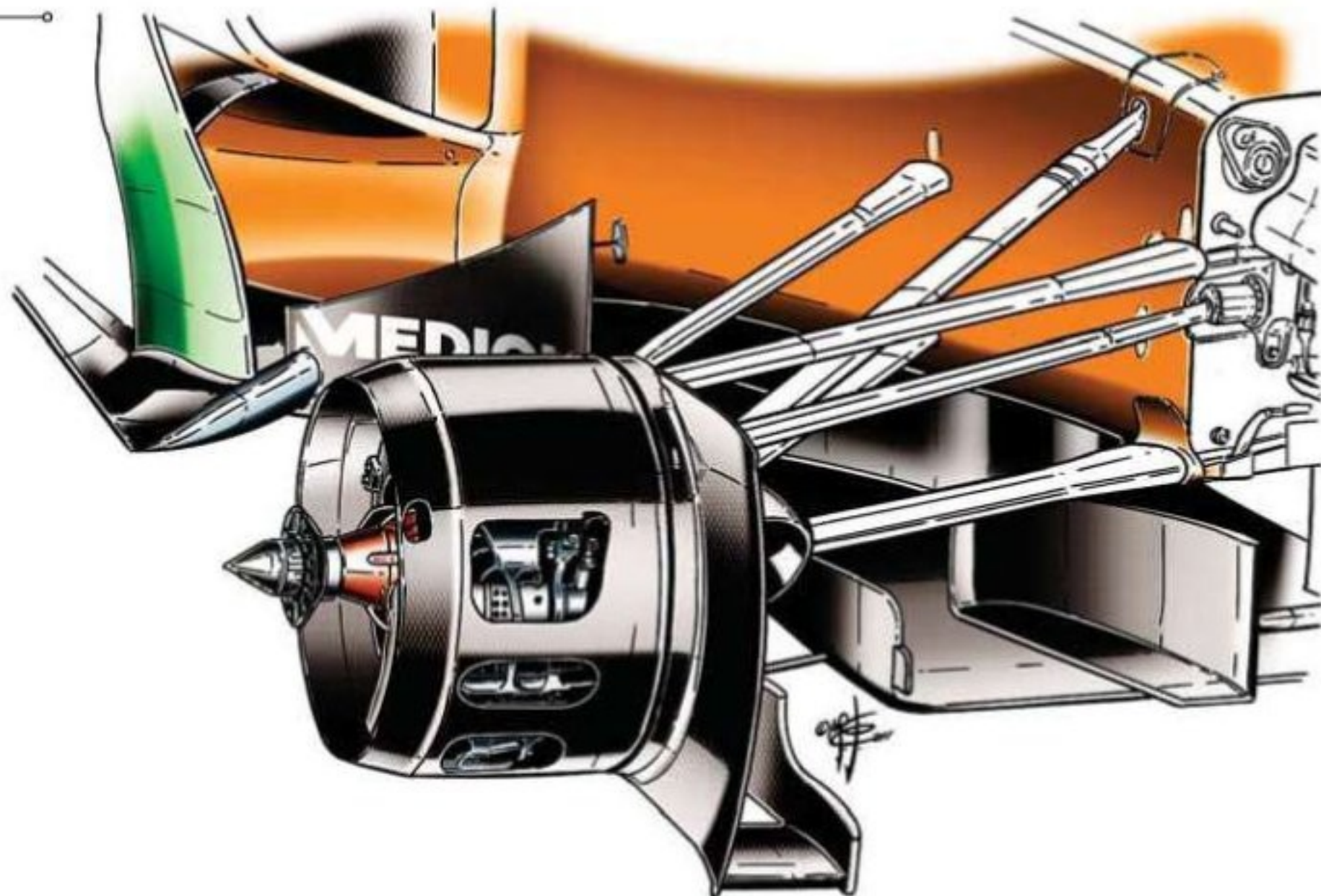
→ Red Bull reduced the size of the diffuser entry from its bodywork.

GARY ANDERSON: This picture illustrates just how complex the aerodynamic surfaces are on an F1 car. Without running the risk of getting hit over the head with a can of Red Bull by being too nosy, it's always difficult to know what a team is up to but I think these small ducts on the upper surface of the diffuser are there to move some of the airflow from the top surface into the central most critical part of the diffuser. They were bigger but have now been optimised and reduced in size to lessen the effect on the upper surface. Introducing some high-energy airflow into the central area of the diffuser and letting it come out of the starter access hole reduces the airflow separation problems when the underfloor is close to the ground. A small area of separation spreads very quickly when the diffuser surfaces are working to their limit.

FORCE INDIA BRAKES

➔ Force India took the precaution of introducing a cooling hole in the drum surrounding the brake disc in order to keep its forward-mounted calipers within their operating temperature.

GARY ANDERSON: Force India is the only team that fits its front calipers on the front of the upright. This is a strange thing because back in the 1980s, when F1 cars ran twin calipers per wheel, the forward-mounted front caliper was always the most difficult to cool. I think this is still the case and, as this picture shows, the team had to put some holes through the brake duct to help extract some of the cooling flow through the caliper. This means that the overall duct system is less efficient, but since the Yas Marina circuit is one of the hardest of the season on brakes, with 13 big braking points and no time between them to allow the brakes to cool, it would be very easy for the brake temperatures to climb, resulting in excessive disc and pad wear. This excess temperature would also increase the caliper temperature and that of the brake fluid, resulting in a long and ineffective brake-pedal movement.



WILLIAMS COOLING

➔ Williams opened out its rear bodywork for the awkward Abu Dhabi combination of ambient temperatures and slow corners.

GARY ANDERSON: When the ambient temperature is high, and the average circuit speed is relatively slow, extra engine cooling is always required. The teams all have their own critical engine temperatures and, to get the best overall car performance, they will always try to

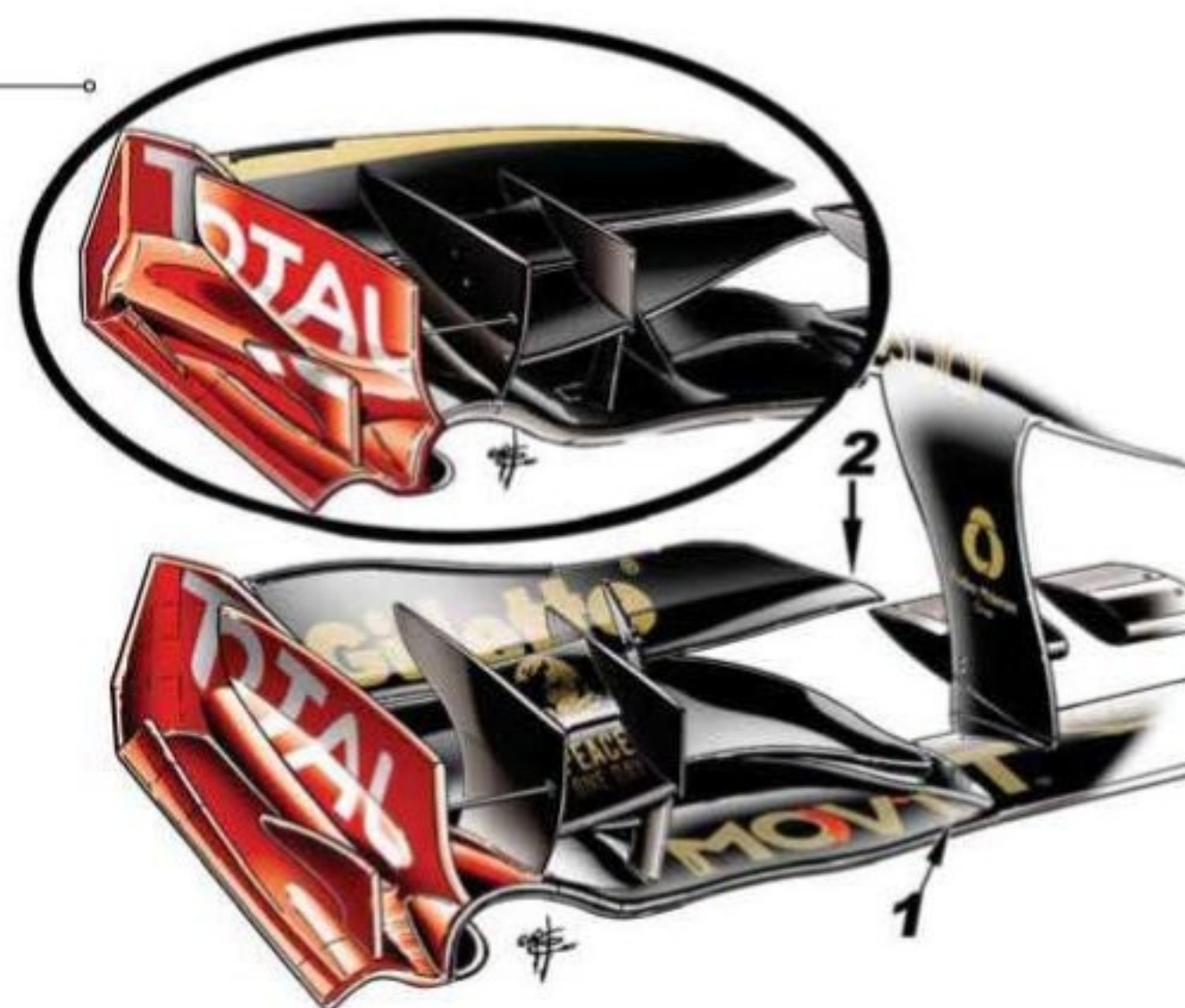
run as close to that as possible. If temperatures start to climb drivers have to reduce revs by changing gear earlier, which reduces performance. Williams, which already has probably the biggest radiator in the pitlane, has had to increase the size of the radiator exit hole. This will compromise the overall aerodynamic performance of the car but, as the saying goes: to finish first, first you've got to finish.

RENAULT FRONT WING

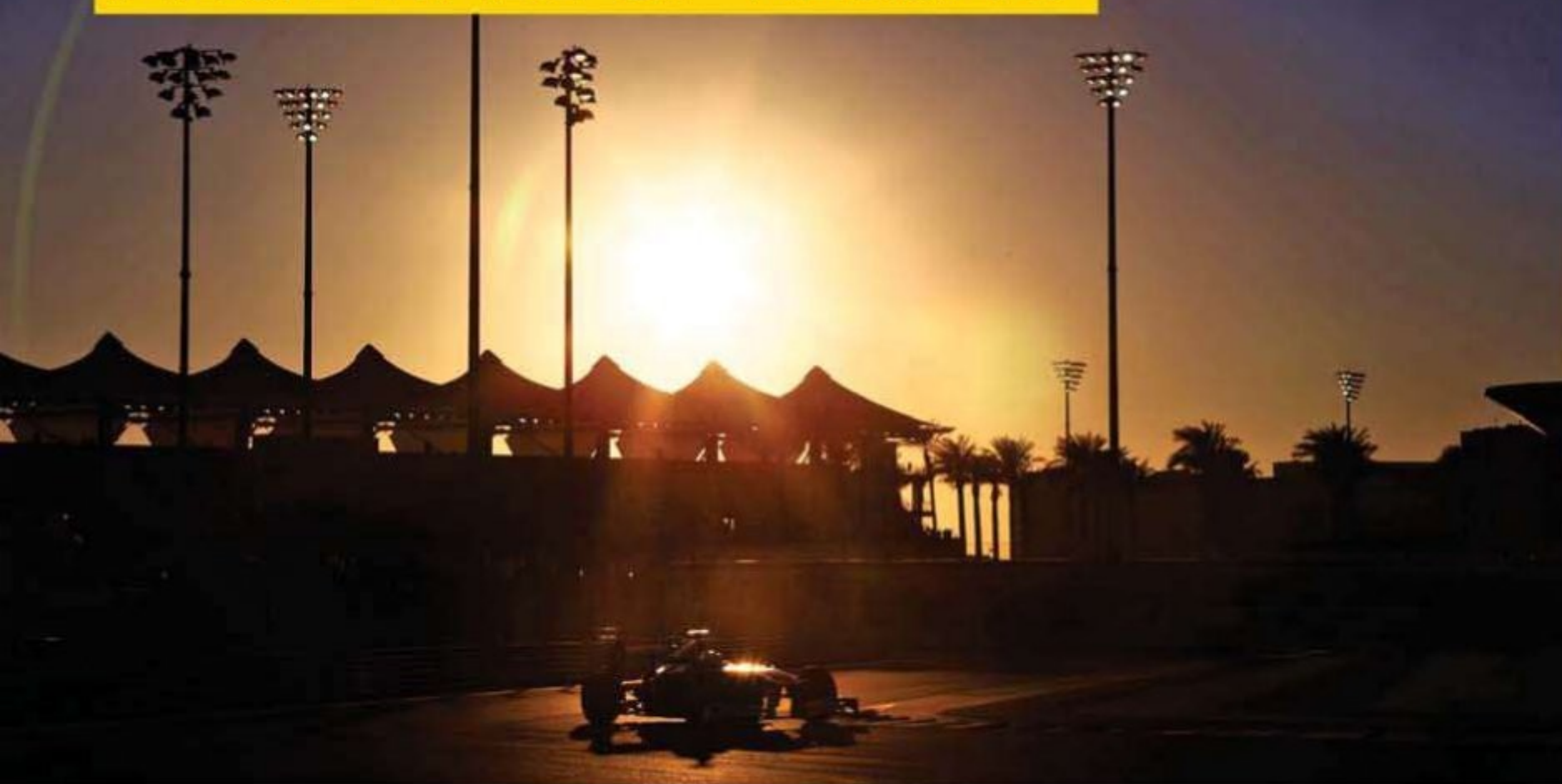
➔ Renault finally introduced this long-awaited new front wing. The team has suffered some failures in the factory with the design as experiments were made with lay-ups and this has delayed its introduction. 1) The main plane conjunction to centre section is different and 2) the big three-dimensional twisted flap has increased in size.

GARY ANDERSON: As the season has gone on Renault's performance has dropped off. It was the first team last year to introduce this three-dimensional treatment to the integration of the front wing elements to the endplates, but for some reason it then went away from it. Now it has returned to that way of

thinking. This new wing is very Red Bull-esque with its short cord main plane and large cord rear flap. The separate, curved outer end section allows better pressure distribution on the under surface and eliminates all the square corners, thereby reducing the risk of self-induced airflow separation as the airflow travels around the corners. All these elements together make the wing surfaces more robust, allowing the elements to be set at an angle that works them harder without the risk of inconsistency because of separation problems. I would also think the team will have taken this opportunity to engineer more flexing into the assembly to improve the overall efficiency of the package.



ABU DHABI GP RESULTS



PRACTICE 1 - Friday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | BUTTON | 1m40.263s |
| 2 | WEBBER | 1m40.389s |
| 3 | HAMILTON | 1m40.403s |
| 4 | VETTEL | 1m40.755s |
| 5 | ALONSO | 1m40.801s |
| 6 | MASSA | 1m41.260s |
| 7 | SUTIL | 1m41.340s |
| 8 | ROSBERG | 1m42.130s |
| 9 | DI RESTA | 1m42.151s |
| 10 | ALGUERSUARI | 1m42.377s |
| 11 | VERGNE | 1m42.633s |
| 12 | GROSJEAN | 1m42.685s |
| 13 | PETROV | 1m43.118s |
| 14 | MALDONADO | 1m43.255s |
| 15 | SCHUMACHER | 1m43.389s |
| 16 | PEREZ | 1m44.412s |
| 17 | KOBAYASHI | 1m44.484s |
| 18 | KOVALAINEN | 1m44.565s |
| 19 | TRULLI | 1m44.898s |
| 20 | LIUZZI | 1m46.385s |
| 21 | RICCIARDO | 1m46.532s |
| 22 | GLOCK | 1m48.024s |
| 23 | WICKENS | 1m48.551s |
| 24 | BARRICHELLO | no time |

Weather: dry

PRACTICE 2 - Friday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | HAMILTON | 1m39.586s |
| 2 | BUTTON | 1m39.785s |
| 3 | ALONSO | 1m39.971s |
| 4 | MASSA | 1m39.980s |
| 5 | WEBBER | 1m40.104s |
| 6 | VETTEL | 1m40.132s |
| 7 | SCHUMACHER | 1m40.553s |
| 8 | SUTIL | 1m40.951s |
| 9 | DI RESTA | 1m41.021s |
| 10 | KOBAYASHI | 1m41.490s |
| 11 | PEREZ | 1m41.565s |
| 12 | BUEMI | 1m41.680s |
| 13 | PETROV | 1m41.947s |
| 14 | ALGUERSUARI | 1m41.983s |
| 15 | SENNA | 1m42.369s |
| 16 | BARRICHELLO | 1m42.798s |
| 17 | MALDONADO | 1m42.910s |
| 18 | KOVALAINEN | 1m43.562s |
| 19 | TRULLI | 1m44.060s |
| 20 | ROSBERG | 1m44.265s |
| 21 | GLOCK | 1m45.486s |
| 22 | D'AMBROSIO | 1m46.142s |
| 23 | LIUZZI | 1m46.249s |
| 24 | RICCIARDO | 1m46.328s |

Weather: dry

PRACTICE 3 - Saturday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | HAMILTON | 1m38.976s |
| 2 | VETTEL | 1m39.403s |
| 3 | WEBBER | 1m39.427s |
| 4 | BUTTON | 1m39.429s |
| 5 | ALONSO | 1m39.661s |
| 6 | ROSBERG | 1m40.135s |
| 7 | MASSA | 1m40.183s |
| 8 | SUTIL | 1m40.429s |
| 9 | DI RESTA | 1m40.511s |
| 10 | SCHUMACHER | 1m40.938s |
| 11 | SENNA | 1m41.509s |
| 12 | KOBAYASHI | 1m41.527s |
| 13 | PEREZ | 1m41.566s |
| 14 | PETROV | 1m41.594s |
| 15 | BUEMI | 1m41.622s |
| 16 | ALGUERSUARI | 1m41.855s |
| 17 | MALDONADO | 1m42.025s |
| 18 | KOVALAINEN | 1m43.409s |
| 19 | BARRICHELLO | 1m43.861s |
| 20 | GLOCK | 1m45.262s |
| 21 | LIUZZI | 1m45.302s |
| 22 | D'AMBROSIO | 1m45.509s |
| 23 | RICCIARDO | 1m45.732s |
| 24 | TRULLI | no time |

Weather: dry



QUALIFYING

| POS | DRIVER | QUALIFYING 1 | QUALIFYING 2 | QUALIFYING 3 |
|-----|-------------|----------------|----------------|--------------|
| 1 | VETTEL | 1m40.478s (4) | 1m38.516s (2) | 1m38.481s |
| 2 | HAMILTON | 1m39.782s (1) | 1m38.434s (1) | 1m38.622s |
| 3 | BUTTON | 1m40.227s (3) | 1m39.097s (5) | 1m38.631s |
| 4 | WEBBER | 1m40.167s (2) | 1m38.821s (3) | 1m38.858s |
| 5 | ALONSO | 1m41.380s (10) | 1m39.058s (4) | 1m39.058s |
| 6 | MASSA | 1m41.592s (13) | 1m39.623s (7) | 1m39.695s |
| 7 | ROSBERG | 1m41.120s (8) | 1m39.420s (6) | 1m39.773s |
| 8 | SCHUMACHER | 1m42.605s (17) | 1m40.554s (10) | 1m40.662s |
| 9 | SUTIL | 1m40.595s (5) | 1m40.205s (8) | 1m40.768s |
| 10 | DI RESTA | 1m41.064s (7) | 1m40.414s (9) | no time |
| 11 | PEREZ | 1m41.311s (9) | 1m40.874s | - |
| 12 | PETROV | 1m40.955s (6) | 1m40.919s | - |
| 13 | BUEMI | 1m41.737s (15) | 1m41.009s | - |
| 14 | SENNA | 1m41.391s (12) | 1m41.079s | - |
| 15 | ALGUERSUARI | 1m41.386s (11) | 1m41.162s | - |
| 16 | KOBAYASHI | 1m41.613s (14) | 1m41.240s | - |
| 17 | MALDONADO | 1m42.258s (16) | 1m41.760s | - |
| 18 | KOVALAINEN | 1m42.979s | - | - |
| 19 | TRULLI | 1m43.884s | - | - |
| 20 | GLOCK | 1m44.515s | - | - |
| 21 | RICCIARDO | 1m44.641s | - | - |
| 22 | D'AMBROSIO | 1m44.699s | - | - |
| 23 | LIUZZI | 1m45.159s | - | - |
| 24 | BARRICHELLO | no time | - | - |

Weather: dry

QUALIFYING

| | Head to head |
|---------------------|-------------------------|
| VETTEL | 15 3 WEBBER |
| HAMILTON | 13 5 BUTTON |
| ALONSO | 14 4 MASSA |
| SCHUMACHER | 3 15 ROSBERG |
| HEIDFELD/SENNA | 6 12 PETROV |
| BARRICHELLO | 10 8 MALDONADO |
| SUTIL | 9 9 DI RESTA |
| KOBAYASHI | 7 11 PEREZ/DE LA ROSA |
| BUEMI | 13 5 ALGUERSUARI |
| KOVALAINEN | 16 2 TRULLI/CHANDHOK |
| KAR'KEYAN/RICCIARDO | 5 12 LIUZZI/KARTHIKEYAN |
| GLOCK | 14 4 D'AMBROSIO |



THE GRID

| | |
|---|---|
| 2 HAMILTON McLAREN 1m38.622s Soft | 1 VETTEL RED BULL 1m38.481s Soft |
| 4 WEBBER RED BULL 1m38.858s Soft | 3 BUTTON McLAREN 1m38.631s Soft |
| 6 MASSA FERRARI 1m39.695s Soft | 5 ALONSO FERRARI 1m39.058s Soft |
| 8 SCHUMACHER MERCEDES 1m40.662s Soft | 7 ROSBERG MERCEDES 1m39.773s Soft |
| 10 DI RESTA FORCE INDIA no time Medium | 9 SUTIL FORCE INDIA 1m40.768s Soft |
| 12 PETROV RENAULT 1m40.919s Soft | 11 PEREZ SAUBER 1m40.874s Soft |
| 14 SENNA RENAULT 1m41.079s Medium | 13 BUEMI TORO ROSSO 1m41.009s Soft |
| 16 KOBAYASHI SAUBER 1m41.240s Medium | 15 ALGUERSUARI TORO ROSSO 1m41.162s Soft |
| 18 TRULLI LOTUS 1m43.884s Soft | 17 KOVALAINEN LOTUS 1m42.979s Soft |
| 20 RICCIARDO HRT 1m44.641s Soft | 19 GLOCK VIRGIN 1m44.515s Soft |
| 22 LIUZZI HRT 1m45.159s Soft | 21 D'AMBROSIO VIRGIN 1m44.699s Soft |
| 24 BARRICHELLO WILLIAMS no time Medium | 23 MALDONADO WILLIAMS 1m41.760s* Medium |

*10-place penalty

THE RACE: 55 LAPS, 189.748 MILES

| THE RACE: 55 LAPS, 107.115 MILES | | | | | | | THE CHARGE | | | | |
|----------------------------------|-------------|----------------------|------|--------------|-------------|---------|-------------|---------|---------|---------|---------|
| POS | DRIVER | TEAM | LAPS | TOTAL TIME | FASTEST LAP | PETSTOP | TIME IN PIT | STINT 1 | STINT 2 | STINT 3 | STINT 4 |
| 1 | HAMILTON | McLAREN-MERCEDES | 55 | 1h37m11.886s | 1m43.461s | 2 | 38.8s | Soft | Soft | Medium | |
| 2 | ALONSO | FERRARI | 55 | +8.457s | 1m43.914s | 2 | 41.5s | Soft | Soft | Medium | |
| 3 | BUTTON | McLAREN-MERCEDES | 55 | +25.881s | 1m43.154s | 2 | 41.2s | Soft | Soft | Medium | |
| 4 | WEBBER | RED BULL-RENAULT | 55 | +35.784s | 1m42.612s | 3 | 64.7s | Soft | Soft | Soft | Medium |
| 5 | MASSA | FERRARI | 55 | +50.578s | 1m44.288s | 2 | 40.5s | Soft | Soft | Medium | |
| 6 | ROSBERG | MERCEDES | 55 | +52.317s | 1m43.993s | 2 | 39.7s | Soft | Soft | Medium | |
| 7 | SCHUMACHER | MERCEDES | 55 | +1m15.964s | 1m44.916s | 2 | 40.3s | Soft | Soft | Medium | |
| 8 | SUTIL | FORCE INDIA-MERCEDES | 55 | +1m17.122s | 1m44.709s | 2 | 41.0s | Soft | Soft | Medium | |
| 9 | DI RESTA | FORCE INDIA-MERCEDES | 55 | +1m41.087s | 1m44.120s | 1 | 20.2s | Medium | Soft | | |
| 10 | KOBAYASHI | SAUBER-FERRARI | 54 | -1 lap | 1m43.521s | 2 | 42.9s | Medium | Soft | Soft | |
| 11 | PEREZ | SAUBER-FERRARI | 54 | -1 lap | 1m44.566s | 2 | 44.6s | Soft | Medium | Soft | |
| 12 | BARRICHELLO | WILLIAMS-COSWORTH | 54 | -1 lap | 1m44.438s | 2 | 44.8s | Medium | Soft | Soft | |
| 13 | PETROV | RENAULT | 54 | -1 lap | 1m43.673s | 2 | 40.7s | Soft | Medium | Soft | |
| 14 | MALDONADO | WILLIAMS-COSWORTH | 54 | -1 lap | 1m44.628s | 1 | 33.1s | Medium | Soft | | |
| 15 | ALGUERSUARI | TORO ROSSO-FERRARI | 54 | -1 lap | 1m44.093s | 2 | 64.9s | Soft | Medium | Soft | |
| 16 | SENNA | RENAULT | 54 | -1 lap | 1m46.150s | 2 | 54.2s | Medium | Soft | Soft | |
| 17 | KOVALAINEN | LOTUS-RENAULT | 54 | -1 lap | 1m46.610s | 2 | 41.8s | Soft | Soft | Medium | |
| 18 | TRULLI | LOTUS-RENAULT | 53 | -2 laps | 1m47.444s | 2 | 41.6s | Soft | Soft | Medium | |
| 19 | GLOCK | VIRGIN-COSWORTH | 53 | -2 laps | 1m48.085s | 2 | 42.4s | Soft | Soft | Medium | |
| 20 | LIUZZI | HRT-COSWORTH | 53 | -2 laps | 1m49.242s | 1 | 21.2s | Soft | Medium | | |
| R | RICCIARDO | HRT-COSWORTH | 48 | electrics | 1m48.274s | 2 | 44.9s | Soft | Soft | Medium | |
| R | BUEMI | TORO ROSSO-FERRARI | 19 | hydraulics | 1m47.094s | 0 | - | Soft | dnf | | |
| R | D'AMBROSIO | VIRGIN-COSWORTH | 18 | brakes | 1m51.196s | 0 | - | Soft | dnf | | |
| R | VETTEL | RED BULL-RENAULT | 0 | puncture | - | 0 | - | Soft | dnf | | |

Weather: dry. Fastest lap: Mark WEBBER 1m42.612s (121.082mph) on lap 51.
Lap leaders: 1-16 Hamilton; 17 Webber; 18-40 Hamilton; 41-43 Alonso; 44-55 Hamilton.

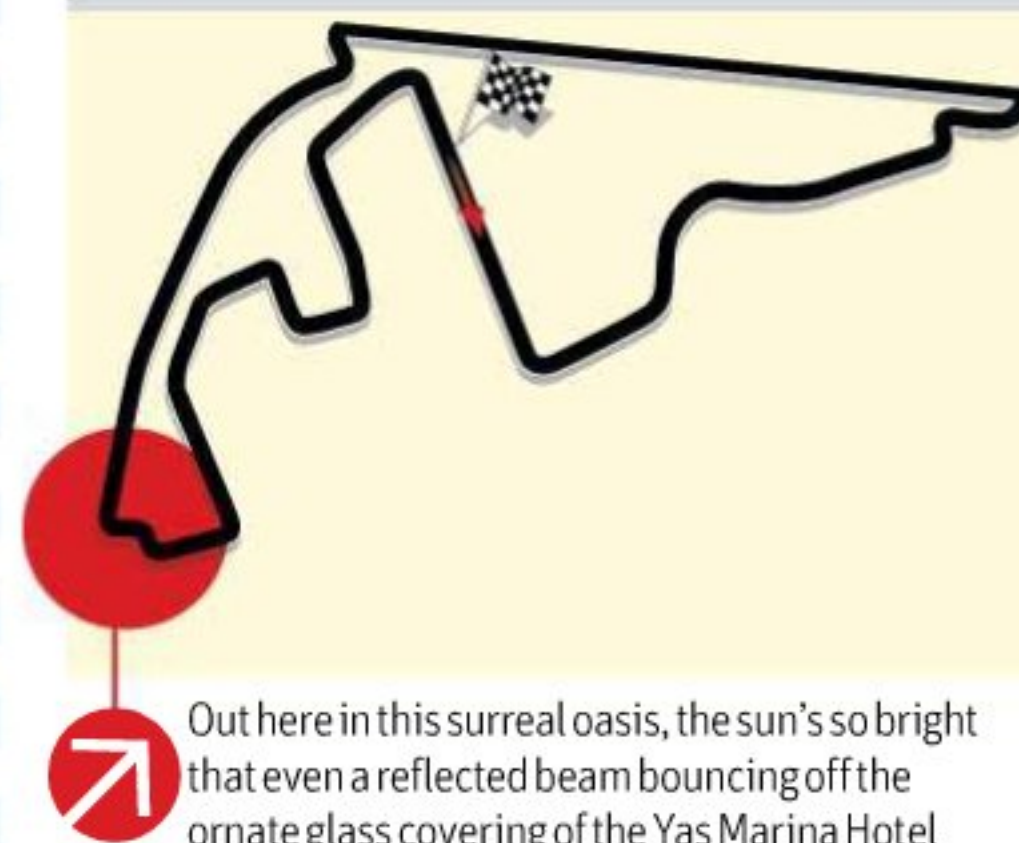
TYRE CHOICE

| STINT 1 | STINT 2 | STINT 3 | STINT 4 |
|---------|---------|---------|---------|
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Soft | Soft | Medium |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Medium | Soft | | |
| Medium | Soft | Soft | |
| Soft | Medium | Soft | |
| Medium | Soft | Soft | |
| Soft | Medium | Soft | |
| Medium | Soft | | |
| Soft | Medium | Soft | |
| Medium | Soft | Soft | |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Soft | Medium | |
| Soft | Medium | | |
| Soft | Soft | Medium | |
| Soft | dnf | | |
| Soft | dnf | | |
| Soft | dnf | | |

Option tyre in bold; new set in red,
used set in black

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



 Out here in this surreal oasis, the sun's so bright that even a reflected beam bouncing off the ornate glass covering of the Yas Marina Hotel bores a heat laser into you as you pass by, early afternoon during the dusty opening laps of the first practice session. Keep going and you end up at the crazy chicane cambers of Turns 12-13, favourable as they turn into the right of 12, still favourable as they load the car up to the left of 13 but then falling dramatically away once they've reached the apex. That first kerb in fact is far more useable than last year, as hot-blowing diffusers have given access to parts of the track previously out of bounds. Lewis Hamilton is the guy taking fullest advantage of this in these early laps, taking a little bit more of it each time until it's quite dramatic, the McLaren launching itself, Lewis careful to ensure he already has some rotation on the car – the rear already starting to come around – so that the hit accentuates the rotation, getting him more turned than he'd otherwise be able to do and putting him on a better part of the track for a straight line to the apex of 13.

“Hamilton is a beautiful study in coordinated, controlled violence”

Occasionally he's even obliged to wind on significant opposite lock as the front grip suddenly upon landing – and this helps with the line even more. A beautiful study in coordinated, controlled violence. Michael Schumacher is the next to try taking a big lump of that first kerb but the Merc is understeering – and the hit simply sends the car straight on, giving him all sorts of problems into 13. He backs off from that approach for the time being but is searching still, pushing, looking for new answers.

SEASON SO FAR - Points and positions

[illegible]

Hamilton on form in Abu Dhabi

ZHUHAI**CHINA****November 13**Intercontinental Le Mans Cup
Round 7 of 7**AT A GLANCE**

- Winners **Sebastien Bourdais/Anthony Davidson**
- Pole position **Davidson**
- Fastest lap **Bourdais**



Davidson/Bourdais give Fassler a podium dousing



Peugeot out-thinks Audi in series finale

The 908s beat the R18s using tactical nous in the final ILMC race around the Chinese venue

AUDI HAS SPENT FOUR months insisting that only misfortune and circumstance have prevented a challenge to Peugeot's dominance over the second half of the 2011 Intercontinental Le Mans Cup. Yet the promise that it could race its arch-rival down to the wire looked an empty one on the evidence of last weekend's series finale at Zhuhai. The German manufacturer got one of its R18 TDIs through the six hours of the Chinese race without problem or incident, but when the

chequered flag fell, it was nowhere near the 908s that finished one-two.

Sebastien Bourdais and Anthony Davidson triumphed by 38s over their Peugeot team-mates Franck Montagny and Stephane Sarrazin. The only Audi to finish the race, the #1 entry driven by Timo Bernhard and Marcel Fassler, ended up a full lap behind in third.

It wasn't the result Audi had been looking for after three defeats on the bounce at Imola, Silverstone and Road Atlanta, scene of the Petit Le Mans 1000-miler

last month. Nor was it the result that the marque's Joest Racing team was expecting after the opening exchanges around the 2.67-mile Zhuhai International Circuit.

Audi mixed it with Peugeot deep into the third hour and led for much of the first half of the race, but as the event wore on, the 908s gained a clear edge over the R18s. The French turbodiesel could race hard through a double stint on one set ofMichelins, while its German counterpart struggled in the final laps of each double.

And that proved to be the difference in China.

Bourdais had converted Davidson's pole – his fourth in as many attempts for Peugeot – into the lead of the race and headed Allan McNish in the #2 Audi and Bernhard in the #1 car for the first 17 laps. The German then moved to the head of the field when the leading Peugeot was baulked into the final corner.

McNish was back ahead of his team-mate and into the lead six laps later, the two Audis heading the two Peugeots into the first

pitstop sequence. The McNish car, shared as usual with Tom Kristensen, was delayed at this point to have its rear bodywork changed, the result of slight contact with a GTE Ferrari that removed one of the rear legality panels, but Bernhard resumed from his stop with a clear advantage.

There had been no tyre change on the leading Audi, whereas both Peugeots were at this stage single-stinting and left on new rubber. The seconds lost left Montagny 17s down and Bourdais a further 7s in arrears.

RACE RATING

★★★★★

Another all-out battle between Peugeot and Audi went off the boil in the second half of the race

“We are bitterly disappointed because we had a very good car today – a real contender for a race win”

Audi driver Allan McNish

REPORT ILMC ZHUHAI

GARY WATKINS
reports



The two Peugeots head the rival Audis early on



No hard feelings between super-team bosses



Audis gave chase and would lead in first half

Bernhard increased his lead, only to see a 20s advantage over Bourdais – who had passed his team-mate Montagny – reduced to just 14 over the final couple of laps. The next time the #1 Audi was on tyres more than a stint old, Fassler experienced an even worse drop in performance.

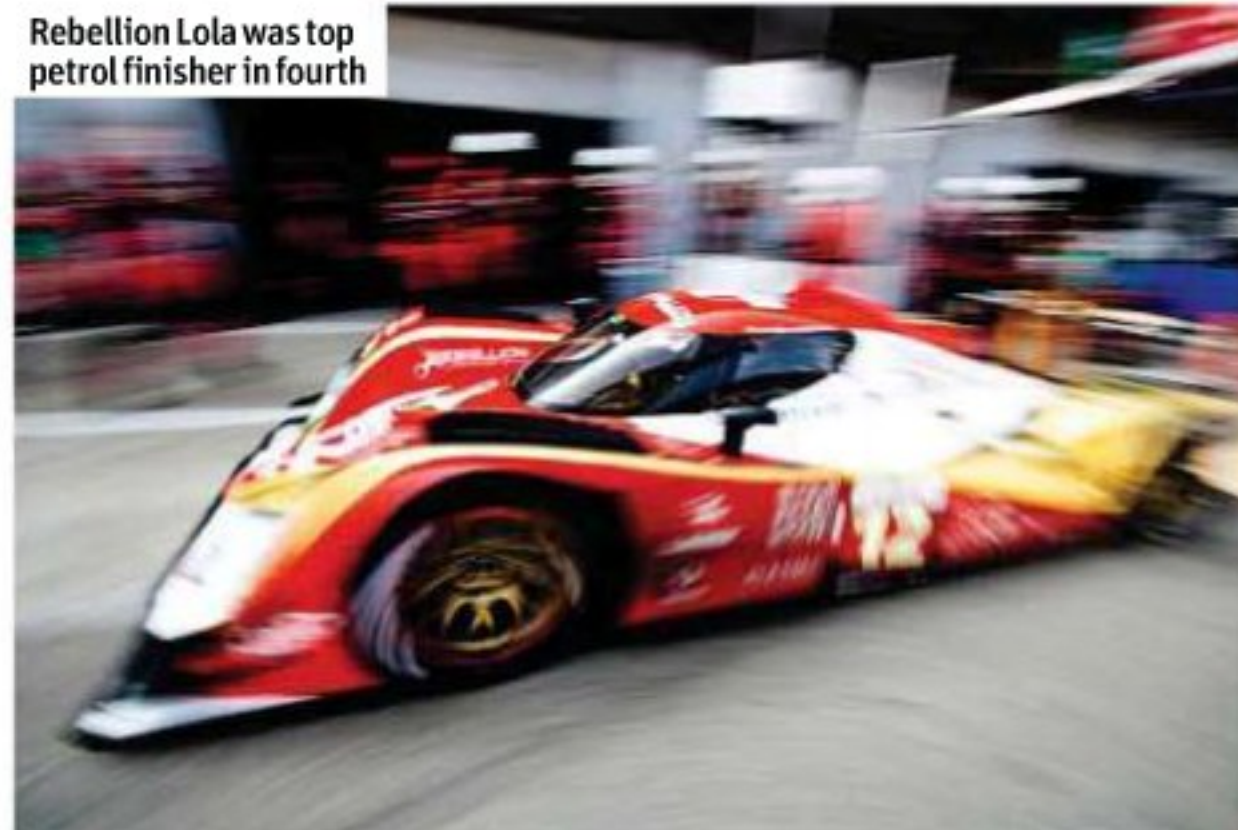
The Swiss had left the pits with 7s in hand over Sarrazin yet finished his shift 10s behind. That resulted in a change of strategy at Audi, the #1 car moving onto single stints for the remainder of the race.

The tactic didn't work, but it had become clear that Audi wasn't going to beat Peugeot by sticking to its original plan. Peugeot had switched the other way, going from singles to doubles (first with Bourdais/Davidson and then with Montagny and Sarrazin), and the French car was clearly using its tyres better and better as the race wore on.

“We didn't lose performance, but they picked up speed,” said Bernhard afterwards. “If you take it over one lap or one stint, we could match them, but not over a double. And if you can't double and someone else can, you are not going to win.”

That's why, as strange as it might seem, Audi may well have been the architect of its

Rebellion Lola was top petrol finisher in fourth



own defeat in China. Double stinting on a stop-start circuit that puts a premium on tyre wear had not been Peugeot's original strategy. It only swapped from single stints (and at the same time to a slightly harder compound) in reaction to what its rival was doing.

“We thought single-stinting was the way to go,” explained Davidson. “But when we saw what Audi was up to we had to think on our feet and adapt our strategy. They were genuinely quick and we had to react.”

“We took a gamble and it worked for us. I was expecting a sting in the tail towards the end of my second stint, but it never came. Once again, we saw the Peugeot looking after its tyres better than the competition.”

Davidson's tyres remained more consistent through his

stint than Bourdais's had been through his previous double. This almost certainly came down to a change in conditions as the temperatures went up and the rubber went down.

“Suddenly the car switched on in the hotter conditions and with more rubber on the circuit,” said Davidson, in confirmation of Bernhard's suspicions. “The track came to us today.”

It wasn't the first time that a change in temperature and tyre compound has influenced the outcome of an ILMC race this season, but exactly what Peugeot switched from and to remained secret afterwards.

Asked if the 908s had switched from the soft to medium tyre, Peugeot Sport technical director Bruno Famin said: “Not exactly. We have different options of medium. All I can say is ▶

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“We were two or three tenths quicker than the other car today”

BMW driver Jorg Muller insists that he and Farfus were worthy GTE Pro winners



Farfus/Muller M3 won GTE Pro for BMW

REPORT ILMC ZHUHAI

Mailleux takes over P2-winning Signatech ORECA



Proton Porsche beat Corvette to GTE Am win



that we did the race with a very good medium tyre from Michelin.”

Montagny and Sarrazin reckoned the decision to switch their team-mates to this tyre one stop before they played a key role in the outcome of the race, but so did an impressive stint from Davidson that only reinforced the reputation of a driver who now has to be considered as one of the best in his chosen discipline.

The two Peugeots were out of sync, remember, and Davidson on the fresher rubber was able to take Sarrazin for the lead shortly after they'd both passed the struggling Fassler late in the third hour.

Davidson was just over 4s ahead when the next pit sequence began and 25s to the good after the stops following Sarrazin's hand over to Montagny and the switch to new tyres that always follows a driver change. The gap went up at

this point, Montagny blaming traffic for his inability to use the advantage of fresh rubber, and stood at 30s when it was time for Davidson to hand back to Bourdais. It was at this moment that Peugeot froze the order up front.

Zhuhai perhaps provided confirmation that the 908 is the superior car right now. But only perhaps. The question mark resulted from the pace of the #1 Audi, which appeared to be quicker than its sister car.

McNish had dropped a lap behind after the first, prolonged stop, but the two-time Le Mans 24 Hours winner was waved past by Bernhard and then pulled 20s on him.

That perhaps backed up the Scot's contention that victory would have been within his and Kristensen's grasp but for a run of problems that eventually caused their retirement in the fourth hour.

A second hit from behind, this time when McNish was rammed by Neel Jani in the Rebellion Lola-Toyota coupe as he was lapping a GTE Am Ferrari had more significant repercussions than the earlier contact. It caused some kind of electrical short circuit that eventually resulted in gearbox problems and then a flat battery. After a series of stops to try to solve the problem, the car was parked in its garage.

Asked if he believed that he and Kristensen could have taken the fight with the Peugeots right down to the wire, he replied: “The longer my run went on the better we became relative to the rest. We were in very good shape, so there's no reason to suspect otherwise.”

That's a bit of an assumption because it will never be known if the #2 Audi could have made it through a double stint without the performance drop-off that afflicted its

No great send-off for Aston's P1 programme

There was no fairytale end to Aston Martin Racing's prototype adventure. With the unsuccessful AMR-One now confined to the museum and a GTE Pro attack on next year's FIA World Endurance Championship about to be announced, this was the last race for a factory-run P1 Aston. Sixth place and third in the unofficial LMP1 petrol class was all Stefan Mucke, Andy Meyrick and Harold Primat could manage.

The old Lola-based Aston Martin coupe, pressed back into service after the disastrous showing of the AMR-One at the Le Mans 24 Hours, wasn't a match for the Rebellion Lola-Toyota driven by Neel Jani and Nicolas Prost, but Mucke ran behind the Anglo-Swiss entry before he was tagged by the solo Formula Le Mans car in the race and then hit up the rear after jumping on the brakes. The resulting stop for repairs lost the car two laps and any chance of being first petrol car home.

Team principal George Howard-Chappell, who was making his last appearance at a race at the helm of AMR after his recent resignation, reckoned it was a significant moment.

“This is the last appearance for an AMR-run P1 car and we shouldn't forget the achievements of



Lola-Aston bowed out with P3 in petrol class

this programme,” he said. “The high for me was winning the Le Mans Series title in 2009 [with Mucke, Tomas Enge and Jan Charouz]. That was more important for me than being fourth at Le Mans the same year, though outqualifying one of the Audis was fun.”

Howard-Chappell didn't appear to show any emotion after his last race with Prodrive after more than 13 years, during which time he oversaw its sportscar successes with Ferrari and Aston as well as a British Touring Car Championship title with Ford.

“It's not that I don't do emotion, but I haven't felt anything here,” said the engineer, who isn't

scheduled to leave the company until an undetermined date early next year. “Maybe when I come to clear my desk at Prodrive it will be different.”

Petrol honours eventually went the way of the solo Rebellion car, despite Jani needing to stop for bodywork repairs after running into the back of McNish. The car resumed a lap and a half down, but its speed advantage allowed it to leapfrog both Judd-powered OAK-Pescarolos.

“There's no doubt we had the pace,” said Jani. “Nico went from ninth to sixth, I brought the car up to fifth and then the Audi had its problems. Fourth was our rightful position today.”

MILESTONE

Peugeot failed to get two cars on the podium on only two occasions in the 10-race history of the ILMC



“Maybe I will, maybe I won’t”

Mika Hakkinen dodges the question when asked if he'll race again after his comeback in a Mercedes SLS GT3

Hakkinen's Merc retired with overheating woes



BMW win can't deny Ferrari title joy

BMW completed an impressive one-two in GTE Pro at Zhuhai, but the German marque still missed out on the ILMC manufacturers' crown and Schnitzer the teams' title. Ferrari did more than enough to claim the makes' title and AF Corse did just enough to come out on top in the teams' fight.

Jorg Muller and Augusto Farfus led home BMW team-mates Andy Priaulx and Uwe Alzen. Two laps back was Luxury Racing's Ferrari 458 Italia shared by Frederic Makowiecki and Stephane Ortelli in third, and a whopping 35 laps in arrears came the much-delayed AF Corse Ferrari driven by Gianmaria Bruni/Giancarlo Fisichella in fifth place.

Muller and Farfus had the faster of the two BMWs, but they also had to come back from a significant delay. Farfus returned to the pits after only one lap after taking over for the first time, a loose wheel costing him more than 50s.

The superior pace of the Muller/Farfus car combined with a delay in the pits for the sister car – caused by a sliding pedal box malfunction at its second and third stops – allowed the eventual winners back ahead.

The Luxury car remained within sniffing distance of the BMs until a precautionary brake-pad change led to a two-lap deficit.

Bruni challenged Muller during the opening stint before it all went wrong for AF when Fisichella took over. The fuel went in slowly for reasons unknown and the front-left wheel was fitted incorrectly, sending the car straight off the track and then into its garage for prolonged repairs.

The team also had gearbox problems, but with the its 458 having reached 70 per cent distance, it sat in the pits before completing a lap at the end to make the finishing order and take the points AF required for the title.

BMW won, but AF Corse squad (behind) took title for Ferrari



◀ sister car. Kristensen was quick at the beginning of the second half of his stint and wasn't losing time despite the gearbox glitch, yet the car was in the pits before it could complete the double.

“The one double with that car, with Tom driving, looked quite good,” reckoned Joest technical director Ralf Juttner, “but we didn't reach the number of laps at which the other car's performance started to drop off.”

Zhuhai was win number six for Peugeot in the ILMC

this year and its ninth from 10 over the two seasons of the series. It's an impressive run, but one that remains overshadowed by its defeats at Le Mans in 2010-11.

Next year things will surely be different. The Intercontinental Le Mans Cup came to an end at Zhuhai as the series morphs into what will be an altogether bigger prize. It's called the FIA World Endurance Championship and it is exactly what it says on the tin. ❧

RESULTS

Intercontinental Le Mans Cup, round 7 of 7, Zhuhai (PRC), November 11-13

GRID

| | |
|-------------------------|---------------------------|
| 2 SARRAZIN 1:21.844 | 1 DAVIDSON 1:21.769 |
| 4 FASSLER 1:22.538 | 3 KRISTENSEN 1:22.038 |
| 6 PLA 1:24.684 | 5 JANI 1:23.931 |
| 8 LAHAYE 1:25.170 | 7 MUCKE 1:25.119 |
| 10 LAFARGUE 1:30.214 | 9 MAILLEUX 1:27.929 |
| 12 ZHANG 1:33.783 | 11 NITSUYAMA 1:30.614 |
| 14 MORTARA 1:34.777 | 13 MULLER 1:34.506 |
| 16 BRUNT 1:34.945 | 15 VAN DAM 1:34.934 |
| 18 MULLEN 1:35.229 | 17 PRIAULX 1:34.992 |
| 20 HAKKINEN 1:35.296 | 19 LIETZ 1:35.279 |
| 22 JONSSON 1:35.598 | 21 MAKOWIECKI 1:35.413 |
| 24 BELTOISE 1:35.687 | 23 CANAL 1:35.639 |
| 26 MA 1:36.111 | 25 GIROIX 1:36.081 |
| 28 ROSSITER 1:36.618 | 27 GRUBER 1:36.417 |
| | 29 RICH 1:38.622 |

249 LAPS, 665.301 MILES

| POS | DRIVERS | TEAM | CAR | CLASS | TIME | GRID |
|-----|--|---------------------------------|--------------------------|-------|----------------------------|------|
| 1 | Sebastien Bourdais (F)/Anthony Davidson (GB) | Peugeot Sport Total | Peugeot 908 | LMP1 | 6h01m24.879s | 1 |
| 2 | Franck Montagny (F)/Stephane Sarrazin (F) | Peugeot Sport Total | Peugeot 908 | LMP1 | +38.651s | 2 |
| 3 | Timo Bernhard (D)/Marcel Fassler (CH) | Audi Sport Team Joest | Audi R18 TDI | LMP1 | -1 lap | 4 |
| 4 | Neel Jani (CH)/Nicolas Prost (F) | Rebellion Racing (Sebah) | Lola-Toyota B10/60 | LMP1 | -7 laps | 5 |
| 5 | Alexandre Premat (F)/Olivier Pla (F)/Jacques Nicolet (F) | OAK Racing | OAK Pescarolo-Judd P01 | LMP1 | -9 laps | 6 |
| 6 | Stefan Mucke (D)/Andy Meyrick (GB)/Harold Primat (CH) | Aston Martin Racing | Lola-Aston Martin B09/60 | LMP1 | -10 laps | 7 |
| 7 | Mathieu Lahaye (F)/Guillaume Moreau (F)/Pierre Ragues (F) | OAK Racing | OAK Pescarolo-Judd P01 | LMP1 | -11 laps | 8 |
| 8 | Jean-Karl Vernay (F)/Franck Mailleux (F)/Lucas Ordenez (E) | Signatech Nissan | ORECA-Nissan 03 | LMP2 | -21 laps | 9 |
| 9 | Jorg Muller (D)/Augusto Farfus (BR) | BMW Motorsport (Schnitzer) | BMW M3 | GTE | -28 laps | 13 |
| 10 | Andy Priaulx (GB)/Uwe Alzen (D) | BMW Motorsport (Schnitzer) | BMW M3 | GTE | -29 laps | 17 |
| 11 | Stephane Ortelli (MC)/Frederic Makowiecki (F) | Luxury Racing | Ferrari 458 Italia | GTE | -31 laps | 21 |
| 12 | Richard Lietz (A)/Gianluca Roda (I)/Christian Ried (D) | Proton Competition | Porsche 911 GT3-RSR | GTEAm | -32 laps | 19 |
| 13 | Olivier Beretta (MC)/Patrick Bornhauser (F)/Julien Canal (F) | Larbre Competition | Chevrolet Corvette C6.R | GTEAm | -33 laps | 23 |
| 14 | Tracy Krohn (USA)/Nic Jonsson (S)/Michele Rugolo (I) | Krohn Racing | Ferrari 430 GT | GTEAm | -34 laps | 22 |
| 15 | Tim Mullen (GB)/Pierre Ehret (D)/Roger Wills (NZ) | CRS Racing | Ferrari 430 GT | GTEAm | -34 laps | 18 |
| 16 | Frederic da Rocha (F)/Patrice Lafargue (F) | OAK Racing | OAK Pescarolo-Judd P01 | LMP2 | -36 laps | 10 |
| 17 | Zhang Shan Qi (PRC)/Wei Liang Chen (TPE) | PTRS Racing | ORECA-Chevrolet FLM09 | FLM | -36 laps | 12 |
| 18 | Edoardo Mortara (I)/Darryl O'Young (PRC)/Alexandre Imperatori (CH) | Audi Sport C Racing (Absolute) | Audi R8 LMS | GTC | -39 laps | 14 |
| 19 | Jeffrey Lee (TPE)/Florian Gruber (D)/Hing Tak Mak (PRC) | Audi Race Experience (Absolute) | Audi R8 LMS | GTC | -46 laps | 27 |
| 20 | Fabien Giroix (F)/Roald Goethe (D) | Gulf AMR Middle East | Aston Martin Vantage | GTEAm | -51 laps | 25 |
| 21 | Martin Rich (GB)/Oskar Slingerland (NL)/Rene Rasmussen (DK) | Lotus Jettalliance | Lotus Evora | GTE | -55 laps | 29 |
| 22 | Shogo Mitsuyma (J)/Naoki Yokomizo (J) | Tokai University YGK Power | Courage-ORECA-YGK LC70 | LMP1 | -62 laps | 11 |
| 23 | Gianmaria Bruni (I)/Giancarlo Fisichella (I) | AF Corse | Ferrari 458 Italia | GTE | -63 laps | 16 |
| NC | Carlo van Dam (NL)/Akihiro Tsuzuki (J)/Michael Kim (USA) | Hitotsuyama Racing | Audi R8 LMS | GTC | -80 laps | 15 |
| NC | Johnny Mowlem (GB)/James Rossiter (GB)/David Heinemeier Hansson (DK) | Lotus Jettalliance | Lotus Evora | GTE | -86 laps | 28 |
| R | Allan McNish (GB)/Tom Kristensen (DK) | Audi Sport Team Joest | Audi R18 RDI | LMP1 | 139 laps-electrics/battery | 3 |
| R | Ralph Firman (GB)/Anthony Beltoise (F)/Dominik Farnbacher (D) | Luxury Racing | Ferrari 458 Italia | GTE | 110 laps-gearbox | 24 |
| R | Mika Hakkinen (FIN)/CongFu Cheng (PRC)/Lance David Arnold (D) | Team AMG | Mercedes SLS AMG GT3 | GTC | 73 laps-overheating engine | 20 |
| R | Marco Cioci (I)/Philip Ma (PRC) | AF Corse | Ferrari 430 GT | GTEAm | 22 laps-suspension | 26 |

LMP1 MANUFACTURERS

| POS | DRIVER | PTS |
|-----|---------|-----|
| 1 | Peugeot | 211 |
| 2 | Audi | 119 |

GTE MANUFACTURERS

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

LMP1 TEAMS

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

LMP2 TEAMS

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

GTE PRO TEAMS

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

GTE AM TEAMS

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

Winners' average: 110.449mph. Fastest lap: Bourdais, 1m23.177s, 115.643mph. LMP2: Vernay, 1m29.231s, 107.797mph. GTE Pro: Alzen, 1m34.815s, 101.448mph. GTE Am: Mullen, 1m35.926s, 100.273mph. GTC: Arnold, 1m36.275s, 99.910mph. FLM: Zhang, 1m34.291s, 102.012mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race.



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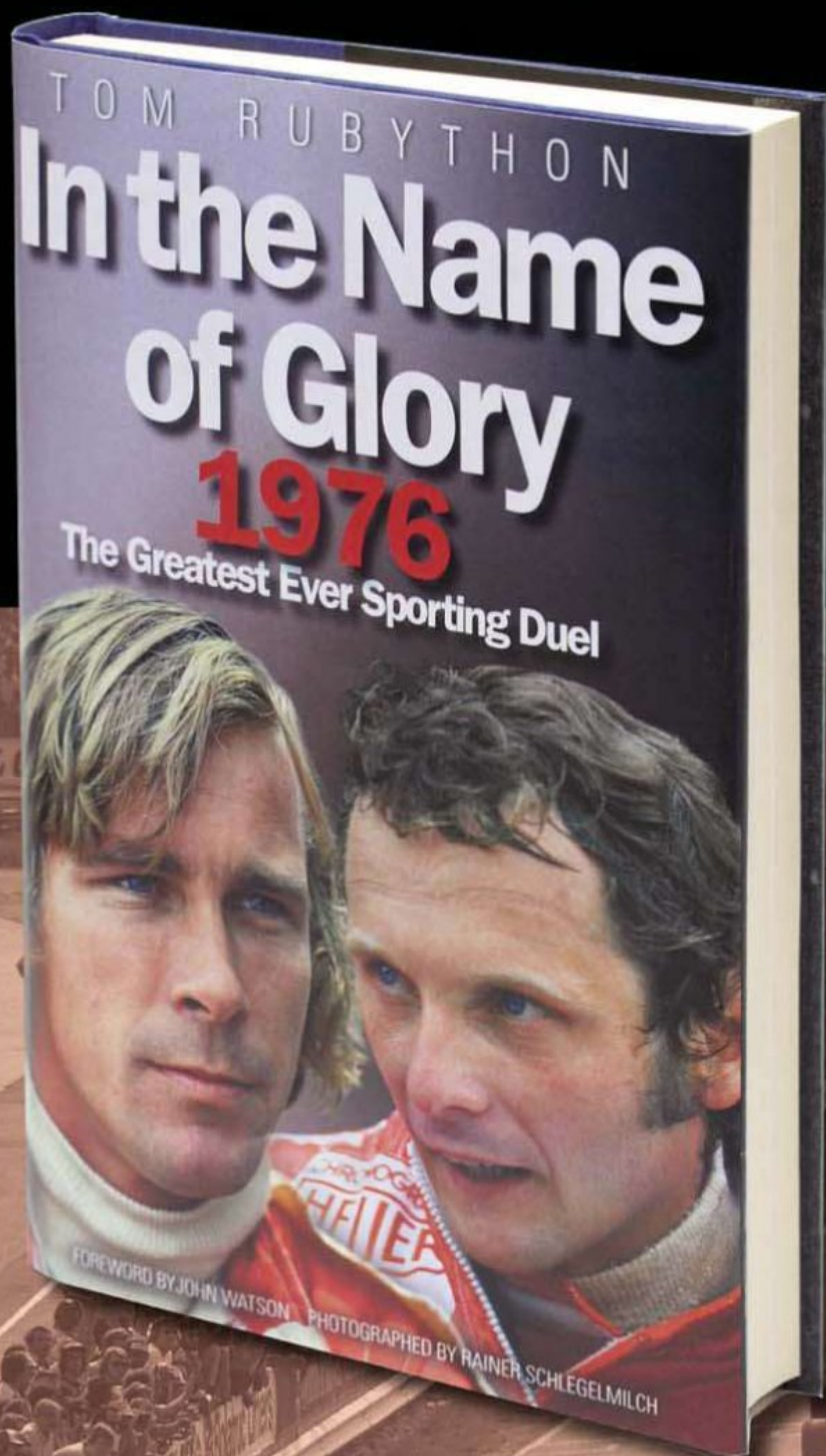
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INTERNATIONAL RACES & RESULTS

GP2 FINALS

Yas Marina (UAE)

QUICK RESULTS

- Race 1 **Fabio Leimer**
- Race 2 **James Calado**
- Pole **Leimer**
- Overall winner **Leimer**

RACE RATING

★★★★☆

Tense at the front, with plenty of midfield action

REPORT

WORLD OF SPORT



Leimer celebrates with Razia (l) and Palmer (r)

GP2 FINALS YAS MARINA (UAE), NOVEMBER 12-13

Leimer and Calado triumphant in Abu Dhabi one-off event

THE 'GP2 FINAL' AT YAS

Marina was all about opportunity. For some, it was the chance to sample the rung below Formula 1 for the first time. To others, it was a fresh start at a different team. It was one of those in the latter category – Fabio Leimer – who seized upon the chance to banish memories of a disappointing season.

After switching from Rapax to Racing Engineering, the Swiss delivered a beautifully-controlled drive from pole position to claim his first feature race victory. He also triumphed overall in the event, for which points were awarded in usual GP2 style.

A touch of good fortune helped Leimer. When the ART car of Esteban Gutierrez ground to a halt with a gearbox problem late in qualifying, bringing out

a red flag, that stymied many of Leimer's rivals and secured pole for the ex-Formula Master champ.

Then an opening-lap clash between Dani Clos and Josef Kral put both out of contention as they stumbled upon a three-car incident ahead of them.

The man who instigated that incident, AirAsia's Luiz Razia, was second at the end of the first lap, but already 1.8s down on Leimer.

Leimer, watched by F1 team boss Peter Sauber – for whom he is due to have gained his first taste of grand prix machinery this week – waited until Razia had pitted before heading in himself two laps later. After setting fastest lap, Leimer eased off.

The only driver other than Leimer to lead was Jolyon Palmer. The Brit, who had switched to Addax, was the

last frontrunner to pit and retained the third place he had taken at the start after Clos and Kral clashed. It was his first podium finish in GP2 and came after absorbing pressure from iSport's Marcus Ericsson in the closing laps.

But Leimer wasn't the only driver seizing his chance. Control-tyre supplier Pirelli put up prizes of €15,000 and €10,000 for the highest-scoring GP3 graduates over the weekend, and a trio of the contenders sewed up the first three spots on the sprint-race grid. Tom Dillmann, Antonio Felix da Costa and James Calado finished sixth, seventh and eighth respectively on Saturday, and the ART-run Brit converted his resultant reversed-grid pole into a lights-to-flag victory, pocketing the money in the process.

He didn't have it easy as Ericsson jumped to third at the start and soon dispatched da Costa, who later dropped back with a drive-through penalty. But he could not get within 0.7s of Calado, who was always certain that his GP3-honed racecraft would win out.

Behind iSport runner Dillmann and Palmer, a spectacular last-lap scrap for fifth enlivened things. It ended with Gutierrez jumping from ninth to secure the position, and Stefano Coletti in the wall after being hit by Leimer. Ceccon, Alexander Rossi, Razia (who had run third before serving

a drive-through penalty), Clos and Leimer were in that dramatic scrap before the Mexican – who started 21st – prevailed.

● Edd Straw

RESULTS

Race 1 1 Fabio Leimer, 31 laps in 58m53.563s; 2 Luiz Razia, +6.911s; 3 Jolyon Palmer; 4 Marcus Ericsson; 5 Kevin Ceccon; 6 Tom Dillmann; 7 Antonio Felix da Costa; 8 James Calado; 9 Nathanael Berthon; 10 Stefano Coletti. **Race 2 1 Calado**, 22 laps in 41m26.194s; 2 Ericsson, +1.770s; 3 Dillmann; 4 Palmer; 5 Esteban Gutierrez; 6 Ceccon; 7 Alexander Rossi; 8 Razia; 9 Dani Clos; 10 Leimer. **Points 1 Leimer**, 13; 2 Ericsson, 10; 3 Razia, 9; 4 Palmer, 9; 5 Calado, 7; 6 Dillmann, 7.



Calado won the sprint race in his ART car



Kahne took his first Red Bull victory

NASCAR SPRINT CUP PHOENIX (USA), NOVEMBER 13, RD 35/36

Here's a race Red Bull did manage to win

AS HAS BEEN THE CASE ALL season, Red Bull Racing's NASCAR result was the polar opposite of its Formula 1 performances. So, on a weekend when, for the first time in 2011, neither Mark Webber nor Sebastian Vettel climbed onto the podium, it was only right that Kasey Kahne should end an 81-race Sprint Cup barren spell at Phoenix.

With the team closing at the end of the season, Kahne – who's replacing Mark Martin at Hendrick Motorsports in 2012 – was determined to leave on a high. He survived a collision with veteran Geoff Bodine (who was responsible for three caution periods) to move into the hunt for victory during a long late-race green-flag period

at the remodelled oval.

Great pitwork moved Kahne ahead of Carl Edwards's Roush Fenway Ford and into the lead, and some expert lappery helped him bring his Camry home for his 12th Cup win – his first since Atlanta in 2009.

"We have great cars," said Kahne. "I haven't won in a while. We put the whole race together and had a little luck. Everything that goes into winning, we had it."

Behind Kahne it was stalemate between title protagonists Edwards and Tony Stewart (Stewart Haas Chevy), who head into the season finale separated by just three points. They started with each other in eighth and ninth at Phoenix, but it was the aggressive Stewart who initially made

the bigger impression, scything his way up the order until he eventually worked his way around Edwards's polesitting team-mate Matt Kenseth to take the lead.

Edwards's crew was in superb form, and great pitwork helped him to move up from seventh to third, which soon became second as Kenseth obligingly moved aside. This set up a great period of racing where Chevy and Ford ran side by side, inches apart.

But then a tyre-pressure change by the Stewart Haas crew hurt the handling of the Impala and Stewart spent the penultimate stint fighting to keep in touch. Edwards was leading, but was toppled by Kahne's flying Toyota. With his

car back to his satisfaction, Stewart put a great last-lap move on Jeff Burton's Richard Childress Chevy to grab third.

Together with Stewart's bonus point for leading the

most laps, it meant the title contenders equalled each other's scores to set up a thrilling conclusion at Homestead next weekend.

"We couldn't ask for anything more," Edwards said. "It's neat to be able to go to Homestead and race it out with Tony."

Stewart said: "We're going to keep the pressure on him, and we're going to make him sweat it out." Kevin Harvick's slim title hopes disappeared following a quiet run to 19th.

● Connell Sanders Jr

RESULTS

1 Kasey Kahne (Toyota Camry), 312 laps in 2h45m47s; **2 Carl Edwards (Ford Fusion)**, +0.802s; **3 Tony Stewart (Chevrolet Impala)**; **4 Jeff Burton (Chevy)**; **5 Ryan Newman (Chevy)**; **6 AJ Allmendinger (Ford)**; **7 David Reutimann (Toyota)**; **8 Marcos Ambrose (Ford)**; **9 Paul Menard (Chevy)**; **10 Clint Bowyer (Chevy)**.

Points **1 Edwards**, 2359; **2 Stewart**, 2356; **3 Kevin Harvick**, 2308; **4 Brad Keselowski**, 2294; **5 Jimmie Johnson**, 2291; **6 Matt Kenseth**, 2289; **7 Dale Earnhardt Jr**, 2257; **8 Kurt Busch**, 2252; **9 Newman**, 2252; **10 Denny Hamlin**, 2249; **11 Jeff Gordon**, 2247; **12 Kyle Busch**, 2224.

Edwards (99) and Stewart were always in the hunt



Castrol **EDGE** Rankings

CURRENT STANDINGS

| | | | |
|---|------------------|----|--------|
| 1 | Sebastian Vettel | <> | 31,758 |
| 2 | Mark Webber | <> | 20,751 |
| 3 | Lewis Hamilton | <> | 20,421 |
| 4 | Jenson Button | <> | 19,719 |
| 5 | Fernando Alonso | <> | 18,558 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Kasey Kahne's win moves him up two spots to 24th – his highest Rankings position yet. Carl Edwards is up one place to seventh, helped by a DNF on Rally GB for Sebastien Loeb (9), who falls three. Sam Hornish Jr's (864) Nationwide win lifts him 24 steps.

To see the full list, visit castroldriverrankings.com

PORSCHE SUPERCUP YAS MARINA (UAE), NOVEMBER 12-13, RD 10/10

Tandy and champion Rast share success

RENE RAST NEEDED ONLY A second place in the first Porsche Supercup race at Yas Marina to secure his second title, and celebrated in style by winning the second race 24 hours later.

Kevin Estre took pole for race one, ahead of Rast, Nick Tandy and Norbert Siedler. Title contender Kuba Giermaziak was down in 10th and more or less out of contention.

The top three remained in grid order early on, but it was exciting stuff as the Konrad Motorsport car of Tandy pressured Lechner Racing star Rast, who in turn was keeping leader Estre (Attempto Racing) on his toes. Just before half-distance Tandy got past Rast with a great move, and on the following lap the Briton seized the lead as he harried Estre

into a mistake.

After that Tandy had a trouble-free run to his first Supercup win of 2011. Behind Rast and Estre, fourth place went to Siedler ahead of Christian Engelhart and another Briton, Sean Edwards.

"It was interesting," said Tandy. "Kevin was setting a blistering pace; Rene and I took our time watching him and hoped that he'd maybe make a mistake, which he did."

The grid for race two was set according to second-fastest laps in qualifying. The same three names were at the top, this time with Rast ahead of Estre, Tandy and Engelhart.

A determined Tandy got into the lead on the first lap, but when he went wide at the chicane Rast pounced. As Tandy tried to

regain his line Rast hit him, causing retirement-inducing left-front damage to Tandy's car.

Rast reeled off the laps to win by 5.4s from Estre. Engelhart was third, with Edwards working his way up from seventh to fourth.

Jeroen Bleekemolen and Giermaziak – who had something of a low-key end to a strong season – completed the top six, while seventh earned runner-up spot in the championship for Siedler. Stefan Rosina had been

part of this battle, but received a drive-through penalty for cutting a corner and gaining an advantage.

● Adam Cooper

RESULTS

Race 1 1 Nick Tandy, 14 laps in 31m15.317s; 2 Rene Rast, +1.549s; 3 Kevin Estre; 4 Norbert Siedler; 5 Christian Engelhart; 6 Sean Edwards. **Race 2** 1 Rast, 14 laps in 31m16.212s; 2 Estre, +5.342s; 3 Engelhart; 4 Edwards; 5 Jeroen Bleekemolen; 6 Kuba Giermaziak. **Points** 1 Rast, 181; 2 Siedler, 145; 3 Giermaziak, 140; 4 Edwards, 140; 5 Tandy, 129; 6 Bleekemolen, 129.



Tandy leads, but Rast (second) took crown

V8 SUPERCARS SYMMONS PLAINS (AUS), NOVEMBER 12-13, RD 12/14

Whincup gives Holden milestone victory

JAMIE WHINCUP DID NOT have the perfect weekend at Symmons Plains; he had to start Sunday's race from the second row of the grid.

But that was as bad as the news got for the Triple 8 Holden driver. He won both races comfortably – the second of which was celebrated as Holden's 400th in V8 Supercars –

and made himself a clear favourite to win a third V8 Supercar title in four years. In fact, the only man who can beat Whincup to the title now is his own team-mate Craig Lowndes.

In both races, Whincup bided his time, taking the lead on Saturday from Will Davison and tearing off into the distance. Davison and

his Ford Performance Racing team-mate Mark Winterbottom were battling for third late in the race when they got it all wrong at the Hairpin. In a blink, Garth Tander (Holden Racing Team) was past both, admitting later he was giggling as he went.

Winterbottom and Paul Dumbrell led the way early in race two, but Whincup timed his pitstop to perfection, shot past both of them and drove home to a steady win. Davison and Winterbottom filled the podium positions while Lowndes was fifth, after starting 15th.

The other story of the weekend was that of Jason Bright. After feeling rib pain during Saturday's race, he withdrew from race two after aggravating the injury.

Brad Jones Racing drafted in HRT enduro driver Cameron McConville (only present as a Formula Ford official) to race in Bright's overalls, helmet and boots! Starting last, he finished an impressive 19th – ahead of both of Bright's team-mates.

● Phil Branagan

RESULTS

Race 1 1 Jamie Whincup (Holden Commodore VE2), 50 laps in 45m48.414s; 2 Craig Lowndes (Holden), +8.740s; 3 Garth Tander (Holden); 4 Mark Winterbottom (Ford Falcon FG); 5 Will Davison (Ford); 6 Alex Davison (Ford). **Race 2** 1 Whincup, 84 laps in 1h14m59.565s; 2 W Davison, +1.724s; 3 Winterbottom; 4 Paul Dumbrell (Ford); 5 Lowndes; 6 Tander. **Points** 1 Whincup, 2817; 2 Lowndes, 2623; 3 Winterbottom, 2215; 4 Shane van Gisbergen, 2201; 5 Tander, 2187; 6 W Davison, 2096.

Whincup heads Shane van Gisbergen in race two



IN BRIEF

Hornish: Dodge business



NASCAR NATIONWIDE

Sam Hornish Jr took his maiden series win at Phoenix, heading home his Penske Dodge team-mate Brad Keselowski. Ricky Stenhouse Jr – fifth in his Roush Fenway Ford – is virtually guaranteed the title after Elliott Sadler was spun out.

AUSTRALIAN F3

Chris Gilmour took the title at Symmons Plains, eight years after his series debut. He won race one when title rival James Winslow was punished for a jumped start. Englishman Winslow and Tim Macrow won the other races.

BRAZILIAN GT3

Ex-GP2 racer Sergio Jimenez and Paulo Bonifacio won twice at Velopark on the debut of their Mercedes SLS. Jenson Button's ex-F3 team-mate Aluizio Coelho shared a Ford to second in race one with Juliano Moro, while father-and-son duo Xandi and Xandinho Negrao (Lamborghini) now lead the series.

FORMULA NIPPON

Joao Paulo de Oliveira won the non-points JAF Fuji Sprint Cup after leading the whole race from pole in his Impul Swift-Toyota. Hiroaki Ishiura was over 6s behind, while ex-F1 driver Kazuki Nakajima was third.

SUPER GT

Ronnie Quintarelli won the first non-points sprint race at Fuji in his MOLA Nissan, while race two went to the Kunimitsu Honda of Takuya Izawa. Joao Paulo de Oliveira (Impul Nissan) and Masataka Yanagida had a second place each.



Quintarelli won at Fuji



RALLY GB

Builth Wells,
November 10-13

ROUND 13/13

WINNER

Jari-Matti Latvala
3h27m03.5s

RALLY RATING

★★★★★

Latvala and Ford win the battle; Loeb and Citroen the war

DRIVERS' STANDINGS

| | |
|----------|--------|
| Loeb | 222pts |
| Hirvonen | 214pts |
| Ogier | 196pts |

POWERSTAGE WINNER

Sebastien Ogier

MILESTONES

- Loeb takes eighth world title in a row
- Craig Breen wins stunning WRC Academy finale

DAVID EVANS
reports



Off-the-leash Latvala flies the flag for Ford

With Hirvonen losing his title fight to Loeb, Latvala was free to fly to his first win of 2011



WHAT A STUNNING END to the season. A brilliant route, a fantastic, if brief, battle for the world championship and a great fight for the event. Ford's Jari-Matti Latvala finally collected the win he's deserved all season. The Fiesta driver's stunning run through mid-Wales on Saturday afternoon moved him into the lead. He and Sebastien Loeb were still embroiled in a battle on the final morning, when the Citroen star and a Spaniard found themselves on the same crest at the same time... The pain of Loeb's second road accident-enforced retirement was eased by an eighth world title.

LEG ONE (88.77 miles)

RAIN - AMBIENT TEMP RANGE 10-15C

As the hours counted down to one of the most eagerly awaited Rally

GBs in years, the sun came out. The rain that had lashed the country for much of the previous day stopped. And, I'll say it again, the sun came out. Maybe The Great Orme on soft suspension and knobbles wouldn't be too bad. Somebody forgot to tell Sebastien Ogier.

A mile into the event and the disgruntled Frenchman lopped a wheel from his wagon and spent the rest of Thursday afternoon looking out over the Irish Sea. At least the sun was shining.

Those who had kept a wheel at each corner continued, gingerly picking their way across what remained a particularly tricky surface. Jari-Matti Latvala was fastest around the first run, 1.9 seconds ahead of Loeb. But, spooked by the news of Ogier's retirement, he was more conservative second time through, allowing the defending champion to close to cut his lead by a second.

Far from

being perturbed or in any way sympathetic towards his sea-gazing team-mate, Loeb admitted he was annoyed and disappointed. The senior of Citroen's two Sebs had been hoping the man he'd spent much of the second half of the year ignoring might help him by winning in Wales. Some hope.

"If he'd won it might have made it easier for me," said Loeb. "But he can't and I'm alone now."

Leaving the north Welsh coast and heading inland to get dirty for the first time, Hirvonen was in determined form. "This is it now," he said. "I was pretty cautious on the Orme, but now it's time..."

Good as his word, Hirvonen was bang on it through Clocaenog. In the gathering gloom alongside the Lyn Brenig reservoir, the Finn went fastest to move into second place, just seven tenths off Loeb, who admitted that he'd struggled with the surface.

"There was grip in one corner," said Loeb, "so you go. But then in the next corner, there was nothing and you almost go off. It was so hard to know where was the grip.

I could find no rhythm at all in there."

Hirvonen was flying high following the stage. "Can't we carry on now, keep going. I've got the momentum - I want to get on with it. I don't want to go to bed."

Latvala was third, his attack in the woods hit hard by a moment at the first left-hander.

"I took a little bit of the ditch on the first corner," said Latvala, "it was a big slide..."

The look on his face confirmed he'd been lucky to get away with it. "But now we need to give the pressure to Loeb."

While Ogier grabbed the headlines on the Orme on Thursday afternoon, Petter Solberg wasn't far away from doing the same thing (in fairness WRC Academy driver Jose Suarez would collect the award for the most spectacular approach - rolling his Fiesta at the first left-hander). Solberg clobbered the right-rear of his Citroen, taking a chunk out of the wheel and knocking the tyre off the rim. A bent suspension link ensured the DS3 WRC wasn't running quite as straight ▶



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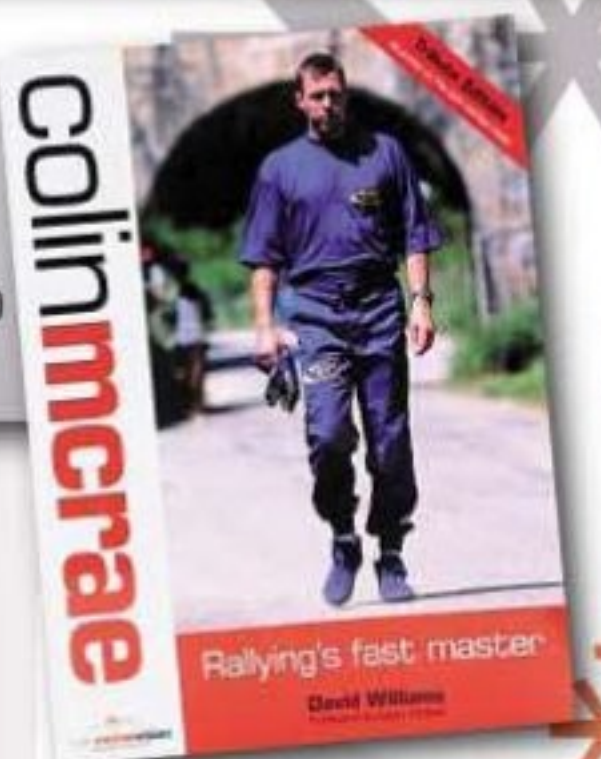
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WRC GREAT BRITAIN

Hirvonen's vain attempts to rehydrate his Ford Fiesta...



... gave Sebastian Loeb his eighth world title

◀ as the Norwegian would have liked through Clocaenog. Kris Meeke's Mini was a hugely creditable fifth on Thursday night, despite the former IRC champion suffering from running in darker conditions than his rivals at the head of the field.

Just over 12 hours after the cars were being serviced in Llandudno, the action had shifted to the middle of Wales and the stunning setting of the Dyfi forest complex. The sun had risen, but in the depths of the woods, that was news to Mikko Hirvonen.

"I couldn't see in a few places, it was still so dark," he said after the Gartheiniog test. "I couldn't really see the braking area. It was quite unnerving."

Loeb was ragged, too. The leader added 3.1 seconds to his advantage, but he'd had to work for it.

"I was a little bit wide everywhere," he said. "It was a good start, but there were some moments on the mud."

Going into the classic Dyfi main test – split into west and east for this rally – Hirvonen piled on the pace, cutting the leader's advantage to just 1.3s after SS5 and moving into the lead on the next test.

The margin was just

four tenths of a second, but Hirvonen was smiling.

"The grip was just unbelievable in those two," he said, having pulled his Fiesta over briefly alongside the River Dyfi. "There was nothing, then there was something, then nothing. It was really hard work."

Loeb admitted to some mistakes. Was the seven-time champion getting rattled? Was Hirvonen finally getting to him.

Only time would tell.

It did. And he wasn't.

Around five miles into Dyfnant, Hirvonen spun at a hairpin left. Nothing too dramatic in that, he got the nose of the Ford straight and got back on it, having dropped 14 seconds to Loeb. Drama was coming his way, however.

A handful of miles further in and the first warning light flashed on in the car. The car was getting hot. It was overheating.

He radioed to the team, telling them of the messages illuminating before him. The team told him to keep going. Further into the stage, he stalled.

"I thought maybe there was some shit in the front of the car after we had spun," he said. "I jumped out to clear it and saw it in the corner of the radiator."

"It" was the branch that

broke his heart. "It had pierced the radiator and the water was coming out. There was nothing we could do."

He continued to the end of the stage, dropping almost four minutes. Stopping to top up the water, he made it as far as Newtown before pulling over. His rally was run. And, while there was a tiny chance the team might be able to find some compression in the engine to fire it up and get him back out on Saturday to keep his hopes alive, he knew in his heart of hearts it wasn't going to happen. For the second time in three years, Hirvonen had lost it all in Wales.

"I'm just so sorry for the boys," he said, eyes full. "They've worked so hard this year. We all have."

There was nothing more to say.

In an instant, and just as the first river of any real significance began to run down the hill in the Builth Wells service park, the event fell flat. In the pouring, pouring rain, Loeb celebrated an eighth world title on the trot.

Unsure whether Hirvonen would be re-starting tomorrow, Loeb had taken a measured approach through the afternoon. Latvala closed the gap to just one second, but the Citroen star had bigger fish to fry.

Fish fried, championship settled, Loeb was ready for a weekend fight.

"It's a strange feeling," smiled the 2011 world champion. "We are in the middle of the rally, but it's time for a drink..."



Mads Ostberg starred to match career-best second

Loeb reluctantly declined the champagne, but admitted he was relishing taking on Latvala on some of the world's best roads for the next two days.

Latvala had struggled through the morning. He'd been suffering from a headache for much of the week prior to the start, but he managed to shake it off over lunch. Quickest on three of the afternoon's four stages focused the Finn's attention; a first win of the season was on offer.

Ostberg and Solberg spent much of Friday squabbling over the final podium slot, with the Ford driver eight seconds ahead at the end of the day. Concerned by turbo trouble on Thursday night, Ostberg admitted his car was running clean through the more southerly stages, allowing him to carry the fight to his countryman. Solberg was struggling to find his rhythm and struggling to match his driving style to a new set of gear ratios aboard his DS3.

"Maybe it's time for the younger Norwegian now," smiled Ostberg.

A fifth-placed Henning Solberg ensured there was a real Norwegian theme to the middle order of the top 10.

Meeke had threatened to crash the potential Scando-podium party, until the alternator belt came off his Mini, costing him two minutes in SS7. Meeke battled back magnificently in the afternoon, collecting the John Cooper Works WRC's first scratch time on gravel in Dyfi East 2.

Tough as Meeke's ▶

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◀ day might have been, his team-mate Dani Sordo's was slightly tougher as the Spaniard slipped off the road and into a sixth-stage ditch. Meeke ended Friday eighth, four seconds behind Kimi Raikkonen and five seconds off Ott Tanak, both of whom had enjoyed solid days in their respective cars.

POSITIONS AFTER DAY ONE

| | |
|------------------------|------------|
| 1 LOEB/ELENA | 1h23m18.3s |
| 2 LATVALA/ANTTILA | +1.1s |
| 3 OSTBERG/ANDERSSON | +1m13.5s |
| 4 P. SOLBERG/PATTERSON | +1m21.3s |
| 5 H. SOLBERG/MINOR | +2m51.7s |
| 6 TANAK/SIKK | +3m46.0s |

LEG TWO (79.57 miles)

SUNNY - AMBIENT TEMPERATURE RANGE
ON STAGES 9-15C

With Saturday came the sunshine. And a scintillating scrap at the front of the field. Loeb was quickest through two of the morning's three stages to move 7.3s clear by lunchtime. Latvala's day hadn't started well. Attacking hard and running quicker on the early splits in Hafren, the Ford locked up under braking for a hairpin. He went straight on and, forced to reverse, dropped

10 seconds.

"He was quick at the start," said Loeb, "but then the mistake," he added looking relieved. "It's easy to make the mistake and hard to judge the grip. Sometimes you come through the corner and feel more grip than you thought. You think, 'Shit! I could have come faster,' but there's the risk."

Latvala was not happy when he arrived in Builth.

"I am so angry with myself," he said. "I tried to push, but I could not go any faster."

He tried again in the afternoon and did manage it, taking a clean sweep of all three stages.

"The sisu is back now!" he smiled at the end of the day, having turned deficit into a 6.1s advantage. Much of the time had come in Hafren, where he took 8.6s out of Loeb to retake the lead for the first time since Thursday evening.

Asked if he'd had a problem, Loeb replied with a wry smile. "Yes," he said, pointing at Latvala's car. "He is the problem. He's too fast!"



Meeke came so close to podium slot for Mini

Latvala had struggled through Myherin in the morning, sliding the car too much on the wider roads, but a neater approach worked well.

"I have been driving the car more straight," he said. "But at the same time I was trying to use the ditches more in Myherin, there is

good grip in those ditches."

Having visited plenty of ditches through the day, it was going up the stairs in Ford's mission control where Latvala had his biggest moment. But he collected that one as well.

Behind the top two, Ostberg's day was made considerably simpler as he sat on the startline of the morning's opener.

Petter Solberg's Citroen suffered a broken fuel pipe on the road section to SS12. He was going nowhere.

"We were literally sitting on the line," said Ostberg, "when we got the message. I was really disappointed actually. I can't say that I would have won, but I think it would have been a great fight with him. I'm not very good at driving safely, but that's what we had to do."

Ostberg's Ford developed an engine issue through the day, with the team advising him to drive the car out of the torque band and at the top of the revs for the final day. Fortunately, Ostberg had close to three minutes in hand over the fourth-placed Henning Solberg.

Meeke's morning was spoiled when an engine mount broke aboard his Mini. The flexing engine whipped a pipe off the turbo, slashing power by around 80bhp and making it difficult to downshift the John Cooper Works WRC.

Meeke pulled 10s back out of Solberg through the afternoon and would redouble his efforts to take fourth on the final day.

Wilson was sixth, with Denis Kuipers seventh and Tanak slipping back to seventh after he was forced to stop to clear mud out of the radiator of his Ford on the day's third stage. The highlight for the Estonian came on SS12, where he set fastest split times and third quickest overall on the first run through Hafren.

Raikkonen wasn't quite so pleased with the opening stage — he rolled his Citroen out of the event. It was a soft roll and, quite possibly an even softer end to his WRC career.

POSITIONS AFTER DAY TWO

| | |
|---------------------|-------------|
| 1 LATVALA/ANTTILA | +2h38m37.9s |
| 2 LOEB/ELENA | +6.1s |
| 3 OSTBERG/ANDERSSON | +2m43.9s |
| 4 SOLBERG/MINOR | +5m35.0s |
| 5 MEEKE/NAGLE | +6m20.0s |
| 6 WILSON/MARTIN | +7m05.6s |

LEG THREE (52.22 miles)

SUNNY - AMBIENT TEMPERATURE RANGE
ON STAGES 12-16C

Consistently quicker than Loeb through Halfway, Latvala extended his advantage by 1.4s across the mixed-surface stage.

"The Tarmac was surprisingly good," said the leader. "I think it's good to be first on the road."

Loeb admitted he was still

STAGE TIMES**SS1 GREAT ORME 1 (2.94 MILES)**

Fastest: Latvala 2m39.3s
Leader: Latvala

SS2 GREAT ORME 2 (2.94 MILES)

Fastest: Loeb 2m40.4s
Leader: Latvala

SS3 CLOCAENOG (9.79 MILES)

Fastest: Hirvonen 9m14.1s
Leader: Loeb

SS4 GARTHEINIOG (12.70 MILES)

Fastest: Loeb 11m18.9s
Leader: Loeb

SS5 DYFI WEST 1 (6.40 MILES)

Fastest: Hirvonen 6m14.1s
Leader: Loeb

SS6 DYFI EAST 1 (4.17 MILES)

Fastest: Hirvonen 3m41.5s
Leader: Hirvonen

SS7 DYFNANT 1 (13.26 MILES)

Fastest: Loeb 12m41.0s
Leader: Loeb

SS8 DYFNANT 2 (13.26 MILES)

Fastest: Latvala 6m24.8s
Leader: Loeb

SS9 DYFI EAST 2 (6.40 MILES)

Fastest: Meeke 3m46.8s
Leader: Loeb

SS10 DYFI WEST 2 (4.17 MILES)

Fastest: Latvala 11m24.3s
Leader: Loeb

SS11 GARTHEINIOG 2 (14.46 MILES)

Fastest: Latvala 12m47.1s
Leader: Loeb

SS12 HAFREN 1 (19.97 MILES)

Fastest: Loeb 18m39.1s
Leader: Loeb

SS13 SWEET LAMB 1 (2.49 MILES)

Fastest: Latvala 2m48.5s
Leader: Loeb

SS14 MYHERIN 1 (17.32 MILES)

Fastest: Loeb 15m44.6s
Leader: Loeb

SS15 HAFREN 2 (19.97 MILES)

Fastest: Latvala 19m11.6s
Leader: Latvala

SS16 SWEET LAMB 2 (2.49 MILES)

Fastest: Latvala 2m50.8s
Leader: Latvala

SS17 MYHERIN 2 (17.32 MILES)

Fastest: Latvala 15m57.4s
Leader: Latvala

SS18 HALFWAY 1 (9.27 MILES)

Fastest: Latvala 8m45.6s
Leader: Latvala

SS19 CRYCHAN 1 (14.12 MILES)

Fastest: Latvala 12m29.6s
Leader: Latvala

SS20 MONUMENT 1 (2.70 MILES)

Fastest: Ogier 2m41.9s
Leader: Latvala

SS21 HALFWAY 2 (9.27 MILES)

Fastest: Latvala 8m59.8s
Leader: Latvala

SS22 CRYCHAN 2 (14.12 MILES)

Fastest: Ogier 12m39.8s
Leader: Latvala

SS23 MONUMENT 2 (2.70 MILES)

Fastest: Ogier 2m41.3s
Leader: Latvala



Ogier was under the radar after SS1 shunt

Solberg on the Orme: his DS3 would later fail



pushing as hard as he dared. Having made it through the first nine miles of competition, Loeb had just over four miles of road section to complete before battled commenced in Crychan. Unfortunately for the new world champion, he wouldn't make it. A meeting with a spectator coming in the opposite direction ended with significant damage to the front of the DS3 WRC. Loeb said: "We met a Spanish guy on a crest and he had a bad reflex and swerved the wrong way. He didn't say much, he was crying. It's not a

good end, but at least we have the championship."

With Loeb gone, Latvala's first success of the season – and in Wales – was a near certainty. With more than three minutes in hand over Ostberg, J-ML gave the team something to celebrate in Cardiff on Sunday night.

Ostberg ended the season in the same way he started it, in an awesome second place, while Henning Solberg completed Stobart's maiden double podium on the team's finale. Meeke harried Henning all the way through the final loop, but just missed out on a podium slot when the Mini

got caught in some ruts, sending it into a half-spin. Matthew Wilson (taking his best Rally GB result), Ott Tanak, Evgeny Novikov, Dennis Kuipers and Ken Block made it eight Fiesta RS WRCs in the top 10.

Ironically, Ogier won the Powerstage, spraying champagne for the final time on the bonnet of a Citroen, but the real celebrations were all in Finnish. Granted, they might not have been as hearty as if it had been Ford's other Finn, but Latvala desperately wanted this one. He deserved it and he earned it. ☼

RESULTS

Rally Great Britain, November 10-13, round 13 of 13

23 SPECIAL STAGES, 219.6 MILES

| POS | NO | DRIVER/NAVIGATOR | CAR | TIME |
|-----|----|-----------------------------------|----------------------|------------|
| 1 | 4 | Jari-Matti Latvala/Miikka Anttila | Ford Fiesta RS WRC | 3h27m03.5s |
| 2 | 6 | Mads Ostberg/Jonas Andersson | Ford Fiesta RS WRC | +3m42.9s |
| 3 | 15 | Henning Solberg/Ilka Minor | Ford Fiesta RS WRC | +7m05.1s |
| 4 | 52 | Kris Meeke/Paul Nagle | Mini John Cooper WRC | +7m12.3s |
| 5 | 5 | Matthew Wilson/Scott Martin | Ford Fiesta RS WRC | +8m57.3s |
| 6 | 18 | Ott Tanak/Kuldar Sikk | Ford Fiesta RS WRC | +9m27.1s |
| 7 | 10 | Evgeny Novikov/Denis Giraudet | Ford Fiesta RS WRC | +9m47.7s |
| 8 | 9 | Dennis Kuipers/Frederic Miclotte | Ford Fiesta RS WRC | +10m12.7s |
| 9 | 43 | Ken Block/Alex Gelsomino | Ford Fiesta RS WRC | +16m01.2s |
| 10 | 17 | Armando Araujo/Miguel Ramalho | Mini John Cooper WRC | +17m01.6s |

OTHERS

| | | | | |
|---|---|-------------------------------|--------------------|------------|
| R | 1 | Sebastien Loeb/Daniel Elena | Citroen DS3 WRC | road crash |
| R | 3 | Mikko Hirvonen/Jarmo Lehtinen | Ford Fiesta RS WRC | o'heating |

CLASS WINS Latvala/Anttila; PWRC: Flodin/Alanne (Subaru Impreza WRX), 3h49m32.2s; Starters/finishers: 48/40; Leaders: SS1-2 Latvala; SS3-5 Loeb; SS6 Hirvonen; SS7-14 Loeb; SS15-23 Latvala

RALLY SUMMARY Increased in length by an afternoon, the route was one of the best for Rally GB in years. The return to north Wales, starting in Llandudno, included classics Dyfi and Dyfnant and a dash around The Great Orme. The familiar mid and south Wales stages were used on Sat and Sun.

CHAMPIONSHIP TABLE

| POS | DRIVER | PTS |
|-----|--------------------|-----|
| 1 | Sebastien Loeb | 222 |
| 2 | Mikko Hirvonen | 214 |
| 3 | Sebastien Ogier | 196 |
| 4 | Jari-Matti Latvala | 167 |
| 5 | Petter Solberg | 110 |
| 6 | Mads Ostberg | 88 |
| 7 | Matthew Wilson | 63 |
| 8 | Dani Sordo | 59 |
| 9 | Henning Solberg | 59 |
| 10 | Kimi Raikkonen | 34 |

MANUFACTURERS' POINTS

| | | |
|---|-------------------|-----|
| 1 | Citroen Total WRT | 403 |
| 2 | BP Ford WRT | 376 |
| 3 | Stobart Ford | 178 |

ACADEMY

Brilliant Breen strikes gold in Academy thriller

➤ Craig Breen stood at the end of the final WRC Academy stage of the season and wept. Everybody did. Team Breen cried tears of joy after one of the most incredible results ever, while his title rival Egon Kaur's tears revolved around snatching defeat from the jaws of victory.

Breen's task was simple in Wales: win the event and pretty much every stage. Even Jeffrey Archer would have struggled to get away with a plot as far-fetched as this.

It came down to the final stage and Breen had to be quickest to win the championship. Early doors in Myherin 2 and he was down, Kaur was on course. But then, heartbreakingly close to the €500,000 prize fund, the Estonian caught a car suffering a puncture, which cost him time and the cash.

That's not to take anything away from Breen. He stuck to his task and, under the most extraordinary pressure, brought the car home.

"I just can't believe it," said the Irishman at the finish. "In many ways, it made it easier knowing what I had to do, I was just flat-out, nothing else would do. It's been an incredible rally. But that final stage was something else."

Kaur was second on the event and second in the championship, while Alastair Fisher overcame numerous

troubles to turn in another great drive to third on the rally and in the final points.

Rallies simply don't come more dramatic than that, it was an absolute stunner leaving the winner to wonder how on earth he pulled it off.

PWRC

Subaru driver Patrik Flodin dominated the PWRC class for the second event in succession, winning the category by almost six minutes from Mitsubishi's Martin Semerad.

Flodin was embroiled in a great fight with Jarkko Nikara through the first two days. Nikara made a better job of the Clocaenog fog on Thursday night to move to the front, but a spin in Dyfnant the following morning left him chasing Flodin. When he put his Lancer in the trees on the second run through Dyfnant, the leader was left to manage a three-minute gap.

Benito Guerra rolled his Lancer out of third on the event's final stage, allowing fellow Mitsubishi man Michal Kosciuszko to complete an incredible fight back to the podium after retiring with an electrical fault on Friday.

● Martin Semerad was excluded from second after post-rally scrutineering, when the suspension on his Mitsubishi Lancer did not conform to regulations.



Breen (r) took dramatic WRC Academy victory

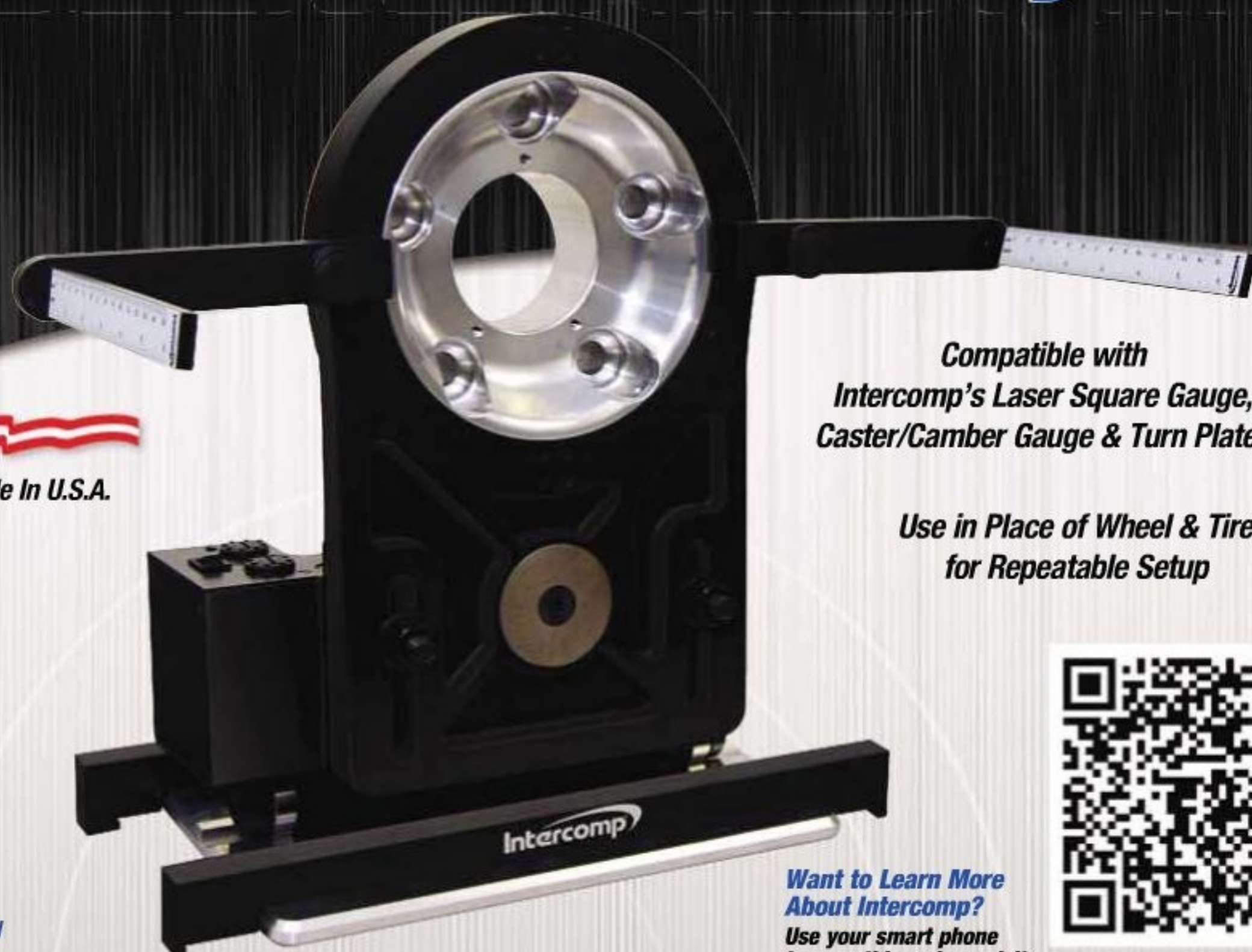
WRC Academy – Round 6 of 6

| POS | DRIVER/NAVIGATOR | CAR | TIME |
|-----|--------------------------------|----------------|------------|
| 1 | Craig Breen/Gareth Roberts | Ford Fiesta R2 | 3h06m00.7s |
| 2 | Egon Kaur/Erik Lepikson | Ford Fiesta R2 | +4m36.1s |
| 3 | Alastair Fisher/Daniel Barritt | Ford Fiesta R2 | +7m04.0s |

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- Part # 170213 - Precision Hub Plate System
Tire diameter 23.25" (591mm) to 29" (736mm)

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Sebastien Loeb: Eight feels great

With another title in the bag, the Frenchman tells DAVID EVANS that the feeling doesn't fade

Loeb's unprecedented run of titles continues

THIS WASN'T QUITE WHAT Sebastien Loeb had in mind. With a cup of coffee in his hand and rain running down the back of his neck, he celebrated an eighth World Rally Championship title.

The understatement of a sodden Friday night in Builth Wells actually suited Loeb quite well. Never one for blowing his own trumpet, the Frenchman talked quietly of a job well done and the satisfaction at turning around what had been a late-season glitch in an otherwise strong season.

Only twice have we seen anything approaching an enthusiastic celebration from the jockey-sized Alsatian – when he turned a somersault on the podium in 2004 after taking the title for the first time and then in Japan two years later when he decorated the road with donuts in Obihiro.

But, in the Royal Welsh Showground last Friday night, there was no place for such histrionics. The most risqué thing Citroën's favourite son managed was to stand jacketless for eight

minutes in the pouring rain, explaining for the eighth time in eight years what it meant to be champion.

"Actually it's a little bit strange," says Loeb. "We are in the middle of the rally, but we are world champions again. I have never celebrated like this before."

He's self-effacing and humble, but Loeb loves the sauce after a job well done.

Arriving in Citroën's service park to the familiar end-of-season soundtrack of popping champagne corks, the most successful rally driver of all time wasn't best pleased with his choice of beverage.

"It's coffee," he nods, looking deep into his cup. "And decaf at that. I need to sleep tonight so I can fight with Jari-Matti tomorrow."

The smile widens at the prospect of a return to the roads he loves in a car he's conquered. The smile widens at the prospect of shunning the seemingly endless stream of questions in favour of the fight.

"When I started in this sport," he says, "I never

believed that I would be world champion one time, so eight times is a great achievement. The titles are nice of course – and it's nice to have eight, which is more than any other driver – but I do this because I love to drive. That's why I started in this sport and why I continue next year."

This has been a tough season for Loeb, one of the toughest. A miserable run of three rallies in the second half of the year, when he suffered a puncture in Germany, a crash in Australia and an engine failure in France, delivered an unexpected title shoot-out in Wales this week. But none of that was really a problem compared with the strife he's suffered inside the team he's helped build over the past 11 years.

To say there's no love lost between Loeb and team-mate Sebastien Ogier is extreme understatement. It's unlikely there was any love at the outset, but it's certainly all gone now.

Ogier tried to undermine Loeb this season, but he

failed and that failure was highlighted more than ever in Builth last week.

In the darkness of the arrival control, illuminated by the flash bulbs and bright-white camera lights, Loeb looked like the second coming. For the eighth time. Leaning on the door of his #1 DS3, he was happy.

Minutes after Loeb's arrival and the circling of the scrum around him, Ogier parked the sister Citroën a respectable distance behind. He sat and stared. Alone, unmolested. And in complete darkness.

Loeb had little appetite for raking over the coals of what had been a most acrimonious year. Instead he talked about Mikko Hirvonen, his yet-to-be confirmed team-mate for next season.

"Mikko was very fast this morning," says Loeb. "At the speed we were going, one of us was going to make a mistake and finally it was him. And we are champion... again."

And with that, the champion was gone. Into the wet Welsh night, a reluctant eight-time hero. ❧

Loeb (r) and Elena receive the Cardiff Castle plaudits



A DREAM FULFILLED

Lewis Williamson got his first taste of an F1 car last week. KEVIN TURNER was there



McLAREN F1 TEST: LEWIS WILLIAMSON Silverstone, November 7 2011

“On the last lap I slowed down to try and take it all in. This could be my last lap in a Formula 1 car, so I wanted to remember it.”

Lewis Williamson is hoping that he gets many more chances behind the wheel of an F1 machine but, like most drivers in the junior categories, he knows there are no guarantees. That's why he wants to savour his moment driving Lewis Hamilton's 2008 British Grand Prix-winning McLaren MP4-23, at Silverstone last week.

The McLaren AUTOSPORT BRDC Award has been giving British youngsters the chance of their first F1 test for over 20 years, and Williamson gets his run on Silverstone's new Grand

Prix circuit. It's a track he knows well, having taken his sole 2011 GP3 win at the Northamptonshire venue ahead of fellow former Award winners Dean Smith and Alexander Sims, both of whom drove this very car last year.

The 2010 winner is watched by the six finalists – Emil Bernstorff, Tom Blomqvist, Alex Lynn, Scott Malvern, Oliver Rowland and Dino Zamparelli – fighting it out for this year's title.

The Scottish Highlander heads out for three five-lap runs, staying in the car and talking to the engineers between each one. He has the track to himself, but conditions are greasy, making over 700bhp even more difficult to control. Slicks are not an option.

Williamson has completed some simulator work for Red Bull, so how

does it feel jumping into a real F1 car?

“The simulator definitely helped, but the car is ridiculous,” he says after finally being persuaded to climb out of the McLaren. “It has lots of power and is pretty mindboggling.”

Nevertheless, it doesn't take him long to start getting his head around a machine that is twice as powerful as his regular GP3 racer.

“Every time I went out in the car I felt happier – I'd edge a little more on the brakes and realise there was more to come,” he says.

“It felt quite slidey to begin with, but the closer you get to the limit the less of that there is. You have to be super-smooth because the car's just so responsive.”

As well as the impressive kit, the



Drizzly Silverstone:
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This is it: Williamson
accelerates into pitlane

The six finalists of 2011
watch LW doing his stuff



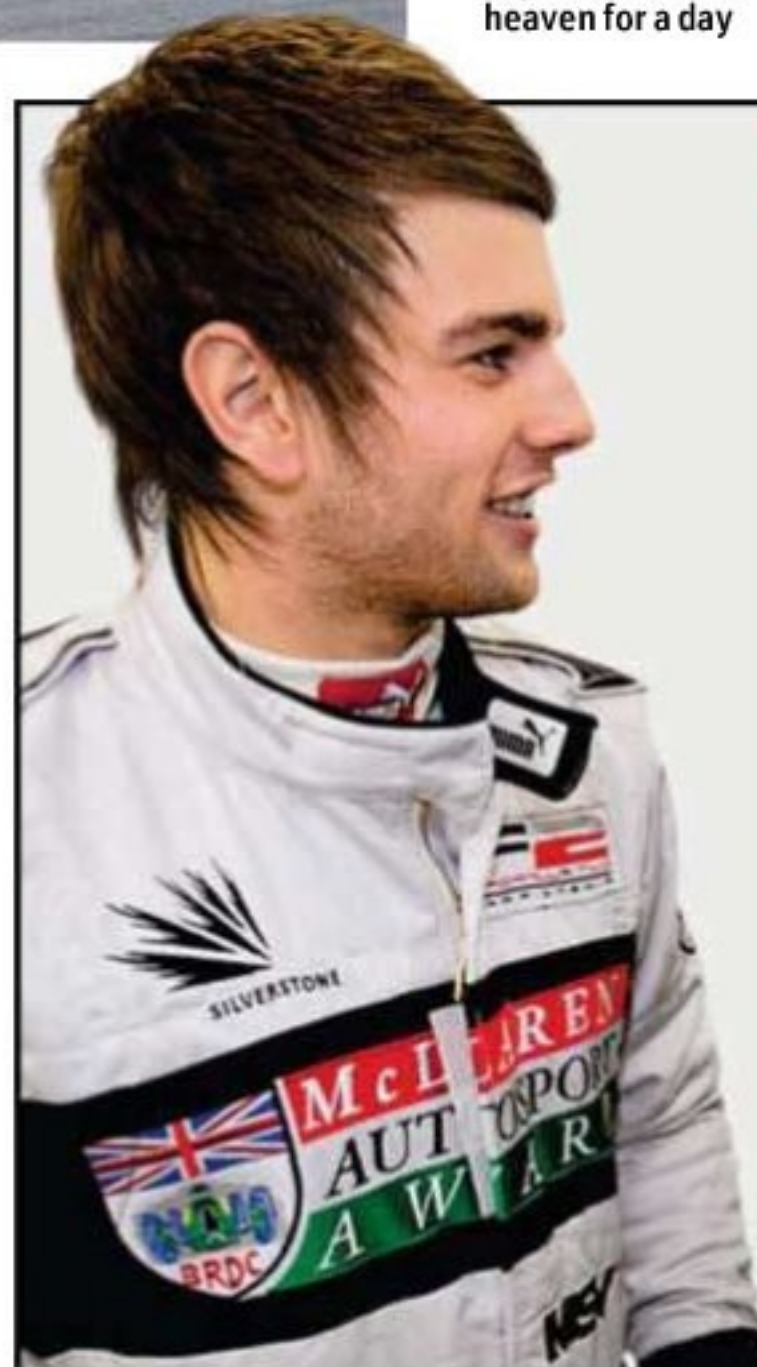
Lewis wins at British GP
meeting: but it's GP3



experience also gives Williamson the chance to work with some expert hands. Guiding him for the runs is Dave Robson, whose day job is engineering 2009 F1 world champion (and 1998 McLaren AUTOSPORT BRDC Award winner) Jenson Button.

Not surprisingly, it takes quite a lot to impress Robson, but he is only positive about Williamson's efforts. "It went extremely well," he says. "It wasn't the best conditions to drive an F1 car for the first time, but he did very well and got quicker and quicker. He was very calm and not afraid of it."

With one dream accomplished, Williamson can now set his sights on the bigger goal: his first race in a Formula 1 car... ❧



IN PROFILE

AGE: 22

2011: Eighth in GP3 with MW Arden

BACKGROUND: After a brief and successful karting career, Williamson started car racing in the second half of 2008. He learned the ropes in Formula Renault UK the following season before rising to prominence in 2010.

With Manor Competition, Williamson won more races (five) than anyone else and narrowly lost the title to Fortec Motorsport's Tom Blomqvist.

It was enough to get him nominated for the 2010 McLaren AUTOSPORT BRDC Award and,

after fine runs in F2 and DTM Mercedes machinery, he beat Blomqvist, Luciano Bacheta, Jack Harvey, Scott Malvern and Nigel Moore to take the prize.

Williamson then joined the MW Arden GP3 team of Red Bull luminaries Christian Horner and Mark Webber for 2011. He had an up-and-down season in the competitive F1-support series, but a stunning Silverstone victory and two other podiums showed what he could do.

After dabbling in a couple of Formula Renault 3.5 rounds this year, Williamson hopes to graduate to the series full-time in 2012.

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Race Technicians (Part-Time)

Opportunities exist for experienced sub-contract Race Technicians with Ferrari road car and/or GT/Sports race experience to join our busy race-team for UK and European race events. Most events require a minimum Friday-Sunday commitment.

Truckies (Full-Time/Part-Time)

FF Corse are inviting applications from full-time & part-time race-team truckies. Previous motorsport experience required along with a full HGV driving licence.

The successful candidates need to be team players with a positive "can-do" approach. Please email your CV, with a covering letter, quoting the job applied for and salary expectation to appointments@ffcorse.com

Closing date: 2nd December 2011. No agencies. www.ffcorse.com



**Chevrolet IndyCar Program
Aerodynamics A-Team**

Application Deadline: 25 November 2011

Chevrolet is assembling a team to perform open-wheel aerodynamics and body development. Applications for the following positions are being accepted with possible assignments in UK and/or USA.

Senior Open-Wheel Aerodynamicist

Description of Role:

- Responsible for aerodynamic performance targets & overall aerodynamic concept
- Coordinating multiple aero development methods/resources
- Supervision of aerodynamicists and designers

Qualifications:

- Formal education to degree standard – MS Aeronautical or Mechanical preferred
- Experience in top-level open-wheel motorsport wind tunnel & CFD development

Aerodynamicist & Assistant Aerodynamicist

Description of Role:

- Surface definition, concept scheming, & component design
- Management & execution of aero testing & post test data analysis
- Assist designers in surface development CFD & model component design

Qualifications:

- Formal education to degree standard – BS Aeronautical or Mechanical preferred
- Aerodynamicist - Experience in aerodynamics design & development
- Assistant Aerodynamicist – Industry experience in aerodynamics development & testing

Model Designer

Description of Role:

- Design model components and apparatus for wind tunnel testing

Qualifications:

- Experience in top level motorsport
- Capable of creating high quality surfaces.
- Experience in wind tunnel mechanical systems design & rapid-prototyping techniques

Please forward resume and inquiries for additional detail to:
HR@ChevyIndyAero.com

McLaren RACING

At McLaren we believe that anything is possible. We know what it takes to win and we achieve this by working together and encouraging innovation in an extraordinary high performance environment.

GARAGE TECHNICIAN/ELECTRICIAN

This role will operate both at the McLaren Technology Centre and at Race venues so the candidate will be required to travel extensively. The role holder will be responsible for the maintenance repair and documentation of electrical equipment and installations. They will also be required to provide support in the build and presentation of the garage environment and associated support equipment and individual car parts.

Candidates must have experience of delivering high quality standards in their work under extremely tight and demanding deadlines with conflicting priorities. Also the ability to contribute to component fault diagnosis and preferably had previous motorsport experience. Applicants must have an Electrical City and Guilds 2382-10 17th Edition qualification.

The successful candidate will be a team player who can support and motivate others with an enthusiastic and flexible approach to their work. For this role we offer a competitive package including private healthcare, access to an executive car scheme, company pension scheme 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 detailing your salary expectations. The closing date for this role is Friday 9th December 2011. Applicants must have the right to work in the UK on applying.



WEB DIRECTORY

TRAILERS & TRANSPORTERS

RACE & RALLY CARS

MARKETPLACE

APPOINTMENTS

APPOINTMENTS



Engineering Coordinator

Docking Engineering is an SME producing specialist fabrications and cooling solutions for the Motorsport, Aviation, Defence and Automotive industries.

Due to business expansion we require an engineering coordinator to drive forward our engineering office and provide an important link between the sales office and our production team; the successful applicant will ideally be degree qualified or have relevant experience in a prototype/low volume production or QA environment.

CAD proficient with a sound knowledge of QA systems you will be expected to produce, process and control customer and in-house drawings and compile ISIR, FAIR, and PPAP documentation.

Fabricator/TIG Welder

We require an experienced Fabricator/TIG welder to produce fine tolerance fabrications, the successful applicant will be a self motivated team player who enjoys working in a busy and fast moving environment.

Attractive salaries with benefits are available to the successful applicants.

CV in writing to alan.docking@dockingengineering.com or Alan Docking, Docking & Co Ltd, Unit 15-16 Silverstone Circuit, Silverstone, Northants, NN12 8TL



LOOKING TO RECRUIT FOR 2011? THE LATEST SELECTION OF MOTORSPORT JOB VACANCIES UPDATED EVERY WEEK.

- The appointment page of the website receives on average 200,000 page impressions per month
- The magazine you are looking at has a readership of 139,000 (Source: NRS Survey Q3)
- All appointment adverts placed in Autosport magazine are listed on the website.

| Company | Job Title | Application Deadline |
|------------------------------|---|----------------------|
| Autosport | Classified Sales Executive | 17 November 2011 |
| RFI systems | Qualified Wiring Harness Technicians | 17 November 2011 |
| Formtech Composites | Composite Designers & Composite Technicians | 17 November 2011 |
| Lotus Renault GP | Various Roles | 17 November 2011 |
| Lotus Renault GP | Various Roles | 17 November 2011 |
| McLaren Racing | Technician (Model Systems) | 17 November 2011 |
| Mercedes GP Petronas F1 team | Various | 17 November 2011 |
| Red Bull Racing | Junior Press Officer | 17 November 2011 |
| Team Lotus | KERS/Control Engineer | 17 November 2011 |
| Williams F1 | Hydraulics Development Technician | 17 November 2011 |

WHERE ARE YOU ADVERTISING YOUR MOTORSPORT JOB VACANCIES?



JOIN THE TEAM

• Head of Vehicle Performance Group (01_MVR_JOBS_11)

We are seeking a senior engineer to set up a new vehicle performance group. The successful candidate will lead a group responsible for all aspects of vehicle performance and competitor analysis. Specifically, you will develop and maintain vehicle dynamic and vehicle subsystem simulations within a Matlab/Simulink environment and use these tools to enhance vehicle performance. You will be expected to be innovative, while applying high standards of engineering integrity, supporting both trackside engineering and the design group. A good degree in engineering will be essential as will demonstrable understanding of vehicle dynamics and system simulation.

• Head of IT / IS (02_MVR_JOBS_11)

We are seeking a dynamic individual to provide an integrated and strategic overview of IT and IS, encompassing all divisions within our company. You will be expected to communicate this to senior management and implement the agreed strategy. Contributing to the overall business direction, your IT/IS solutions will meet user expectations and drive the company's development forward whilst improving operational efficiency through judicious implementation.

Managing and maintaining the IT/IS infrastructure at our technical centre, trackside and any remote site, you will ensure the company has adequate standards of disaster prevention whilst meeting all legal compliance requirements. Qualified to degree level in IT, or equivalent, you will have proven experience of developing an IT/IS function within an engineering organisation.

Successful candidates for both of the above roles will have proven experience of developing, leading and motivating teams. You will also demonstrate excellent written and verbal communication skills.

To apply, please e-mail your CV and covering letter with salary expectations to jobs@marussiavirginracing.com detailing your salary expectations. Please use the code in brackets to reference your application in the subject of the e-mail. Closing date for applications - 2nd December 2011



KERS Technician Ref: LRGP_ELE18

Lotus Renault GP is looking for a travelling technician to work with the Race Team on the support and maintenance of their Kinetic Energy Recovery System (KERS).

This role will involve managing the safety of the system at the circuit, arranging logistics of the KERS hardware, as well as its testing, servicing and repair.

The successful candidate will need to be able to demonstrate initiative, thoroughness, team-working and attention to detail in their previous roles. Experience of working with high voltage electrical systems and knowledge of the relevant Health & Safety standards is also an important requirement.

Please apply in writing with current CV, salary expectations and quoting job reference number to:

Human Resources
Lotus Renault GP Ltd
Eastone
Oxfordshire OX7 4EE

Email hr@lotusrenaultgp.com

Closing date 1st December 2011



KERS Electronics Technician (Travelling)

Based at our factory in Grove, with the option of international travel to race or test events, you will be responsible for ensuring the smooth running of all electrical/electronic devices fitted to our race cars, including KERS. This includes monitoring data from the onboard telemetry, as well as diagnosing and rectifying any problems as they occur. You will be involved in the manufacture of wiring, sensors, electrical equipment, and the arming and disarming of KERS systems required for events.

Experience of various sensors, data logging systems and KERS, as well as a knowledge of Autosport/MIL spec connectors, is essential. Knowledge of Raychem type 25 harness systems would be an advantage, along with motorsport experience and suitable Electrical/Electronic qualifications. You will be proactive, able to work unsupervised using your own initiative, dedicated and willing to do what it takes to get the job done.

To apply, please visit our website at Williamsf1.com and select the Recruitment option under the Team heading.

Closing date: Friday 2 December 2011.



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SENIOR MODEL DESIGNER & MODEL DESIGNER

As part of the expansion of the aerodynamics department, we have a number of model design positions available. These roles range from supporting the design activity of the aerodynamicists within the mainstream wind tunnel programme to supporting specific projects within the Future Projects team. The precise allocation of these roles will be determined following interview.

For these roles, the successful applicants must:

- Demonstrate a strong awareness of general design issues around an F1 car
- Have a keen eye for visualising & converting concept schemes into robust, parametric 3D CAD models
- Possess a high level of CAD surfacing experience, preferably using Catia V5
- Be able to deliver large scale projects to the wind tunnel with clarity, efficiency and precision
- Have the ability to create engineering detailed drawings conforming to BS8888 standards
- Have a strong appreciation of mainstream & rapid manufacturing technology
- Be qualified to HNC/HND/degree in a mechanical engineering type discipline

Previous design experience within an F1 aerodynamics team is preferable, but not essential.

WIND TUNNEL TECHNICIAN

As part of the wind tunnel support group, you will be responsible for the routine maintenance of the wind tunnel systems and will assist with the day to day operation of the wind tunnel as required. Additional duties will include assisting with wind tunnel and instrumentation development projects. The successful candidate will be computer literate and have an interest in mechanical and electronic systems but previous wind tunnel experience is not essential. The role will involve on-call support for some nights and weekends on a rota basis and flexibility of working hours is required.

SOFTWARE ENGINEER

You will work in the software development group to help design and create new software solutions while maintaining and supporting our existing in-house software applications, focusing on the enhancement of the team's analytical capabilities. The successful candidate will be experienced in developing and deploying applications, possess strong analytical and communication skills and be able to work on many different projects while under strict time constraints. Experience with C#, VB.NET, C++, Visual Studio and the .NET platform essential.

MODEL MAKER

Working within our Model Shop on a rota basis which may include nights and weekends, you will be involved in the preparation, quality and accuracy of the model changes supporting wind tunnel testing programmes. The successful candidate must be experienced in model making, wind tunnel testing or pattern making in a high level motorsport/industrial environment.

COMPOSITE TRIMMER

Successful candidates will be highly experienced in trimming, bonding and assembly of complex, high quality Carbon Composite components. The ability to read and understand drawings is essential. You will have a flexible attitude to working shift patterns.

MACHINIST

This day shift role involves programming setting and running CNC 3, 4 and 5 axis milling machines and occasional Turning. You will be highly experienced with Heidenhein control systems whilst displaying understanding of engineering drawings, symbols and geometric tolerancing, producing parts to the highest quality.

PATTERN MAKER

You will be responsible for the manufacture of full size and scale model patterns, jigs and components to a high level of accuracy. You will have the ability to read and understand drawings and it would be an advantage to have experience in programming and operating 3 & 5 axis CNC machines in a high level motorsport/industrial environment.

The successful candidates must:

- Have previous relevant experience working within a high level motorsport environment
- Be able to demonstrate an innovative and flexible approach to problem solving
- Be able to integrate quickly into existing teams and be actively involved in many aspects of each department
- Have good communication skills and be able to work to tight deadlines, often under pressure
- Be highly self motivated, thrive in a challenging environment and have a flexible approach to working hours

If you are interested in any of the above positions, please email your CV with a covering letter including your current salary to: sarah.watson@forceindiaf1.com (closing date 25 November 2011).

NO AGENCIES



COME AND WORK WITH THE WORLD CHAMPIONS!

2011 has been an unforgettable year for Red Bull Technology and Red Bull Racing as we celebrate claiming our second Formula One Drivers and Constructors World Championships.

With our recent success there has never been a more exciting time to join our team. We are currently looking to recruit for the following positions within our Electronics and Manufacturing Departments:

HR860 – ELECTRONICS PRODUCTION TEAM LEADER

You will be responsible for a team of Technicians on a day-to-day basis, ensuring they produce high quality Electrical and Electronic components, looms and assemblies to the required specification, within the timescales set. To achieve this you will need a high level understanding of Electrical and Electronic installations, harness manufacture, Mil spec wiring, Autosport and Aerospace connectors, heatshrink moulded parts and PCB assembly.

The successful candidate must be qualified to a minimum BTEC NC level (or equivalent) in an Electrical/Electronics discipline and will provide leadership and technical support for the manufacturing, test and inspection areas, ensuring tasks move efficiently through our manufacturing processes.

HR904 – SENIOR ELECTRICAL TECHNICIAN / ELECTRICAL TECHNICIAN

You will maintain and support our on and off car wiring systems and assemblies. You will additionally have responsibility for producing high quality Electrical and Electronics components, looms and assemblies within the timescales set, to required specification, using Autosport or Aerospace connectors, MIL spec wiring, heat shrink moulded parts.

As a requirement for this position you will have experience in a Motorsport or Aerospace build environment, with a minimum qualification of BTEC NC in Electrical or Electronic Engineering (or equivalent).

HR905 – ELECTRONICS PRODUCTION COORDINATOR

You will be the liaison between Electronics and our Design and Manufacturing facilities, actively co-ordinating and communicating our Electronics build, service, allocation and planning requirements, ensuring complete part availability and data integrity meeting the requirements of our Car Build and Trackside functions.

The ideal candidate will have a combination of strong technical and practical understanding of Formula 1 Electronics and Electrical assemblies, along with a high level of computer literacy to fully utilise our computer based workflow, planning and logistics tools.

HR906 – ELECTRONIC SUPPORT ENGINEER

As a member of our Support Team, you will be responsible for all aspects of Electrical and Electronic support of our on and off car installations, at a variety of events, including race and test events as necessary. For this, you will be experienced in all types of Electrical and Electronic installations, including MIL spec wiring installations and sensor technologies.

As a pre-requisite for this role you will be degree qualified, in an Electronics discipline (or equivalent), combined with experience of current F1 Electronics and Control Systems including data analysis and electronics configuration software.

HR907 – HARDWARE ENGINEER

This role has responsibility for the specification and design of our Electrical and Electronic on-car harnesses, system components, and associated off-car equipment.

The ideal candidate will be degree qualified or equivalent in an Electronics discipline and have a high level understanding of Electrical and Electronic systems used within the Motorsport, Aerospace or Automotive industries. You will be experienced in the design of small batch, prototype, Analogue and Digital circuits and have experience of working as part of a small multi skilled engineering group, using CAD Harness and PCB design tools.

HR855 – COMPOSITES R & D TECHNICIAN

The Composites R & D Technician role will involve working with our Composite Pre-Production Department to manufacture first off articles. The role will undertake R & D projects relevant to composite design and manufacture, and report and document the findings from these projects as required.

You will work with production and design to reduce cost and lead-time. You will also be responsible for maintaining all relevant documentation, procedures, lay up manuals, and build manuals, whilst ensuring all tooling and moulds are fit for use, modified and used at correct issue in pre-production.

The ideal candidate will be able to demonstrate an excellent attention to detail, have excellent organisational skills and be able to work within a high-pressure environment. You will ideally have laminating and trimming experience along with a desire to learn CAD. Good communication and IT skills, and the ability to work on your own initiative and to tight timescales are all essential requirements for this position.

To apply for any of the above roles please send or email a covering letter and your CV, quoting the relevant reference number, where you have seen the role advertised, and your current remuneration details to:

Email: recruitment@redbullracing.com

Address: Human Resources, Red Bull Technology Ltd, Building 1, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ

Closing Date for Applications – 1st December 2011

PLEASE NOTE: Red Bull Technology does not accept any unsolicited resumes from headhunters, executive recruiters, or other staffing or personnel agencies. Please do not submit or forward any such resumes to our website, email account, Red Bull Technology employees or any other company locations. Red Bull Technology is not responsible for any fees related to unsolicited resumes.

If you are interested in applying for these roles, you will need a valid work permit or have the right to live and work in the United Kingdom.





HAMILTON ON A HIGH IN ABU DHABI

Win boosts Brit's hopes of Castrol Rankings runners-up spot

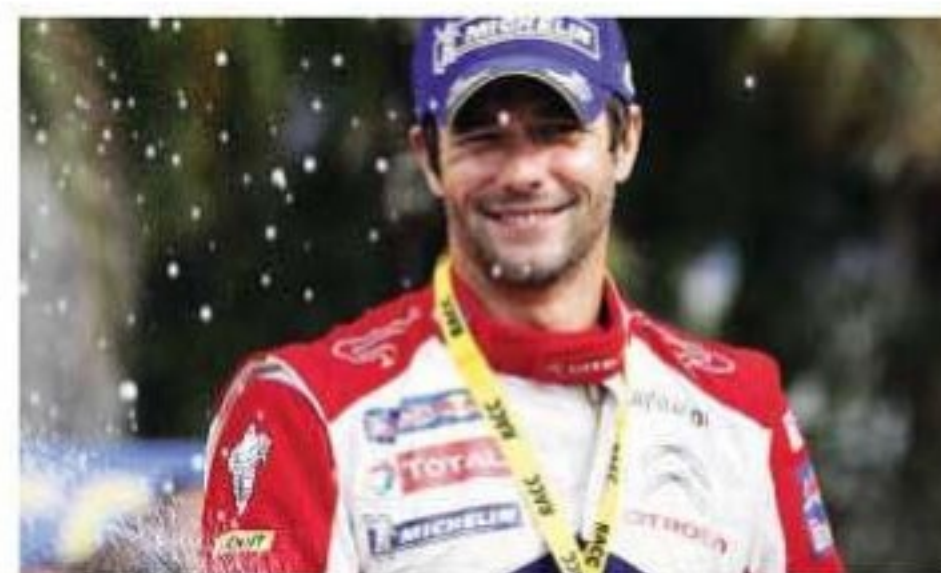
Lewis Hamilton's victory in the Abu Dhabi Grand Prix ended a win drought stretching back to July and allowed him to close on second spot in the Castrol EDGE Rankings.

The Briton was deprived of pole position by Red Bull's Sebastian Vettel, but saw the German's car spin at the second turn of the opening lap, opening up the path to victory ahead of Ferrari's Fernando Alonso and team-mate Jenson Button, who still has a

mathematical chance of finishing second in the Rankings.

Mark Webber finished fourth, losing ground to Hamilton in the Rankings, with just 330 points separating the pair heading into the season-ending Brazilian Grand Prix.

Paul di Resta was the big mover of the weekend, his ninth-place finish helping to secure a rise of 15 places, putting the Force India man 43rd overall.



LOEB LOW POINT

A potential title showdown at Rally GB ended as Mikko Hirvonen's retirement left Sebastien Loeb to claim the WRC crown.

The Frenchman later retired after a head-on collision with a road car, and consequently fell three places to an all-time low of ninth, even as he sealed a record eighth title. Ford's Jari-Matti Latvala took his first win of the season, gaining five Rankings places to move into 15th, just two spots behind Hirvonen.

CURRENT STANDINGS

| | | | | |
|----|---|------------------|------------|--------|
| 1 | ◀ | Sebastian Vettel | F1 | 31,758 |
| 2 | ◀ | Mark Webber | F1 | 20,751 |
| 3 | ◀ | Lewis Hamilton | F1 | 20,421 |
| 4 | ◀ | Jenson Button | F1 | 19,719 |
| 5 | ◀ | Fernando Alonso | F1 | 18,558 |
| 6 | ▲ | Will Power | IndyCar | 17,427 |
| 7 | ▲ | Carl Edwards | Sprint Cup | 16,558 |
| 8 | ▲ | Dario Franchitti | IndyCar | 16,327 |
| 9 | ▼ | Sébastien Loeb | WRC | 15,998 |
| 10 | ▲ | Scott Dixon | IndyCar | 14,949 |

DATA CORRECT AS OF 14 NOVEMBER 2011

THE PREDICTOR TURNS UP THE HEAT IN THE DESERT



The Predictor continued its strong end to the season with a 35-point haul from the Abu Dhabi Grand Prix, the fifth consecutive week it has passed the 30-point mark.

Despite backing Sebastian Vettel for the win, the Predictor took five-point hauls for Jenson Button, Mark Webber and Adrian Sutil, and two maximum hauls – Nico Rosberg for sixth and Paul di Resta for ninth – in a total of 35 points.

Three-time grand prix winner Johnny Herbert returned four maximum scores, including Lewis Hamilton for victory, Button for third and Webber for fourth in his impressive 49-point haul.

But 'F1 McLaren' was the clear winner of the weekend with a remarkable nine correct predictions and a total score of 120 points. For the leaderboard and predictions, visit: <http://predictor.castroledgerankings.com>

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BEAT THE GRAND PRIX PREDICTOR

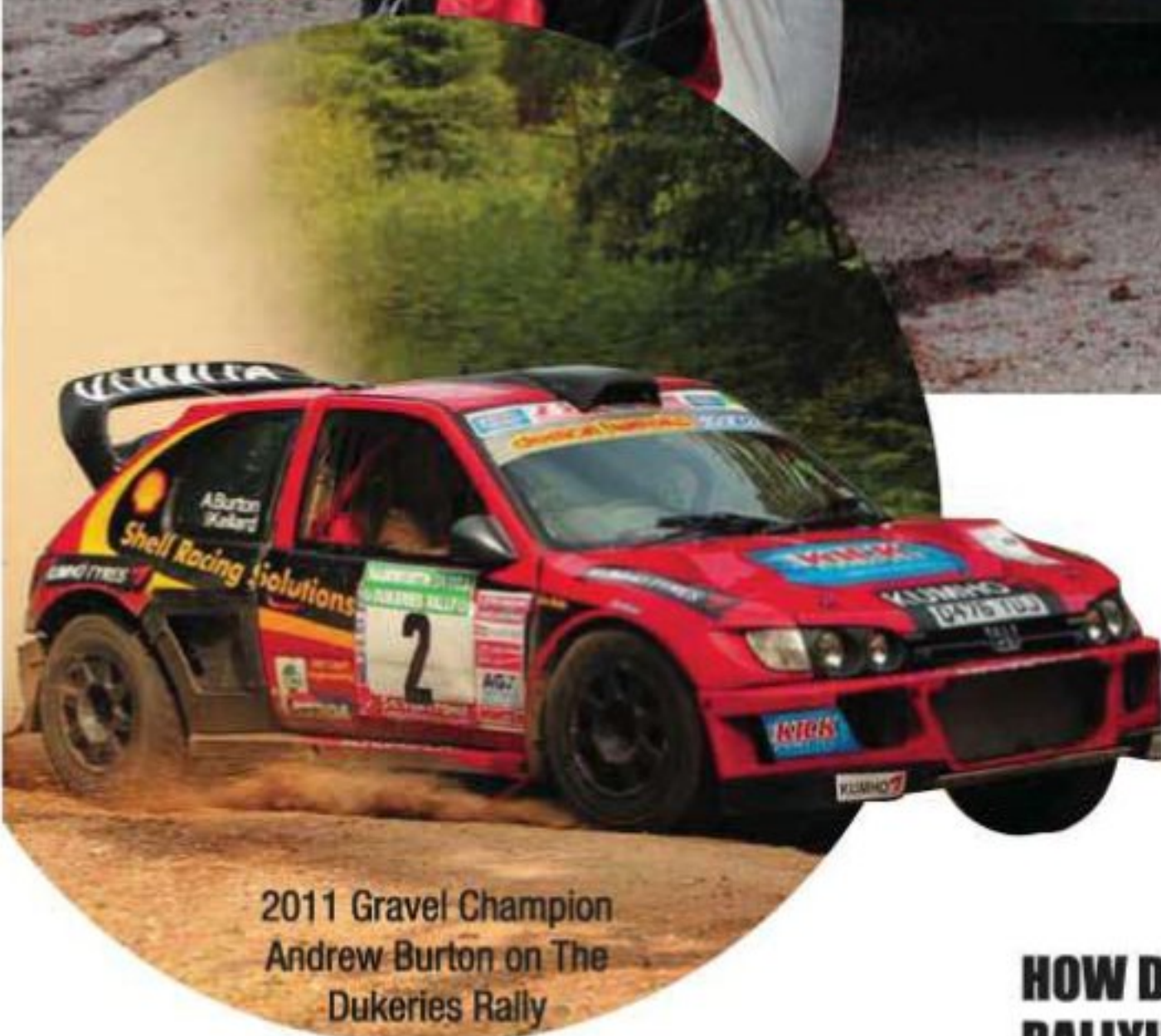
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REIS*Get Connected!*

Damian Cole and James Morgan, the 2011 Asphalt Rally Champions



2011 Gravel Champion
Andrew Burton on The
Dukeries Rally

BEYOND 2011

HOW DO YOU SECURE THE FUTURE OF NATIONAL LEVEL ASPHALT AND GRAVEL RALLYING WITHIN THE UK IN THE CURRENT FINANCIAL CLIMATE?

This has been a question that has been on many lips as the 2011 championship seasons reach their climax, and their titles won or lost.

NOW THE ANSWER

As championship organisers, managers and co-ordinators, you approach those with whom you have a long standing relationship and those that have an entrepreneurial approach to business and marketing.

REIS, the Motorsport Insurance Specialists and Get Connected!, one of the UK's leading independent mobile phone retailers, are two such businesses who have worked closely with the MSA and the BTRDA to secure the future of two of the country's leading rally championships and series.

For 2012 and 2013 the title sponsors of the MSA Asphalt Championship and the BTRDA Rally series will be REIS and Get Connected!.

Both the Championship and the Series will be branded to identify the sponsorship and will be known respectively

as the REIS – Get Connected! MSA Asphalt Championship and the REIS - Get Connected! BTRDA Rally Series.

REIS have long been associated with the Asphalt Championship, as has Double Asphalt Champion Damian Cole who is usually seen piloting the Get Connected! Ford Focus World Rally Car throughout the season.

The BTRDA Rally Series is a new venture for both companies, but one that will have the full backing and support from both Damian Cole and Phil Barnard of REIS.

As an added bonus to the two year sponsorship deal, REIS and Get Connected!, working with a number of other championship sponsors and the BTRDA, have agreed to bring both the Asphalt Championship and the Rally Series to mainstream TV.

All rounds from each championship will be televised in conjunction with MCVideo and Motors TV, with full one hour programmes, thus further enhancing the prestige and value of all the rounds within the respective championships.

Asked to comment on the overall sponsorship package both Damian Cole and Phil Barnard said:

"We are delighted to be able to secure the future of two flagship series and championships, ensuring that competitors and enthusiasts can continue to enjoy both the challenge of competing and watching the spectacle of the country's most powerful rally cars locked in head to head competition on some of the most demanding roads and forest stages the country has to offer. Working with the MSA, BTRDA, their Organisers and Competitors has been a pleasure and the outcome will provide security and opportunity for all concerned".

Full details of all the events scheduled for 2012 and details of all programme times for Motors TV will be published as soon as they are finalised.

More details can be found at www.REIS.co.uk; www.get-connected.com; www.asphaltrallying.co.uk and www.btrdarally.com together with articles and updates as the seasons unfold in 2012 and 2013.

SportsExtra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB

Zip Young Gun team returns

Martin Hines's famous karting squad makes comeback in InterSteps series



Ex-Zip Young Gun
Dennis won InterSteps

» **THE ZIP YOUNG GUNS TEAM** will return to single-seater racing for the first time in more than a decade when it enters next season's InterSteps Championship.

The squad, now based at Silverstone, has not competed in car racing since running DTM ace Gary Paffett to the 1999 Formula Vauxhall Junior title and then backing his successful 2000 British F3 Scholarship Class campaign.

Zip Young Guns, founded by the late Martin Hines, has a long and illustrious history in karting. It helped 2008 Formula 1 world champion Lewis Hamilton, double British Touring Car champion Jason Plato and former F1 drivers David Coulthard and Anthony Davidson on the lower rungs of the career ladder. More recently, drivers such as GP3 runner-up James Calado, Formula Renault

UK runner-up Oliver Rowland and reigning InterSteps champion Jake Dennis have passed through the Zip ranks.

National Saloon Car Cup race winner and driver coach Matt Kelly is now heading up the project at Grand Prix Racewear's Silverstone base. He plans to run between two and four cars in InterSteps, which allows drivers as young as 15 to graduate to single-seaters in ex-Formula BMW machinery.

Kelly said: "Educating and helping young drivers is very much the Martin Hines philosophy. The last time Young Guns ran it was a massive success and we're looking to end up with another Gary Paffett, whose grounding with us has helped him go on to win in the DTM.

"InterSteps is a natural step for the karter. The Racing Steps Foundation has got behind it, the MSA is behind

it and I think we can add a huge amount of value. There are some gaps [in what drivers are learning] between karts and cars and we're trying to fill those gaps."

Zip Young Guns is planning to work in partnership with Simon Baldry's SWB Motorsport squad, which already runs in Formula Renault BARC and is looking to expand into InterSteps and Formula Ford in 2012.

Kelly wants Young Guns drivers to work on their cars at the factory, spend time in GPR's new simulator and receive driver coaching in an effort to give them a more rounded understanding of the fundamentals of motor racing. He also plans to form links with other racing teams to help Zip drivers progress beyond InterSteps.

"The idea is to give the kids a proper grounding – like people used to get – so that when they move up they know what they're doing," said Kelly. "We want to make it so that these kids, rather than having a massive urge to bounce through the formulas to F1, can have some longevity in motorsport, whether it's sportscars, touring cars or GT racing.

"Calado, [Jack] Harvey, Rowland, Dennis – these are all people that have been part of our organisation and moved onto better things because of it.

"We're trying to put together a nice team that offers more than just an arrive-and-drive package."



Paffett tasted FVauxhall Junior success with Zip

PICS: GARY HAWKINS, LAT

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL
EDITOR

ben.anderson
@haymarket.com



THE REVIVAL OF THE ZIP YOUNG

Guns single-seater team is great news for aspirational young drivers and a big boon for InterSteps.

Adopting outgoing Formula BMW machinery and rebranding at the start of this season was a good move for ex-Ginetta boss Martin Phaff's fledgling category.

Using the same type of car that set F1 wunderkind Sebastian Vettel on his way was always more likely to appeal to career-minded drivers – and their sponsors.

Grids have grown modestly and allowed Phaff to place the dark days of the 2010 Young Guns experiment firmly in the past.

There is still much work to do to match the TOCA days of Formula BMW UK, when the category regularly mustered grids of more than 20 cars, but support from our governing body the MSA, the Racing Steps Foundation and top junior single-seater squad Fortec has forced people to sit up and take note.

Adding Zip Young Guns into the mix – with a highly-impressive roll call of talent that includes Formula 1, DTM and BTCC champions – will surely only increase that credibility.

The late Martin Hines had a keen passion for spotting and developing young talent, and for those drivers looking to make an early step out of karts and into single-seater racing there are worse places you could go to learn your craft.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

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CARRERA & CLIO CUPS



British GT

Fisken/Bridgman test Ferrari

Race-winning Porsche pair sample Scuderia Vittoria 458 as they plot British GT return

BRITISH GT RACE WINNERS
Tim Bridgman and Gregor Fisken tested Scuderia Vittoria's Ferrari 458 at Donington Park last week as they assess which machinery to use for their 2012 assault on the series.

Bridgman and Fisken took victory at Brands Hatch on their way to seventh in the 2011 standings with a Trackspeed Porsche 997 GT3 R. Both tested the latest

GT3 Ferrari, which CRS Racing duo Jim and Glynn Geddie took to the drivers' crown, last Friday.

"The 458 was the championship-winning car this year and there was an invitation to come and have a go," said Fisken. "I would like to return to British GT next year and I was curious to see what the strengths and weaknesses of the Ferrari were.

"I'm not allied to any particular marque, I just want the best car. We were working a lot harder in the Porsche in the dry, but I'd have taken the Porsche every time in the damp or wet."

Fisken has not ruled out returning to Trackspeed, which took the British GT drivers' title with David Ashburn in 2010.

"I had a fantastic year with Trackspeed and I certainly wouldn't rule out

continuing with them," he added.

SV, which is expanding to two Ferrari 458s in British GT next season, also tested brothers Freddie and Benji Hetherington.

"Benji will probably do the Porsche Carrera Cup again next year, but Freddie wants to move up from GT4 to GT3" said team boss Piers Masarati. "I'd like to stick them in a car because I think they'd win."

Formula Renault UK

Wells targets Renault return

FORMULA RENAULT RACER

Dan Wells hopes to return to the UK championship next year after finishing second in the Finals Series (nee Winter Cup) to Oliver Rowland.

Wells, 20, finished 10th in the main 2010 FR UK title race, after switching from BARC champion squad Antel to proven UK frontrunner Atech Reid GP from the third round at Thruxton.

Wells went on to score three podiums from six races in the two-round Finals Series, which concluded at Rockingham last weekend. Top-six finishes in every

race against a 32-car field were enough to give him the runner-up spot.

Atech team boss Anthony Reid said: "Dan's done really well - considering he only came to us six months ago, with very little experience. He's got some potential and I think he'd be a championship contender for next year. I'd love to keep him in the team."



Wells was best of the rest in Finals Series

European Rallycross

Foust overturns Dutch exclusion

THE FIA INTERNATIONAL COURT of Appeal (ICA) has overturned the decision to exclude Tanner Foust from the Dutch round of the European Rallycross Championship earlier this season.

Although there has yet to be any published change to the results, the decision will move Foust from third to second in the championship.

Foust was originally excluded after two on-track incidents, and ignoring a black flag. He originally appealed his exclusion to the Dutch ASN (KNAF) but this was rejected. The appeal to the ICA sought to

Foust has been re-instated



overturn this and the original decision, although Foust did not challenge the black flag.

Foust is now able to use a zero as his dropped score in the standings, meaning the nine points he scored in the Belgian event can be counted towards his total, moving him ahead of Timur Timerzyanov in the points.

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Renault Clio Cup

New Vauxhall BTCC squad targets Renault Clio expansion for 2012

TIN-TOP SQUAD THORNEY

Motorsport plans to enter the Renault Clio Cup next season to provide a feeder for its British Touring Car team.

Thorney, which has experience in Sport Maxx Cup (now known as the Production Touring Car Trophy) and Britcar, is preparing to run two NGTC Vauxhall Insignias in the BTCC next season. Now it will also run up to three

cars in the BTCC-supporting Clio Cup.

Team boss John Thorne said: "As a company we have no experience directly in running Clios so I hadn't considered it seriously, but as part of the development for the BTCC entry we have been building our team and it transpires nearly everyone has a great deal of Clio experience."

"The plan's been there for a while because I want to bring drivers into touring cars."

Thorne, who confirmed he is currently talking to six drivers, intends to give those that sign up for the Clio team a test in the BTCC Insignia.

"Those that do well will get a free test and the ones that do best we'll be looking to put in the BTCC the following year," he said.



Thorney plans to join Clio grid next season

Mini Challenge/Grand-Am

Mini champ Knox in Daytona test

NEW MINI CHALLENGE CHAMPION Chris Knox was due to test a Chevrolet Camaro GT car at Daytona this week.

The Scot's fellow countryman Robin Liddell - a successful and experienced Grand-Am GT racer - has been advising Knox and arranged the drive with his Stevenson Motorsports team boss Mike Johnson.

The car usually runs in the Continental Tire Sports Car

Challenge, which supports Grand-Am. MSV F3 Cup dominator Aaron Steele will race an example at January's Daytona 24 Hours, after winning the inaugural Sunoco 200 Challenge.

Knox said: "I certainly won't be back in Minis [next year] - it's got to be sportscars or GTs."

"I've always said I want to be a professional driver and this is a great opportunity to try GTs and make some contacts."

Club MSV Team Trophy

Oliveira makes tin-top race debut

DOUBLE FORMULA

Vee champion Sam Oliveira made his tin-top and front-wheel-drive debut at Brands Hatch last Saturday in the Club MSV Team Trophy.

The outing was Oliveira's prize for winning the recent Vee Festival at Brands and he partnered MSVR's Alex Shaw in a Bubble 'N' Kick-run Mini Cooper.

Despite the car having the lowest bhp/ton figure in the 30-car entry, Oliveira was fastest overall on the opening

lap of a damp qualifying.

The duo eventually qualified 27th, but raced to 19th (and sixth in class), despite an early stop to check damage sustained

in a clash at the start.

The Mini was only the third car that Oliveira has raced, after the Sheane 'Jenvee' and a Formula 4 Van Diemen.



Oliveira shared Mini as Vee Festival prize

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Warwick was 70s Formula Ford ace

Last week's McLaren AUTOSPORT BRDC Award test phase at Silverstone was the usual eye-opener, with six very able young men put through their paces on track, and grilled off it, in their quest to land the £100,000 prize. Last year's winner Lewis Williamson's test run in namesake Hamilton's 2008 British GP-winning MP4-23 on Monday tantalisingly illustrated their ambitions and reaffirmed the opportunity at stake.

The MABA - this year's result to be revealed at the AUTOSPORT Awards on December 4 - has evolved dramatically over 23 years. Indeed, since the adoption of a six-car Formula 2 squad as the run-off's single-seater focus last year (courtesy of long-time supporter Jonathan Palmer, backed by a professional army of engineers and mechanics), it has gained momentum more rapidly than at any previous stage in its history.

But another key factor in this drive forward is the boundless energy of new BRDC president Derek Warwick. The 57-year-old F1 veteran brings enormous credibility to the scheme, not only as a highly motivated chairman of the judges but also invaluable for his personal input from the perspectives of top competitor, mentor (to brother Paul, who sadly lost his life at Oulton Park in 1991), team principal and businessman.

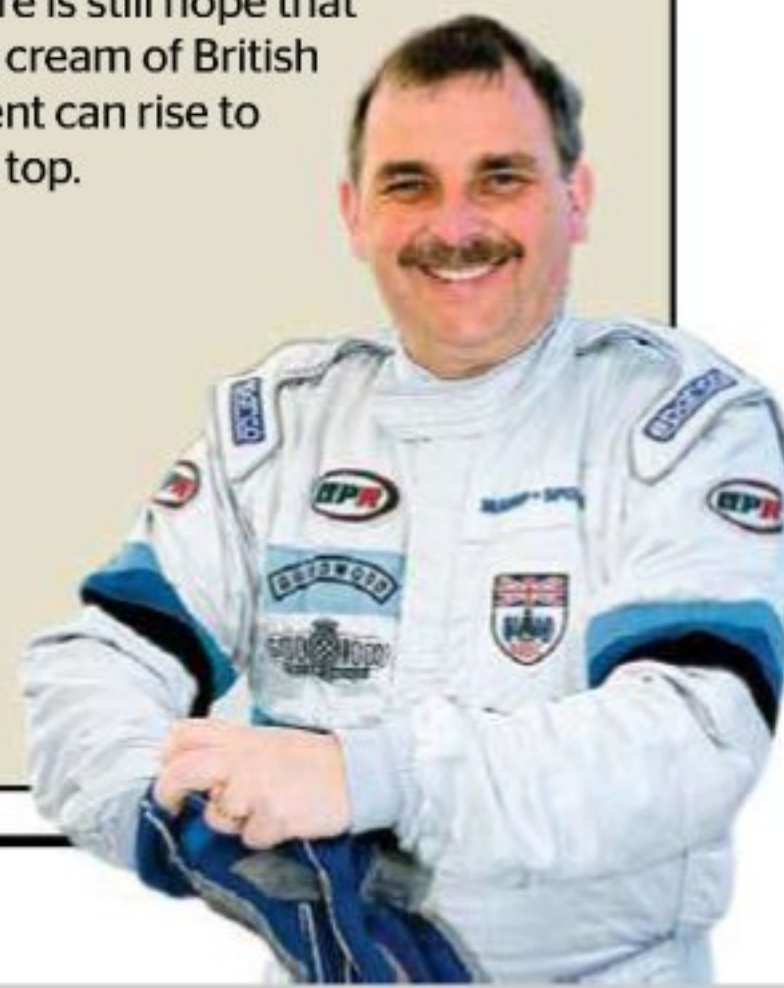
Hampshireman Derek was the

local hotshoe of my youth, although his background was more NASCAR-esque than typical F1 star. Warwick did not cut his teeth in karting but in the tough short oval racing school. From Aldershot to Wimbledon he plied his craft several nights per week, winning the World Superstox crown at the latter in '73.

I well recall Derek in his Formula Ford days - I was almost run over by his ghastly Hawke DL12 in Thruxton's paddock - especially in 1976 when he, Derek Daly and Bernard Devaney scored freely in yellow DL15s. His subsequent F3 career (amid a rich talent pool) was a better pointer to the future, for only after that did F2, F1, and the World Sportscar Championship, which he won with Peugeot in 1992, appear possible.

Making that transition to F3 - which, as Warwick and his close-knit family proved, could be done as amateurs then - is more difficult than ever. It's still far beyond the reach of most, but with Derek leading the MABA panel, plus priceless professional input from judges Jason Plato, 2002 competition winner Jamie Green and McLaren engineering chief Mark Williams on tap, plus the commitment of all else involved, there is still hope that the cream of British talent can rise to the top.

"I well recall Derek in his Formula Ford days. I was almost run over by his Hawke DL12 at Thruxton"





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DAYTONA
MOTORSPORT

IN BRIEF

Streeter took Victor Meldrew Trophy



GORDON STREETER TOOK THE Victor Meldrew Trophy at Brands Hatch last Saturday on his first outing of the season. Streeter drove his ex-George Polley Ford Anglia 105E.

FORTEC'S ARCHIE HAMILTON missed out on the Formula Renault Finals Series BARC-class title at Rockingham last weekend, despite arriving with a 22-point lead over Hillspeed's Victor Jimenez. It went according to plan in the first race, but he was caught out through Pif Paf in the second, retired and lost the title to Jimenez by three points.

FORMULA RENAULT BARC WILL expand from 12 races to 14 for next season. The category, for Formula Renault UK's previous generation of Tatuus chassis, will feature triple-header events at Snetterton and Brands Hatch.

THE BRSCC HAS CONFIRMED IT will run a club series for Duratec Formula Fords next season. Cars will run to the same engine specification as in the outgoing British Formula Ford regulations, but the club is considering tyre restrictions to keep costs down.

THE CASTLE COMBE RACING CLUB is to allow unlimited-capacity sports-racing cars back into its Sports and GT Championship. A two-litre limit has been imposed for the past two years and the move is expected to bring a pair of Jades and Nigel Mustill's Aquila to the series.

MG METRO CHAMPION ANDREW Ashton overcame a disastrous qualifying for the Tin Tops races at Brands Hatch last weekend. Mechanic Craig Brandon repaired a jammed gearbox using a spring from a ballpoint pen and a roll pin from a jack handle. Ashton finished 10th in race one and sixth (first in class) in race two.

D/MNSALOONS FRONTRUNNER Rod Birley had an outing in Stephen Dann's VW Golf at Brands. Birley spun the car at Druids as the brake pedal went to the floor in the first Intermarque race, but took it to a class win in the sequel.



Birley raced Golf



Inaugural Mazda 12 Hours gets under way

Ma5da Racing

Mazda enduros set to stay

Race organiser Blake plans to press on with MX5 marathons despite slow start

ORGANISERS OF THE MAZDA 12 Hours are confident that the event will grow after a modest start at Snetterton last weekend.

Only 13 teams took part in the inaugural contest on the Snetterton 300 circuit. But Ma5da Racing boss Jonathan Blake has a three-year deal to run the event until 2013 and may open it up to other makes of car to boost grids.

Blake said: "I think people were perhaps a bit nervous of a new event,

but pound-per-minute this is the cheapest race you could do. Certainly I think there are quite a few people who would have loved to be here but couldn't.

"We've signed up to this race for three years - from 2011 to 2013 - and we now have a set of regulations that work. We have a clause at the moment keeping it to just Mazdas, but we've been approached by others, including MR2s and Fun Cup. We would like to get up to 45 teams [the circuit capacity]."

Blake also has plans to expand the format and run more endurance races for Mazdas in 2013. He also hasn't ruled out running a twice-round-the-clock event if circumstances allow.

"We chose Snetterton as it has a licence for a 24 hours, 12 hours and a six hours race," added Blake, who also confirmed a series of seven events for the new MX150R Exocet kit car for 2012. "If the 2CVs moved aside for any reason, we would like to do the 24 hours."

Tasman Revival

Smith crash leaves way clear for McRae racers

McRAE GM1 DRIVERS

Steve Ross, Stuart Lush and Aaron Burson scored a clean sweep in last Sunday's McLaren Cup feature finale as the New Zealand Formula 5000 Tasman Revival series visited Manfeild.

Talking point, however, surrounded defending triple champion Ken Smith, whose

elation after a maiden heat win on Saturday was erased when his newly-restored Lola T332 was damaged in a startline shunt with Ruapuna victor Jay Esterer's McRae GM1 the following day.

"It was wet and greasy and she just snapped sideways," said Smith. "There was nothing I could do."

I knew I was going in hard."

The incident eliminated top qualifier Smith, Esterer and Roger Williams, and the clear-up forced the second

race's cancellation.

Twelve drivers thus started the final, in which Briton Greg Thornton (Chevron B24) took fourth.



Ross won after Smith crashed

Historics

Rare Chaparral returns to the track at Donington



Stretton tested Chaparral at Donington

ONE OF JIM HALL'S CHAPARRAL 1

sportscars hit the circuits for the first time since 1963 when Sam Stretton shook down an example at Donington Park last week.

The car, which Spaniard Jose Maria Fernandez acquired at RM Auctions in 2009, is the fourth of five. It was assigned to Chuck Jones's Team Meridian, which also owned 001, and

was wrecked by Rodger Ward in period. Constructor Dick Troutman then built a new chassis before he died in 1992.

Stretton, who plans to race it with Fernandez next season, said: "It was all together when Jose, who owns the 1937 Alta Sports I race, acquired it, but needed a thorough rebuild. Apart from a small oil leak, the Chevrolet V8 engine didn't miss a beat in 20 laps."

FORMULA RENAULT FINALS SERIES ROCKINGHAM, NOVEMBER 12

Rowland and Hill duke it out again

OLIVER ROWLAND WAS crowned Formula Renault Finals Series champion at Rockingham after another tempestuous fight with Fortec team-mate Josh Hill.

Hill was on pole for both races, with Rowland alongside, and on a damp track it was Hill who retained the early advantage in race one.

His lead was short-lived however. “I ran wide but tried to come back and defend, but I had no room and was on the kerbs,” said Hill after he crashed out exiting the Deene Hairpin.

“I was down the inside and gave Josh room, but we touched front wheels,” Rowland added, after their second on-track clash in as many meetings.

Rowland’s lead soon began to grow, with Red Bull-backed Koiranen man Daniil Kvyat heading the chasers from Ed Jones and Dan Wells. Despite three laps behind the safety car, Rowland took the flag over four seconds clear of Kvyat.

Wells managed to jump Jones for third into Deene at the restart. With Formula Renault BARC runner-up Josh Webster overshooting the same hairpin, InterSteps champ Jake Dennis and Formula Ford convert Dan de Zille completed the top six.

Three safety-car periods tended to break the flow of race two, but played right into Hill’s hands. Rowland made the best start, with Thomas Jager just holding



Rowland leads Kvyat on the way to another win

off Hill for second. With numerous spinners and stranded cars on the opening lap, out came the safety car again.

From the green Hill attacked for second. He made it stick and started to close in on Rowland’s lead. The next safety-car period left Hill poised to challenge and he scythed ahead through Chapman Curve

to seal his victory.

Jager held third from Aussie Nick McBride, Wells and Webster, while Formula Jedi graduate James Fletcher won the BARC class twice, although Victor Jimenez took the title.

● Peter Scherer

RESULTS – RACE 1 (16 LAPS)

1 Oliver Rowland; 2 Daniil Kvyat +4.454s; 3 Dan Wells; 4 Ed Jones;

5 Jake Dennis; 6 Dan de Zille. **Class winner** James Fletcher. **Fastest lap** Rowland 1m29.716s (77.84mph).

RACE 2 (17 LAPS) 1 Josh Hill; 2 Rowland +0.953s; 3 Thomas Jager; 4 Nick McBride; 5 Josh Webster; 6 Wells. **CW** Fletcher. **FL** Hill 1m16.797s (90.04mph).

POINTS 1 Rowland, 190; 2 Wells, 133; 3 Webster, 118; 4 Kvyat, 87; 5= Jager & McBride 79. **BARC**

1 Victor Jimenez, 156; 2 Archie Hamilton, 153; 3 Fletcher, 132.



Williamson (leading) and Swede Andersson starred

RENAULT CLIO CUP TROPHY ROCKINGHAM, NOVEMBER 12

Williamson doubles up as slim field puts on a show

FORMER GINETTA

racer Aaron Williamson took a double victory in the Renault Clio Cup Trophy at Rockingham, which featured plenty of action despite only having seven cars.

Poleman Adam Bonham led initially in race one, from Williamson and Jake Giddings, and the top three

soon began to ease clear of fourth-placed Joe Girling.

Into Tarzan for the third time Williamson was all over Bonham, which gave Giddings a chance to challenge them both.

Williamson finally made his move a lap later as they rounded Turn 1, only for Giddings to charge from

third to lead briefly into Deene after contact. “I was only trying to get Adam for second, then as Aaron turned in I made contact,” Giddings explained after pulling off at Yentwood with broken steering.

Bonham was back ahead through Turn 1 on the fifth lap (of 14), before Williamson returned the favour a lap later at the same spot. The safety car was then scrambled.

From the green flag Williamson was in the clear and took a decisive

win for 20Ten Racing.

“The car felt better than in qualifying, but I thought ‘oh no!’ when the safety car came out,” he said.

Bonham came under increasing pressure from Andy Jordan late on, after Girling vacated third.

“I had a bit of a lock-up and hit Bonham,” Girling explained.

The duel for second allowed Swedish teenager Kim Andersson to join them, before taking third through Gracelands and second as the flag was readied. “It was my first time in the damp and the safety car gave me a second chance,” said a delighted Andersson.

Girling made a flying start to lead the second race into Deene, but Bonham forced his way to the front on the exit and both Williamson and Ray MacDowall – father of BTCC Chevy racer Alex – soon followed.

The top four quickly split into pairs, with Andersson once again charging from the back to hound

MacDowall for a couple of laps, before going by and rapidly closing in on the lead duo.

By lap five it was a three-way battle, but Williamson managed to hit the front into Brook, with Andersson following. It was close right to the flag, but Williamson held on for his second win.

“It was sliding around a bit as we had the wrong tyres on the rear,” said Williamson. “I had some real slides, but enjoyed that,” Andersson added.

Bonham retired with a puncture after spinning off, leaving Giddings, Girling and Jordan to head MacDowall, who had a late spin and rounded out the finishers.

● Peter Scherer

RESULTS (BOTH 14 LAPS) – RACE 1

1 Aaron Williamson; 2 Kim Andersson +10.670s; 3 Adam Bonham; 4 Andy Jordan; 5 Joe Girling; 6 Ray MacDowall. **FL** Williamson 1m44.107s (67.08mph).

RACE 2 1 Williamson; 2 Andersson +0.461s; 3 Jake Giddings; 4 Girling; 5 Jordan; 6 MacDowall. **FL** Andersson 1m35.119s (73.42mph).

MA5DA 12 HOURS SNETTERTON, NOVEMBER 12

Sheard crew on top in Snett Mazda enduro

RACING PLUNGED into darkness for the second time this year at Snetterton as the Norfolk track hosted the inaugural Mazda 12 Hours.

Thirteen teams of MX5s tackled the longer 300 layout, with Mazda stalwart Paul Sheard’s team taking a convincing win.

It was Mark Ticehurst in the Mazda Motors UK entry who claimed the early limelight, surging into the lead at the rolling start and rapidly amassing a half-minute gap over second-placed Joachim Ritter in the Paul Sheard Autos entry.

But after Ticehurst relinquished the wheel at the hour mark, Mazda UK steadily dropped down the order as Ticehurst’s less-experienced co-drivers took to the track.

Instead it was the consistently quick pairing of Ritter and Clint Bardwell who moved the Sheard Autos machine into the lead. Despite briefly losing it during their second round of pitstops, the team, which also featured cameos by Sheard and 2009 Formula Ford Festival winner Chrissy Palmer, pulled clear and was never again headed.

Behind the dominant Sheard team, the battle for second looked like being fought between Team Ma5da Speed’s brace of rapid MX5-based 150R kit-cars and the Mk1s of Shimmy Racing and BS Motorsport.

The impressive pace of Ma5da Speed team-mates Jonathan Blake and Alec Livesley was tempered by higher fuel consumption,

and they suffered further delays with a stop-go penalty for cutting short a pitstop and a suspected fuel leak. Undeterred, Blake put in a demon stint to briefly restore them to second, before engine failure and exhaust repairs ended their chances.

Shimmy Racing suffered clutch problems as they faded to fourth, leaving BS Motorsport in a seemingly comfortable second, ahead of Mazda Motors.

Despite being two laps

behind with two hours to go, Mazda Motors defiantly narrowed their deficit to a minute in the final hour, before a late safety car slashed it to just six seconds. A jubilant Dan Trent completed the job in only his second race, sweeping past Brian Chandler to claim the runner-up spot.

● Oliver Timson

RESULTS (284 LAPS) 1 Paul Sheard Autos Ltd: Paul Sheard/Joachim Ritter/Clint Bardwell/

Chrissy Palmer (MX5 Mk3); 2 Mazda Motors UK: Dan Trent/Jade Elizabeth Paveley/Mark Ticehurst/Mark Hales/Kyle Fortune/Kevin Haggarty (MX5 Invitation) –7 laps; 3 BS Motorsport: Alyn Robson/Ben Short/Brian Chandler (MX5 Mk1); 4 Shimmy Racing: Clive Bailie/Paul Black/Malcolm Edeson/Ken Savage (MX5 Mk1); 5 Blendini Motorsport 1: Tom Roche/Alex Preston/Piers Chandler (MX5 Mk1); 6 D&S Motorsport: Julian Taylor/Will Sharpe/Michael Watson/Henry Fryer (MX5 Mk3). **FL** Jonathan Blake (MX5 MX150R) 2m17.200s (77.90mph).



Sheard Autos MX5 takes the flag



Wainwright survived a spin to break his duck

BARC SPORTS/SALOONS CHALLENGE ROCKINGHAM, NOVEMBER 12

Wainwright is worked hard for his maiden victory

DANIEL WAINWRIGHT’S MK Indy secured a maiden race win in the first of the two Sports & Saloon Challenge races, after Danny Keenan’s similar car went out with engine maladies. A wrong tyre choice then robbed Wainwright of a double, as Rob Spencer’s Locosaki took the spoils.

It was the CNC Heads North West and Northern Sports & Saloons going head-to-head, and it was the North West duo of Keenan and Wainwright who set the pace.

Keenan led from the start of race one, but Wainwright shot ahead as they braked into Deene. With Alistair

Chalmers spinning his Caterham CSR, Spencer and Paul Dobson’s Mazda RX7 slotted into third and fourth, as a personal duel emerged at the front.

Keenan regained the lead into Deene on lap three and started to gradually consolidate his advantage, until he was forced to pull off on the ninth lap of 12.

Wainwright managed to spin, but recovered to be the new leader, despite Spencer closing considerably. “I could see he was pushing hard after I spun and drove

on my mirrors,” said the maiden victor.

Spencer managed to close the gap to 1.2s at the flag. “I was sideways most of the race, but just concentrated on getting around the corners,” he explained.

Dobson held onto third, but had Brian Murphy’s Ginetta pushing him all the way to the flag. Murphy was also the top NSSCC runner.

Chris Whiteley (SEAT) and the recovering Chalmers completed the top six, after Cam Forbes’s Westfield slipped back following a promising start.

Although Keenan made it out again for race two, his engine cried enough as he arrived at Tarzan on the opening lap. Spencer had already taken the lead, which soon began to grow as Wainwright did his best to hold onto second.

“I didn’t have time to change my tyres, so I was still on wets. They overheated and then I had a spin near the end,” said Wainwright after dropping to fourth.

His loss was Chalmers’s gain. The CSR pilot was on the move and took second when Dobson slipped up exiting Tarzan on lap nine.

“One mistake in the whole race and he went around the outside of me,” rued Dobson.

It was just as close behind, as leading NSSCC driver Peter Cook did his best to unseat Peter Davies (Caterham R400) for fifth, but his Mitsubishi Evo 9 just didn’t have the pace where it counted.

● Peter Scherer

RESULTS – RACE 1 (12 LAPS)

1 Daniel Wainwright (MK Indy RR); 2 Robert Spencer (Stuart Taylor Locosaki) +1.254s; 3 Paul Dobson (Mazda RX7); 4 Brian Murphy (Ginetta G20); 5 Chris Whiteley (SEAT Cupra R); 6 Alistair Chalmers (Caterham CSR).

FL Danny Keenan (MK Indy RR) 1m38.621s (70.81mph).

RACE 2 (14 LAPS) 1 Spencer;

2 Chalmers +48.084s; 3 Dobson; 4 Wainwright; 5 Peter Davies (Caterham R400); 6 Peter Cook (Mitsubishi Lancer Evo 9). **FL** Spencer 1m29.630s (77.91mph).

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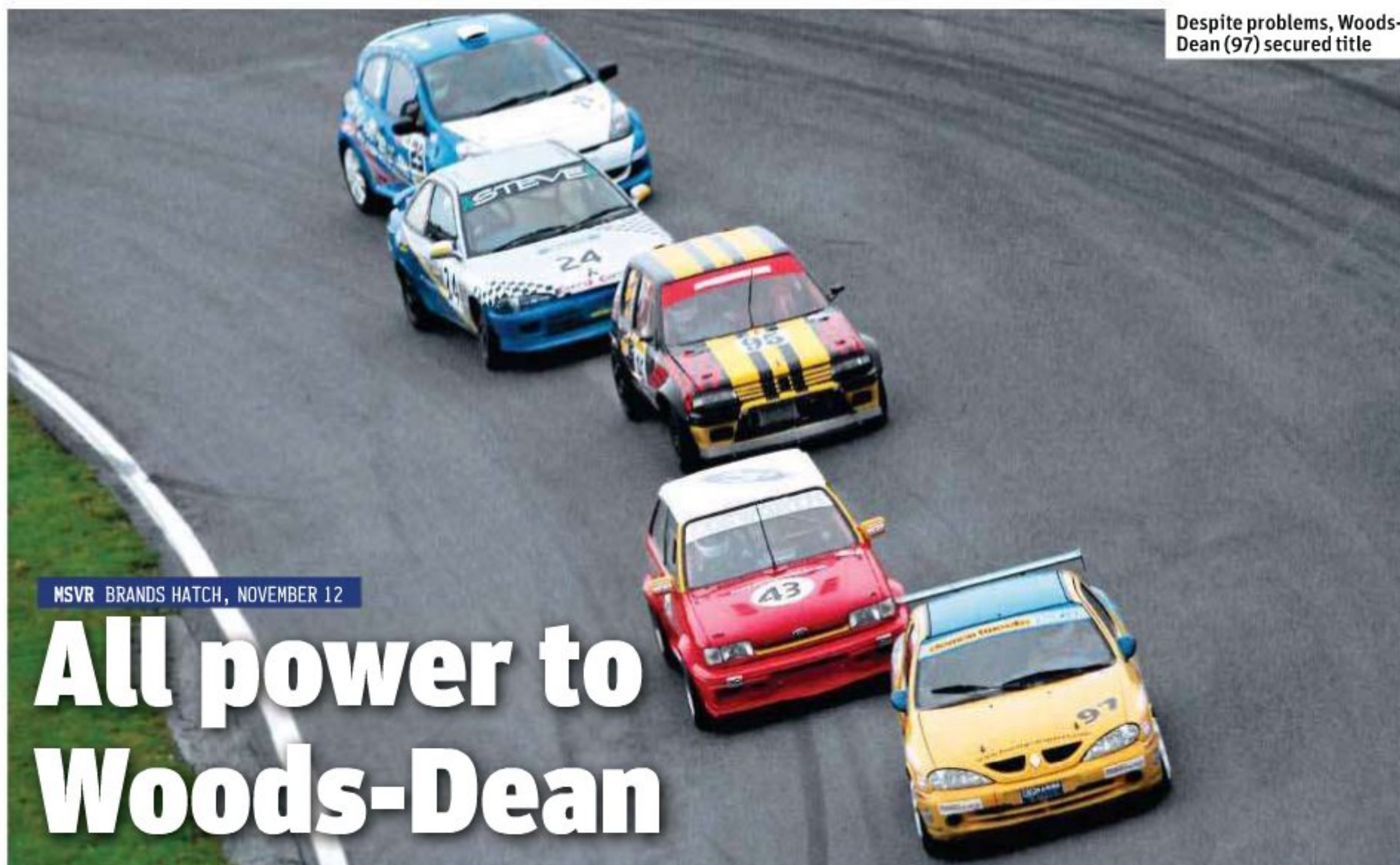
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Despite problems, Woods-Dean (97) secured title

MSVR BRANDS HATCH, NOVEMBER 12

All power to Woods-Dean

A DETACHED

alternator belt gave Andy Woods-Dean a few anxious laps before he brought his down-on-power Renault Megane home third to clinch the Cannons Tin Tops title in the gathering gloom at Brands Hatch last Saturday.

Having won the earlier race, Woods-Dean started the finale from pole and led from father-and-son pairing Andrew and Curtis Mitchell (each in Peugeot 205s), with Jason Watkins (Ford Fiesta XR2) soon moving through into contention.

Mitchell Jr picked off Woods-Dean on lap five of the 13-lapper, then the charging Watkins followed a tour later. Mitchell Sr further demoted Woods-Dean and it was clear that all was not well with the Renault. Meanwhile, title rival Ian Butler was playing

second fiddle in his class.

Watkins had just ousted Mitchell Jr on the final lap when his car broke and coasted into retirement. His misfortune left a Mitchell family one-two, Curtis taking his first ever win, while Woods-Dean just kept Ravi Ramyeed at bay for third spot.

The earlier race had two safety car interruptions, and overtaking at both restarts before the green flag led to a revised result. Butler was the first to offend and then, bizarrely, a few minutes later Ramyeed further demoted erstwhile leader Watkins.

Butler and Ramyeed finished one-two, but inevitable penalties dumped the offenders to 15th and 17th respectively. Woods-Dean was thus promoted to the top spot, just inches ahead of Watkins and Andrew Mitchell.

Three weeks earlier, Tommy Field had won both Quaife Intermarque Challenge races at Brands and his form was again upheld. Fellow Vauxhall Tigra driver Chris Brockhurst led the chasers in race one, but his car broke in race two. Dave Shelton duly stepped forward to be runner-up.

Further back, Wayne Rothwell clinched the title in the most curious of circumstances. During the final four laps, no less than three people were being feted as champion!

Having won his class in race one, Daniel Smith started as favourite and was on course until his Peugeot 206 ventilated its block. His misfortune promoted Class SR driver Keith White, but he slowed on the final lap, having mistakenly thought that he'd seen the chequered

flag. Mick Robertson went past, demoting White to third. That mistake proved costly as it let in Tiger Avon sportscar driver Rothwell to pinch the overall title, despite him facing no class rivals on the day.

The Victor Meldrew races produced two

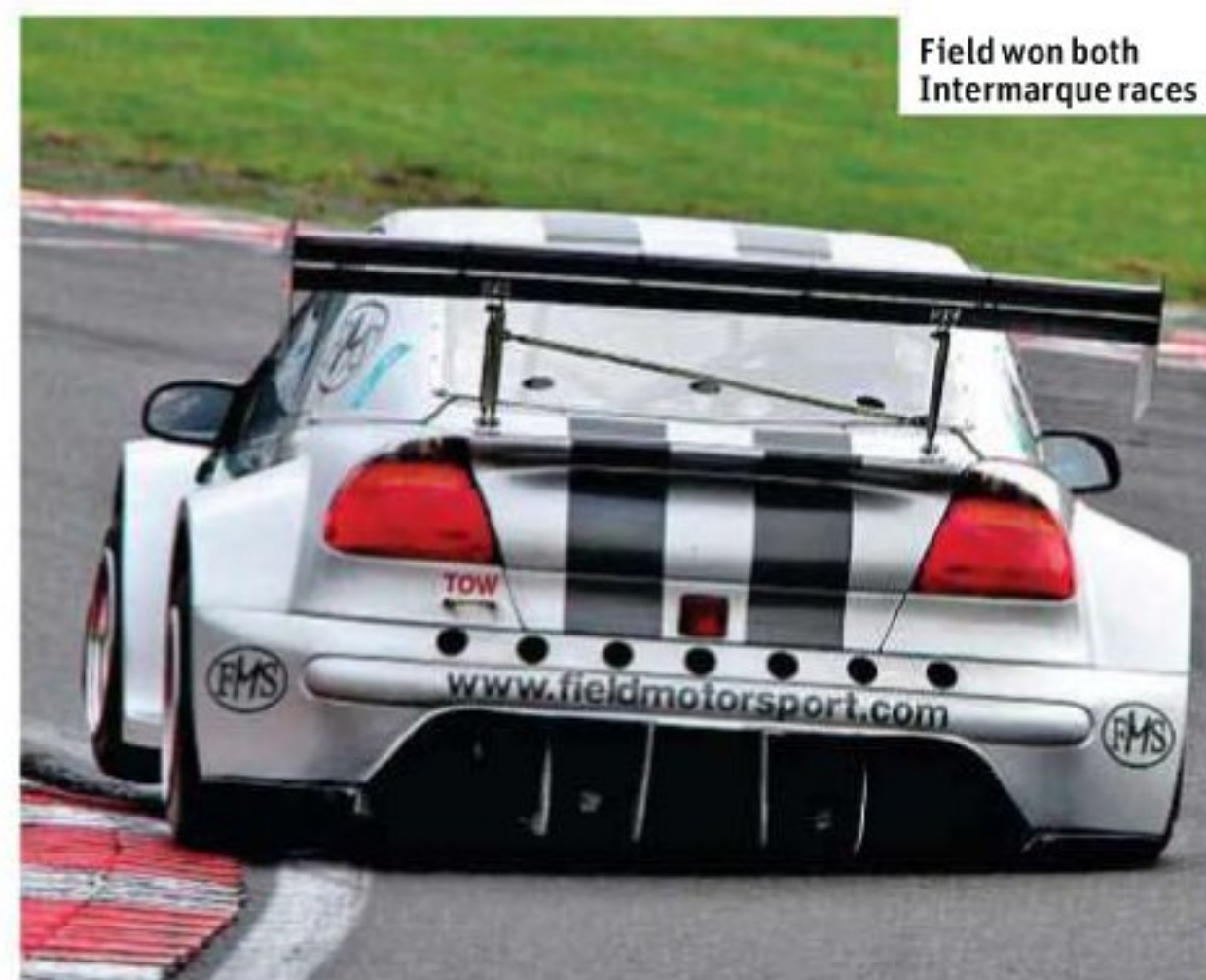
entertaining handicaps with action aplenty, Matt Seldon (BMW M3) coming through to take race one. Some readjusted handicaps produced a tight finish in the later race, where eventual winner Stephen Cassar was still only fifth with two laps to go.

Colin Tester (Ford Sierra Cosworth) and Adam Sharpe (E36 M3) shared the spoils in the Racing Saloons double-header, but Tester was unlucky not to be a double winner. The local man was heading to victory in race two when a turbo problem struck. He hobbled to the finish well behind squabbling BMW pairing Sharpe and Matt Seldon.

BMW's were also to the fore in the Team Trophy encounter, where James Britton (M3) took the honours after a race-long tussle with the Alistair Stenhouse/Stephen Darby M3 pairing.

Darby almost ran off the road at Clearways while trying to oust Britton, and Stenhouse spun down to third at the same corner when things got a bit too tight late on.

● Dud Candler



Field won both Intermarque races

TIN TOPS (13 LAPS) 1 Andy Woods-Dean (Renault Megane); 2 Jason Watkins (Ford Fiesta XR2) +0.221s; 3 Andrew Mitchell (Peugeot 205 GTi); 4 Steve Rothery (Renault Clio); 5 Steve Cassar (Proton Coupe); 6 Curtis Mitchell (Peugeot 205 GTi). **Class winners** Watkins; Antony Harrison (Rover Tomcat); Chris Watkinson (Rover Mini); Ian Butler (Ford Focus RS); David Charlton (VW Beetle). **Fastest lap** Ravi Ramyeed (BMW M3) 55.318s (78.61mph). **RACE 2 (15 LAPS)** 1 C Mitchell; 2 A Mitchell +2.298s; 3 Woods-Dean; 4 Ramyeed; 5 Butler; 6 Andrew Ashton (Rover Metro GTi).

CW A Mitchell; Ramyeed; Ashton; Watkinson. **FL** Watkins 55.084s (78.94mph).

INTERMARQUE LEAGUE (17 LAPS)

1 Tommy Field (Vauxhall Tigra);

2 Chris Brockhurst (Vauxhall Tigra) +1.612s; 3 Richard Smith (Vauxhall Tigra); 4 Keith White (BMW Z4); 5 Dave Shelton (BMW E46 GTR); 6 Mick Robertson (VW Corrado). **CW** Shelton; Daniel Smith (Peugeot 206); Gavin Thomson (Peugeot 205 GTi); Wayne Rothwell (Tiger Avon); Vic Hope (VW Corrado). **FL** Field 49.045s (88.66mph). **RACE 2 (17 LAPS)** 1 Field; 2 Shelton +20.370s; 3 Robertson; 4 White;

5 Simon Smith (BMW Z4); 6 Chris Ayling (VW Corrado). **CW** Shelton; Smith; Thomson; Rothwell; Rod Birley (VW Golf). **FL** Field 49.550s (87.76mph).

VICTOR MELDREW TROPHY

(12 LAPS) 1 Matt Seldon (BMW M3 E36); 2 John Willcocks (BMW M3 E30) +8.854s; 3 Colin Tester (Ford Sierra Cosworth); 4 Gordon Streeter (Ford Anglia 105E); 5 Eliot Dunmore (Toyota Celica); 6 Nigel Innes (BMW 325E E30). **FL** Seldon 53.571s (81.17mph). **RACE 2 (12 LAPS)** 1 Cassar; 2 Streeter +0.641s; 3 Dunmore; 4 Brian Daly (BMW 318is E30); 5 John Cross (SEAT Cupra); 6 Peter Seldon (BMW M3 E36).

FL Seldon 54.517s (79.76mph).

PROJECT 8 RACING SALOONS

(16 LAPS) 1 Tester; 2 Adam Sharpe (BMW M3 E36) +2.549s; 3 M Seldon; 4 Stephen Markey (BMW M3 E36); 5 Tom Murphy (Ford Sierra Cosworth); 6 Robert Sadler (BMW M3 E36). **CW** Willcocks; Tony Absalom (VW Golf); David Clark (Renault 5 GT Turbo); James Carpenter (Honda Civic); Kristian Dean (BMW 320 E30). **FL** M Seldon 53.347s (81.51mph).

RACE 2 (17 LAPS) 1 Sharpe; 2 M Seldon +0.704s; 3 Tester; 4 Markey; 5 Sadler; 6 Cross. **CW** Cross; Innes; James Hebditch (VW Scirocco); Carpenter; Dean.

FL Tester 53.419s (81.40mph).

MSVR TEAM TROPHY (44 LAPS)

1 James Britton (BMW M3 E36); 2 Steve Smee/Martin Scholfield (Honda Integra Type R) +15.725s; 3 Alistair Stenhouse/Stephen Darby (BMW M3 E36); 4 Mark Baker/Rindy Frost (Honda Prelude); 5 Neil Newstead/Stephen Ruxton-Cocker (BMW 328i); 6 Gary & Ben Littlewood (Renault Clio). **CW** Smee/Scholfield; Newstead/Ruxton-Cocker; Richard Evans/Edward McKean (BMW 325i Coupe E36). **FL** Britton 54.511s (79.77mph).

SUTTON REDLINES IT

For the second time, Redline Racing's James Sutton is Carrera champ. By **MARCUS SIMMONS**



Sutton leads Hankey, Jelley and grid of Porkers

An intriguing four-way title battle lit up the Porsche Carrera Cup GB in its first season with the latest-spec car.

James Sutton, the 2007 champion and '09 runner-up, returned to spearhead the attack of Redline Racing, and if any TOCA series looked like having a runaway champion, this was the one.

But that was counting without the vastly-improved form of Sutton's team-mate Michael Meadows, and without super-late deals (five days before qualifying for round one!) that brought Stephen Jelley and Euan Hankey back onto the grid with Team Parker Racing.

A nailbiting season finally went Sutton's way when the chasing Meadows sustained a puncture in the last race. The Redline duo won just three and two races respectively, and the fact that Jelley and Hankey scooped 10 of the 19 races (five apiece) between them suggested that the Parker drivers were the fastest, but that is an oversimplified view.

In fact, it was Meadows who was the man to beat in qualifying. From the fourth weekend (Oulton Park) onwards, he was fastest in qualifying three times – more than anyone else all year, and crucial in a category where overtaking is so difficult. As Sutton, who coached

Meadows in 2010, acknowledges: "He worked on all areas of his game and his qualifying pace kept him ahead."

It is to Meadows's credit that he made life so tough for Sutton, and with backer SAS asking its drivers to think of the teams' championship above their own ambitions when it came to racing, the ex-Porsche scholar's qualifying form often proved the decisive factor.

Sutton's two qualifying-toppers came at Thruxton (where he dominated) and the Nurburgring Nordschleife, two tracks where a driver's skill and finesse really pay off.

When Sutton wrote off his car at the Nurburgring's Wippermann curve, he had a long time before the next round to brood on what remarkably was his first Porsche shunt. "Maybe it just took a little edge off my confidence, and I was a bit tense," he admits. But by season's end he was back on form: "We took a step back and analysed my technique and the data, just mind-searching."

Hankey was stunning at the 'Ring before his own car-destroying shunt, and when all was well he was the fastest man around, but he couldn't match the consistency of his three rivals, leaving the ever-professional and methodical Jelley to carry the Parker challenge.

Parker's youngsters Richard Plant and Sam Tordoff both look like excellent prospects after strong rookie seasons where they mixed it with Jonas Gelzinis – a great qualifier, the Lithuanian lost out in races but scooped the Pro-Am1 title. Ben Hetherington and Kieran Vernon, the 2011 Porsche scholars, also showed flashes of promise.

Vernon replaced reigning champion Tim Harvey, who stood down from his seat with Motorbase after proving disappointingly off the pace. Harvey certainly suffered from the lowered minimum-weight limit (a farewell win at the 'Ring aside), and as a result team-mate Michael Caine – a top amateur but not used to leading development of a car – suffered too. When Nick Tandy stood in for Caine, his Supercup-honed driving style showed there was nothing wrong with a Motorbase car with three wins in the last four races, and Tandy said he only made minor set-up changes to suit his personal style.

All of this year's top quartet want to move onto the Supercup, with their current teams, for 2012. Keep your fingers crossed for them. ☘

AUTOSPORT DRIVER RATINGS



1. JAMES SUTTON

Naturally-measured style suited teams-title modus operandi of backer SAS, whose faith in the Londoner was rewarded as a result. Excellent pro; fully merited second title. Deserves GT3 chance.



2. STEPHEN JELLEY

Fantastic racer and best overtaker; necessary as only three times out of 10 was he one of fastest three in qualifying. Gets better and better. Well-loved by team, which wants to progress with him.



3. MICHAEL MEADOWS

Tough call to put him down here, especially as he had best qualifying record. If there's any faulting him, it's that his peaks weren't quite as high as his rivals', but he's now looking a proper prospect.

| PORSCHE CARRERA CUP GB FINAL STANDINGS | | |
|--|-----|------|
| Driver (Team) | Pts | Wins |
| 1 James Sutton (Redline) | 305 | 3 |
| 2 Michael Meadows (Redline) | 298 | 2 |
| 3 Stephen Jelley (Parker) | 282 | 5 |
| 4 Euan Hankey (Parker) | 241 | 5 |
| 5 Richard Plant (Parker) | 183 | 0 |
| 6 Jonas Gelzinis (Juta) | 167 | 0 |

Wins also taken by Nick Tandy (3) and Tim Harvey (1), both with Motorbase.

PHNOM PENH TO PHENOMENON

Paul Rivett went from Cambodia to another Clio title victory. By *MARCUS SIMMONS*

You're probably pretty safe assuming that, before 2011, the road to the Renault Clio Cup UK title had never begun on the 'hippy trail' in Asia.

Paul Rivett, two times a Clio champion already, had packed in his glazier business – leaving it in the hands of his brother – and headed off to India, Thailand and then Cambodia, where in February he picked up an email from Stancombe Vehicle Engineering investor/racer Matthew Munson.

"We'd just booked visas to Vietnam," he laughs. "I was always coming home before the season anyway to become a full-time driver coach. Then when I opened that email from Matthew saying the deal was sorted I headed straight back home; it still took five days!"

With commitments to his Lumison/BlueSquare Data businesses set to sideline him for much of the season, Munson instead installed Rivett in the car. "Matthew is the one person I have to say a big thank you to," acknowledges the 33-year-old.

Ditto, SVE to Rivett. The size and quality of the Clio field were much improved in 2011. Rivett won only three of the 16 races, but proved just what a quality driver he is to deservedly take his third crown, crucially scoring points when problems not of his making left him at the back of the grid at Croft and Rockingham.

It was that grind-it-out tenacity that proved just a little beyond main rivals Aron Smith, James Colburn and James Dixon.

Dixon, returning for his first full Clio season with Total Control Racing, looked a good bet for the title, but sometimes seemed to get lost on set-up in the second half of the season. The spectacular Smith, back with Team Pyro, couldn't quite bounce back from a non-score at Snetterton, especially when the finale was on Rivett's beloved Brands GP circuit. Colburn, still a teenager yet in his third Clio campaign,

came on strong in the family-run, Ed Pead-coached Westbourne Motorsport team, yet his disappointing start to the season was too much to overcome.

Jack Goff, another one of the Pyro brigade and rated highly by coach Phil Glew, was a fifth title contender – albeit an outside shot – at the finale, but his enormous natural speed was tempered by too many incidents. He only just outscored the ebullient Jake Packun, who never won but entertained with his car control in his Get on Track (another family team) car.

Best of the Clio rookies were Pyro's Josh Files and Adam Bonham – graduating from Triumph TR6 and Ginetta Junior respectively! Both proved adept at staying out of trouble, but weren't as quick as former karting rivals Tom Grice (TCR) and Luke Wright, who lined up with the Scuderia Vittoria team of ex-Clio champ Danny Buxton. Grice ran out of funds, while Wright twice ran out of road in enormous shunts that were not due

AUTOSPORT DRIVER RATINGS



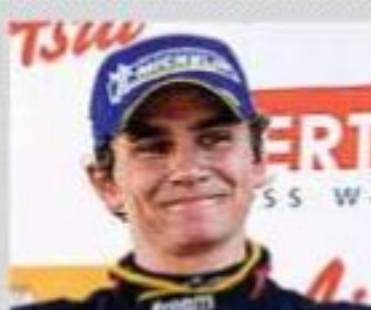
1. PAUL RIVETT

Ex-cadet kart rival of Jenson Button fought a lone battle at SVE against some quick boys. Quality showed through at Brands GP finale, helped by arguably the lap of the season in qualifying.



2. JAMES DIXON

Team-mate Nic Hamilton took tabloid limelight, but this thinking racer – less experienced than his main rivals – scored most wins and takes title on sensible old-school F1 10-6-4 points system.



3. ARON SMITH

Back after a year in Italian Clios, the Irishman was super-fast – and unbeatable at Thruxton. Extrovert driving style; dinky FWD cars perhaps suit him less than a big RWD grunter would.

to errors on his part. Both should star if they return, as could Vittoria's end-of-season star Ant Whorton-Eales.

Two Clio veterans failed to finish the season: ex-BTCC man Matt Allison was quick, and won an inspired double at Croft with Vittoria; JHR's Lee Pattison moved to Ginettas after a big smash into Wright at Thruxton.

But what next for that other Clio veteran, Rivett? "I was quick in my prize test in the Megane V6," he says. "I'm confident I could be good in anything, and would love to step up to BTCC or GTs. But if not I'm really hoping to be back out in Clio Cup." A fourth title? Don't bet against it. ☼

Seasoned campaigner Rivett won third Clio Cup crown



| RENAULT CLIO CUP UK FINAL STANDINGS | | |
|-------------------------------------|-----|------|
| Driver (Team) | Pts | Wins |
| 1 Paul Rivett (Stancombe) | 356 | 3 |
| 2 Aron Smith (Pyro) | 348 | 3 |
| 3 James Colburn (Westbourne) | 348 | 1 |
| 4 James Dixon (TCR) | 324 | 4 |
| 5 Jack Goff (Pyro) | 269 | 3 |
| 6 Jake Packun (Get on Track) | 255 | 0 |

Other winner: Matt Allison also won two races with Scuderia Vittoria.

YOUR SAY

What you think of the motorsport news of the past week



Barrichello: a better option for Williams than Raikkonen?

Make the right call: keep Rubens

I'm surprised by how Williams is treating Rubens Barrichello in regard to a drive for next year. Just look at his motivation and performance this season and in particular this last race.

Last week's issue extols how good Jenson Button is, but look back to 2007/'08 and see that Rubens was always a match for him. And in '09 Rubens was a title contender until the penultimate race.

I've no doubt Kimi Raikkonen is a brilliant driver, but he gets easily bored; will he devote the time and energy required to sort the Williams out? Brawn made the right decision and kept Rubens. Let's hope Williams does the same.

Richard Hennessy, Woking, Surrey

EDITORIAL CONTACT mail@autosport.com

When is a new team not a new team? Good question! Personally, for statistical purposes I can't bracket the present-day Mercedes team with the outfit that produced the W196...

I agree with Edd Straw: "Make your own history, not someone else's" (November 10, p11).

The irony of this Lotus nonsense is that Colin Chapman tried to drop the name back in the John Player Special days. Who now thinks of the Lotus 76, 77, 78 and 79 as the JPS MkI, II, III and IV?

David Cole
Rutland

Once again Wales

Rally GB has enjoyed the privilege not only of hosting the WRC season finale, but also the title decider. We offer our congratulations to Sebastien Loeb, who made history by winning a record eighth consecutive title.

The expanded route has reintroduced classic stages such as Great Orme, and allowed the event's economic benefits to be spread across a greater range of communities than ever before.

However, the rally could not have run without the cooperation and efforts of

volunteer officials, motor clubs, councils, landowners and emergency services. We extend our sincere thanks to all those who worked so hard to put on another first-class event.

We would also like to thank the thousands of British fans who filled the car parks and lined the special stages. Their love of the sport and impeccable behaviour are unmatched in world motorsport.

Colin Hilton
Chief executive
Motor Sports Association
Andrew Coe
Chief executive
International Motor Sports

I feel F1 is losing sight of its primary purpose: to put the fastest men on the planet in the fastest cars and let them fight – unrestrained.

Build cars like fighter-planes with the drivers barely able to control them and 100 percent performance availability over the period of their engagement in arenas which do justice to the spectacle.

Sorry to those who think it's about strategy or tyre management. Let racers race.
Alistair Lawson
Edinburgh

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **SCHUMACHER KEEN ON RAIKKONEN RETURN**

2. **FERRARI TO USE REVISED FRONT WING**

3. **HAMILTON LEADS SECOND FREE PRACTICE**

4. **HAMILTON AIMS TO CLEAR AIR WITH MASSA**

5. **SCHUMACHER TO WAIT TO DECIDE ON FUTURE**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHERE NEXT FOR NICK HEIDFELD?

To read this exclusive feature and many others like it, log on to 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. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

- In our October 27 issue, for the AUTOSPORT Award suggestions we described this year's Citroen WRC contender as the C4. It is, of course, the DS3.
- Contrary to what was written in last week's WTCC race rating (p45), the Tianma circuit is in China, not Japan. The track map was also incorrect.
- Last week's Race of My Life with Jurgen Barth claimed Henri Pescarolo over-revved his engine, leading to the car's retirement. Barth would like to clarify it was more likely to have been a mechanical failure. Apologies for the confusion.

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

CARRERA EVOLUTION GRAND PRIX SET; MERCEDES SLS F1 SAFETY CAR

£89.99 (SET); £30 (CAR)

hobbyco.net

Carrera's latest Evolution (analogue) set pitches Red Bull's German giantkiller Sebastian Vettel against Ferrari's Spanish superstar Fernando Alonso around its 4.5-metre Grand Prix Final miniature megatrack.

You'll need an area measuring 6.5ft x 2.6ft to set-up the figure-of-eight track, but it's all expandable with separate track and it can be converted at a later date to digital specification.

If you think it'll all get a bit rowdy – and it will – then you'll need to treat yourself to the superbly detailed Mercedes-Benz SLS AMG F1 safety car to calm things down.



HOT ON THE WEB THIS WEEK

YOUTUBE: 1986 LOMBARD RAC RALLY



SEARCH FOR: Lombard RAC Rally 1986(1/2) (9.19)

With Rally GB fever making its presence felt in this issue, why not cast your mind back 25 years to the 1986 RAC Rally – the last appearance in the British forests, at WRC level at least, by the Group B monsters?



ROHRL'S CAT DVD

£29.99

autosport.com/shop

Renowned rally film maker Helmut Deimel has created this visual celebration of double world champion Walter Rohrl's career.

The incredible footage – much of it unseen – is complemented by an interview with Rohrl and that famous Quattro S1 on-board footage.

Worth it for that alone.



MEMORIES OF SENNA BOOK

£14.99 (978 085 733 229 5)

haynes.co.uk

A reprint of the late Christopher Hilton's 2003 book in which more than 120 friends, rivals and associates recall their time with the great Brazilian.

The pithy recollections are told entirely in the first person, adding to the personal touch of a book from which you will learn new things about Senna.



METRO 6R4 PRINT

£130 (large); £65 (small)

action-art.co.uk

'Working Out', the first print in a series celebrating Group B rallying by Fran Richley, depicts Malcolm Wilson in the Metro 6R4 in the 1986 Sanremo Rally.

There are 150 large prints (237mm x 297mm) and 75 small (335mm x 420mm) available and a percentage of sales goes to the McRae Vision charity.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH INDY

MSVR

November 19

Admission £13

Tel: 01474 872331

It's the final Britcar meeting of the year, with the atmospheric three-hour 'Into the Night' race. The Britcar Production Cup competitors get a 90-minute encounter, while support is provided by double helpings of the Smart 4Two Cup and Open Saloons.



Saturday night fever at Brands Hatch

MACAU F3 GRAND PRIX

FIA Formula 3 International Trophy

Rd 5/5

November 19-20

macau.grandprix.gov.mo

Formula 3's jewel-in-the-crown event, this year's season ender will once again be held on the punishing street circuit of the former Portuguese enclave.



They won't all come out the other side

Muller going for third title



WORLD TOURING CAR CHAMPIONSHIP

Rd 12/12

Macau, China

November 20

fiawtcc.com

NASCAR SPRINT CUP

Rd 36/36

Homestead, Florida, USA

November 20

nascar.com

NASCAR NATIONWIDE SERIES

Rd 34/34

Homestead, Florida, USA

November 19

www.nascar.com/nationwide-series

NASCAR TRUCK SERIES

Rd 25/25

Homestead, Florida, USA

November 18

nascar.com

V8 SUPERCARS

Rd 13/14

Sandown, Victoria, Australia

November 19-20

v8supercar.com.au



Holdens will be at war again

Television

THURSDAY NOVEMBER 17

0000-0100, 1000-1100 [Sky Sports 4](#)
DTM: 2011 Season Review
0600-0700 [ESPN](#)
WRC: Rally GB Highlights
1050-1150 [ESPN Classic](#)
Formula 1 Retro: 1979
1430-1530 [ESPN](#)
GT3: Season Review
1530-1730 [ESPN](#)
GT1: Season Review
2000-2100 [ESPN Classic](#)
Formula 1 Retro: 1980

FRIDAY NOVEMBER 18

0730-0820 [Eurosport LIVE](#)
WTCC: Macau Qualifying
1050-1150 [ESPN Classic](#)
Formula 1 Retro: 1980
1300-1330 [Eurosport](#)
Inside World Touring Cars
2000-2115 [ESPN Classic](#)
Driven: Graham Hill
A film documentary on the double F1 world champion.
2130-2230 [ESPN](#)
WRC Access All Areas: Rally GB

SATURDAY NOVEMBER 19

0000-0100 [ESPN](#)
DTM: Season Review
0030-0330 [Premier Sports LIVE](#)
NASCAR Trucks: Homestead
0600-0700, 1615-1715 [ESPN Classic](#)
Formula 1 Retro: 1977
0600-0700, 2330-0030 [ESPN](#)
WRC Access All Areas: Rally GB
0845-0945 [ITV 4](#)
Motorsport UK

1200-1315 [ESPN Classic](#)

Driven: Graham Hill
1715-1820 [ESPN Classic](#)
Formula 1 Retro: 1978
1725-1905 [Motors TV](#)
V8 Supercars: Symmons Plains
2130-0000 [Premier Sports LIVE](#)
NASCAR Nationwide: Homestead

SUNDAY NOVEMBER 20

0015-0045 [Eurosport LIVE](#)
WTCC: Macau Warm-Up
0300-0400 [Eurosport LIVE](#)
WTCC: Macau Race 1
0400-0500 [Eurosport LIVE](#)
WTCC: Macau Race 2
0730-0830, 1815-1915, 2230-2330 [Eurosport](#)
WTCC: Macau Highlights
0800-0900, 1600-1700 [ESPN Classic](#)
Formula 1 Retro: 1979
1300-1415, 2235-2350 [ESPN Classic](#)
Driven: Graham Hill
1650-2000 [Motors TV](#)
British F3: 2011 Season Review
2000-0000 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Homestead

MONDAY NOVEMBER 21

0600-0700, 2000-2100 [ESPN](#)
WRC Access All Areas: Rally GB
0900-1000 [Eurosport](#)
WTCC: Macau Highlights
0900-1005 [Motors TV](#)
WRC: Rally GB Highlights
2000-2030 [ESPN Classic](#)
British GP 1969: ITV Sports Archive
2200-2300 [Sky Sports 2](#)
NASCAR Sprint Cup: Homestead

Online

AUTOSPORT.COM

Coming up on the web this week

MACAU GRAND PRIX

It's November, and that can only mean the amazing double-header of the Macau Grand Prix and the World Touring Car finale. The showpiece F3 race features Britain's Alexander Sims up against one of the strongest fields of all time, while Rob Huff is locked in a title battle in the WTCC against his Chevrolet team-mate Yvan Muller. AUTOSPORT.com will be there to bring you the latest news, plus the NASCAR finale at Homestead.



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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 shows



Macca: "At least you didn't call me Ringo"

ABU DHABI'S slogan should be 'Where they race into the future'. Artificial racing around an artificial track build on an artificial island, for the benefit of a crowd of smug have-it-all ex-pat tax dodgers watching from their shimmering superyachts as the rest of the crumbling, old-fashioned world fights over four-fifths of financial oblivion.

Still, on the bright side, it will always be the place where Eddie Jordan called Wings frontman (and former Beatle) Sir Paul McCartney 'George'.

EJ was on fire during the BBC's F1 Forum at the weekend (sadly his shirts

weren't similarly ablaze) – firstly groping Sam Michael, who looked like the world's most-scared man. Jake Humphrey chimed in: "Just be thankful he's getting your name right Sam, he'll be calling you Paul before you know it."

Seconds later, Eddie referred to David Coulthard, who he's stood next to in the pitlane for the past three years, as 'Martin'. DC: "My name is David, why did you call me Martin?" EJ: "Uh?" You could not make this up.

Vettel's puncture and spin was examined in detail, with Ted Kravitz guessing (no change there) that the floor was

to blame. His cameraman gave us a great view of the Red Bull's floor being removed – before a burly grease monkey ruined it.

DC was sent to find out, but the chief mechanic couldn't tell him anything. Martin Brundle rang Adrian Newey – even he didn't know. Then Vettel ambled past, so EJ grabbed him.

On the fear of not finding out what caused the puncture, Vettel's logic was thus: "If you split up with your

girlfriend one day, you'd like to know why, wouldn't you?"

But the highlight of this chat was on the subject of EJ's hideous Indian shirt being signed for charity. Vettel again: "Michael told me he tried to sign on your willy."

EJ: "Michael did that before, about 20 years ago. I know what you German boys are like – you took me for a poor old Paddy didn't you?"

Poor? Certainly not...
Revved Up

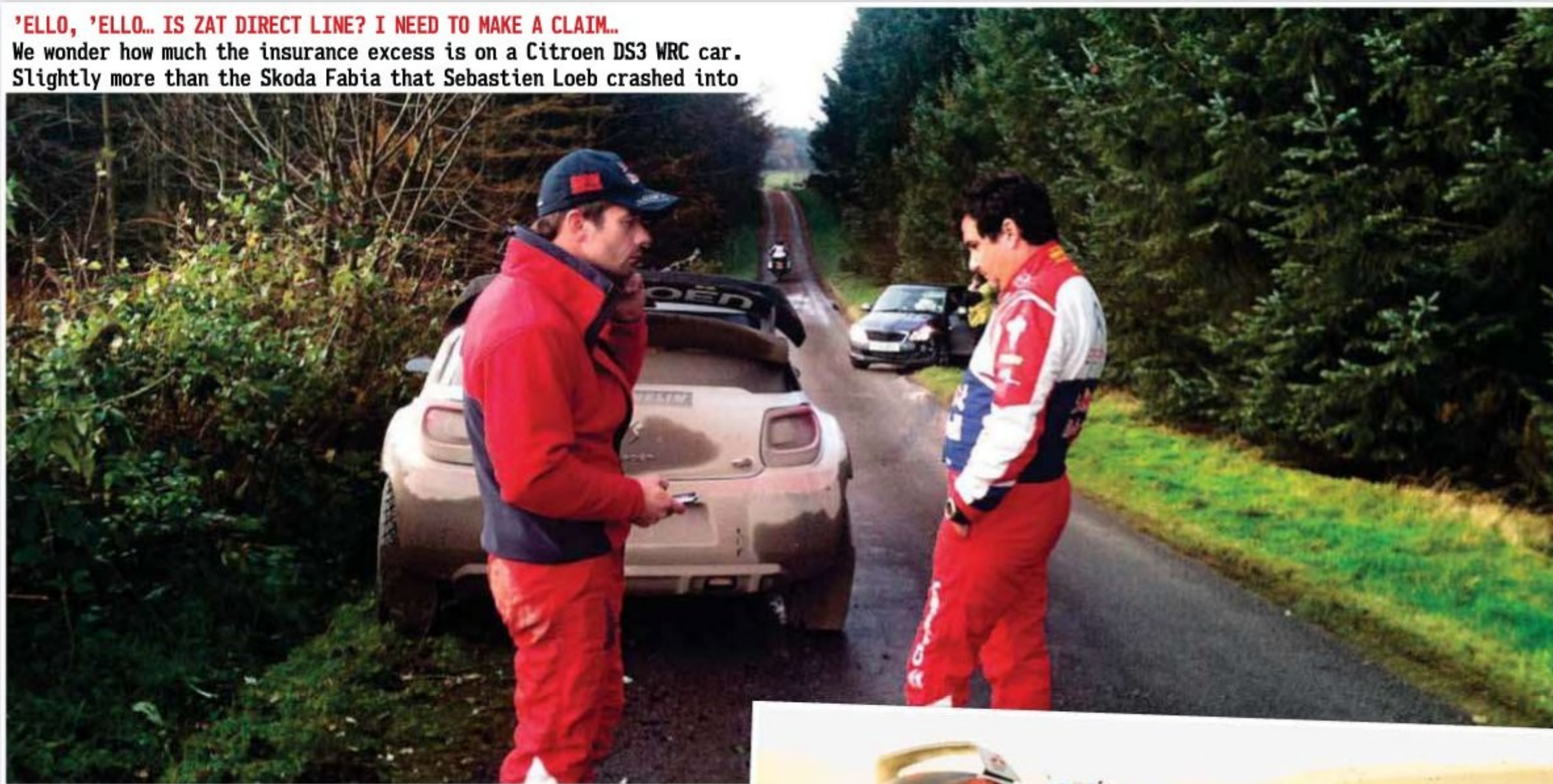
"Forever more, Abu Dhabi will always be remembered as where Eddie Jordan called Sir Paul McCartney 'George'"

THE WEEK IN PICTURES

Our lensmen pounding the beat from mid-Wales to the United Arab Emirates

'ELLO, 'ELLO... IS ZAT DIRECT LINE? I NEED TO MAKE A CLAIM...

We wonder how much the insurance excess is on a Citroen DS3 WRC car. Slightly more than the Skoda Fabia that Sebastien Loeb crashed into



SWINGING HIGH ON SWEET LAMB

Mexico's Benito Guerra is about to bow out of Rally GB after misjudging this jump on day three of the event



GERMAN COURTS GET TO GRIPS WITH MR E

Bernie Ecclestone gave testimony in a Munich courtroom last week in a case brought against banker Gerhard Gribkowsky

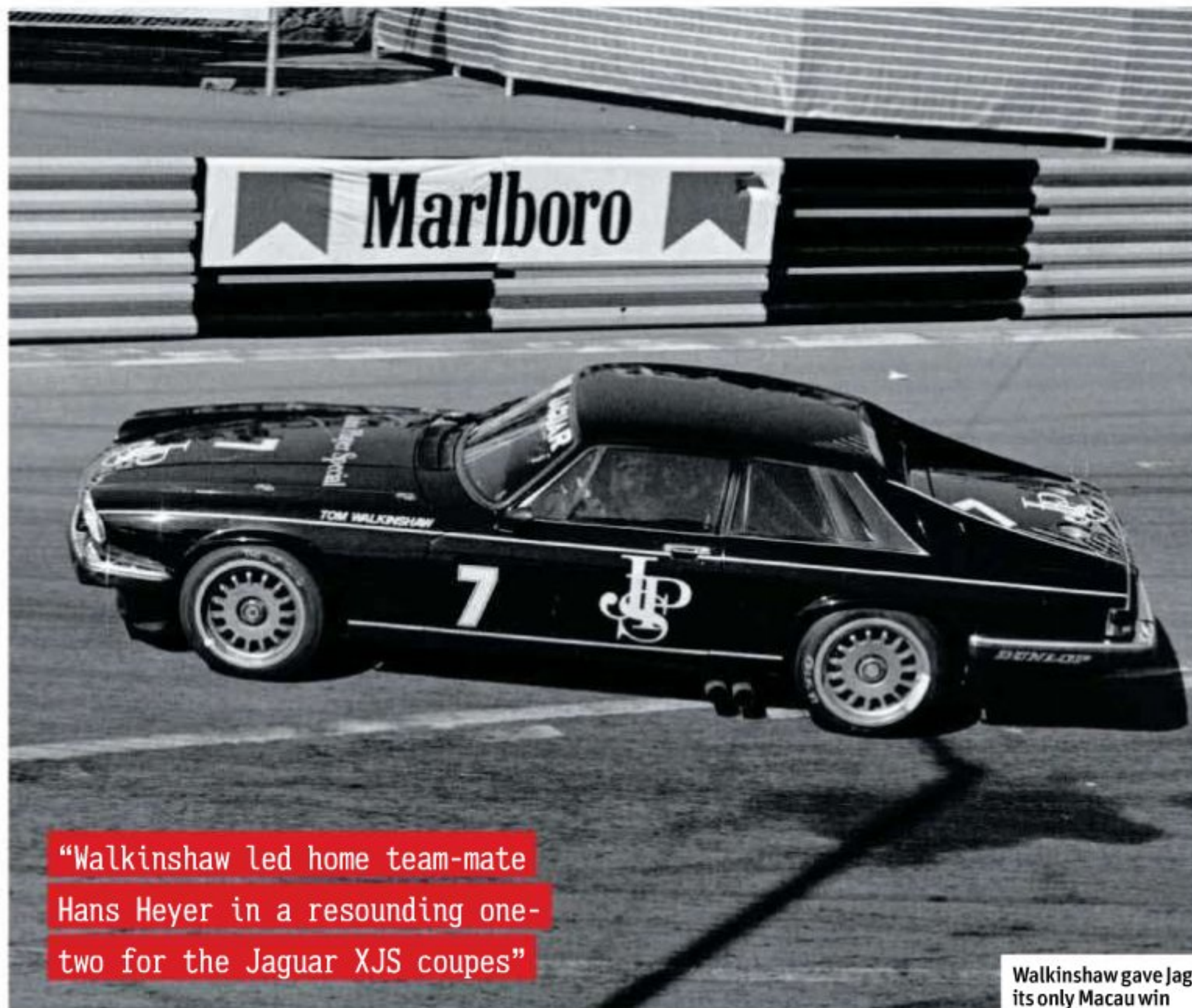


PROOF THAT RED BULL GIVES YOU WINGS

Mark Webber tried his hand at falconry ahead of the Abu Dhabi Grand Prix

FROM THE ARCHIVE

Tom Walkinshaw wins prestigious Macau Guia race for Jaguar in 1984



"Walkinshaw led home team-mate Hans Heyer in a resounding one-two for the Jaguar XJS coupes"

Walkinshaw gave Jag its only Macau win

ROB HUFF'S BID FOR A MAIDEN WTCC TITLE

reaches its climax in Macau this weekend, with the Briton needing to overhaul a sizeable 20-point to deficit to Chevrolet team-mate Yvan Muller.

Heading into the event, however, the statistics appear to favour Huff, who has won on each of the WTCC's past three visits to the 6.1km Guia circuit. He is also one of only three drivers to have won three or more times on the track since its inauguration in 1972, alongside Hong-Kong-based Peter Chow and Dutchman Duncan Huisman.

British success on the Guia circuit dates back to 1984, when Tom Walkinshaw's European Touring Car Championship-winning Jaguar XJS coupes dominated. Resplendent in the iconic John Player Special livery, Walkinshaw led home team-mate Hans Heyer in a resounding one-two finish in the annual touring car support race – the pair finishing more than 30s clear of Hans-Joachim Stuck's BMW 635CSi.

Just over one second separated Walkinshaw, the new ETC champion, and Heyer in a race that had to be stopped and restarted following a mid-field accident on lap 11. Up until the stoppage, Stuck had managed to

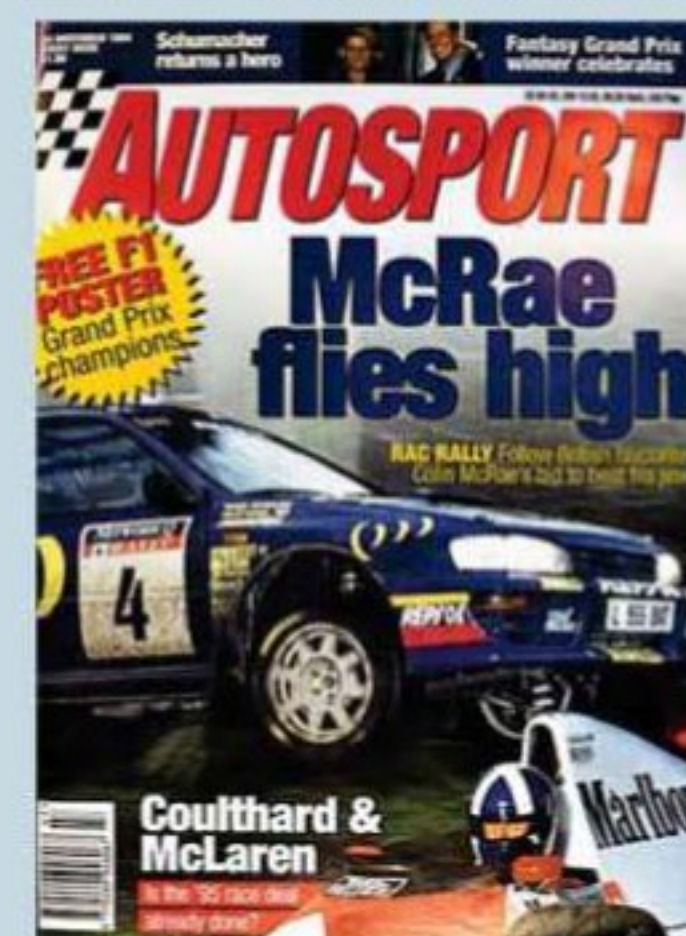
keep the Jaguars in sight, but he was unable to maintain such form at the restart and soon fell away to a distant third, ahead of a second 635 driven by 1983 ETCC victor Dieter Quester.

That year was also notable as the last-ever international ground-effect Formula 3 race, a thriller that eventually allowed John Nielsen edge Stefan Johansson by just over two seconds.

The Swede held the advantage in the first heat, although Nielsen was lucky to be in the race at all, the Dane having crashed out in the first start, only to cause a traffic jam that led to red flags and a restart. With five laps to go Johansson, Nielsen and Mike Thackwell were covered by little more than one second, finishing in that order in a thrilling drag race to the chequered flag, just eight tenths covering all three.

Nielsen's superior straightline speed told as he moved into the lead on the first lap of the second heat. Johansson and Thackwell originally held on, locked together as Johansson's faster straight line speed was enough to hold Thackwell at bay. Nielsen however began to stretch away and, despite being closed down at the finish, sealed victory by a margin of 2.5s.

THIS WEEK IN...



NOVEMBER 24 1994

ACRIMONY AND CONTROVERSY

surrounded the conclusion of the 1994 World Rally and Formula 1 world championships, just as two Britons established themselves as future championship material.

In the WRC, Carlos Sainz was on course to overhaul Didier Auriol's points lead in the season-ending RAC Rally until he crashed out on the final day. The Spaniard had been forced to navigate logs apparently placed to slow him down. The incident took the shine off a fine maiden RAC win for Subaru team-mate Colin McRae, who could have been asked to move over had the Spaniard been around at the finish.

In F1, Michael Schumacher's title celebrations remained on ice pending the outcome of an FIA review into his and Damon Hill's infamous clash in the Australian GP. No further action was taken, handing the German the first of his seven titles.



PICS: LAT



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MIGUEL ANGEL GUERRA

■ Donington European F2 ■ June 25, 1978 ■ Chevron B42-Ferrari ■ Performance leads to Maranello meeting



Guerra took seventh in Everest Racing Chevron

I THINK MY BEST RACE WAS the Formula 2 round at Donington Park in 1978, especially for the meeting it brought about, some weeks later, in Italy.

Elio de Angelis had just split with the team that I was driving for that season [Scuderia Everest], so from that race on they gave me the team's Ferrari Dino-engined Chevron chassis to drive.

I had arrived for the first time in Europe a short time earlier and this was my first visit to Donington. It was an interesting track, with what I seem to remember was a tricky corner not far after the pits.

It was great to hear the terrific sound of that V6 Ferrari engine behind my shoulders, it revved nicely up to about 12-13,000, but it was lacking a bit in the lower rev-range, which was a handicap for us in some of the sectors.

I remember that Giancarlo Minardi, one of the team's owners, was there that weekend, and I think the engineer who worked with him, Giacomo Caliri, was present too along with an engineer from Ferrari.

Practice and qualifying, while I learned the track, went without

"After placing seventh - the best result for the team with the Ferrari V6 engine in Formula 2 that year - some time later we received a phone call from Ferrari"

incident for me, and in both the race's two heats I battled with Rad Dougall - in one heat he finished just ahead of me, and in the other I was just ahead of him at the finish.

But what brings that day very much to my mind is that after placing seventh on aggregate in the

race - which was the best result for the team with the Ferrari V6 engine in Formula 2 that year - some time later we received a phone call from Ferrari, inviting several of us in the team to a meeting at their headquarters in Maranello, to talk about the

development of the engines.

They showed us around the competition department and then, to my surprise, I was suddenly ushered into Enzo Ferrari's office, where I sat, facing him.

We debated some things for a while, there were a few engineers from the company also present, and then Mr Ferrari asked me about my career and about things in general.

Towards the end of the meeting, I rather cheekily asked him about the possibility of a Ferrari drive some day. I remember that he then took off those dark glasses he always wore, looked me straight in the eye, and simply said [in Italian]: "You never know..." *Miguel Angel Guerra was talking to Tony Watson*

IN PROFILE



MIGUEL ANGEL GUERRA began racing in Argentinian FRenault (nee F4) in 1972, then in local F2 and F1. He took F4 and F2 titles before coming to Europe for F2, his best result a third at Hockenheim '79. His grand prix debut came with Osella at Imola in '81, but he broke his foot in a first-lap shunt. Back in Argentina, he raced in F2 Codasur, South American F3, Argentinian TC2000 (taking the title in '89) and South American Super Touring. Since 2005 he has run Argentina's TRV6 series.

NEXT WEEK

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