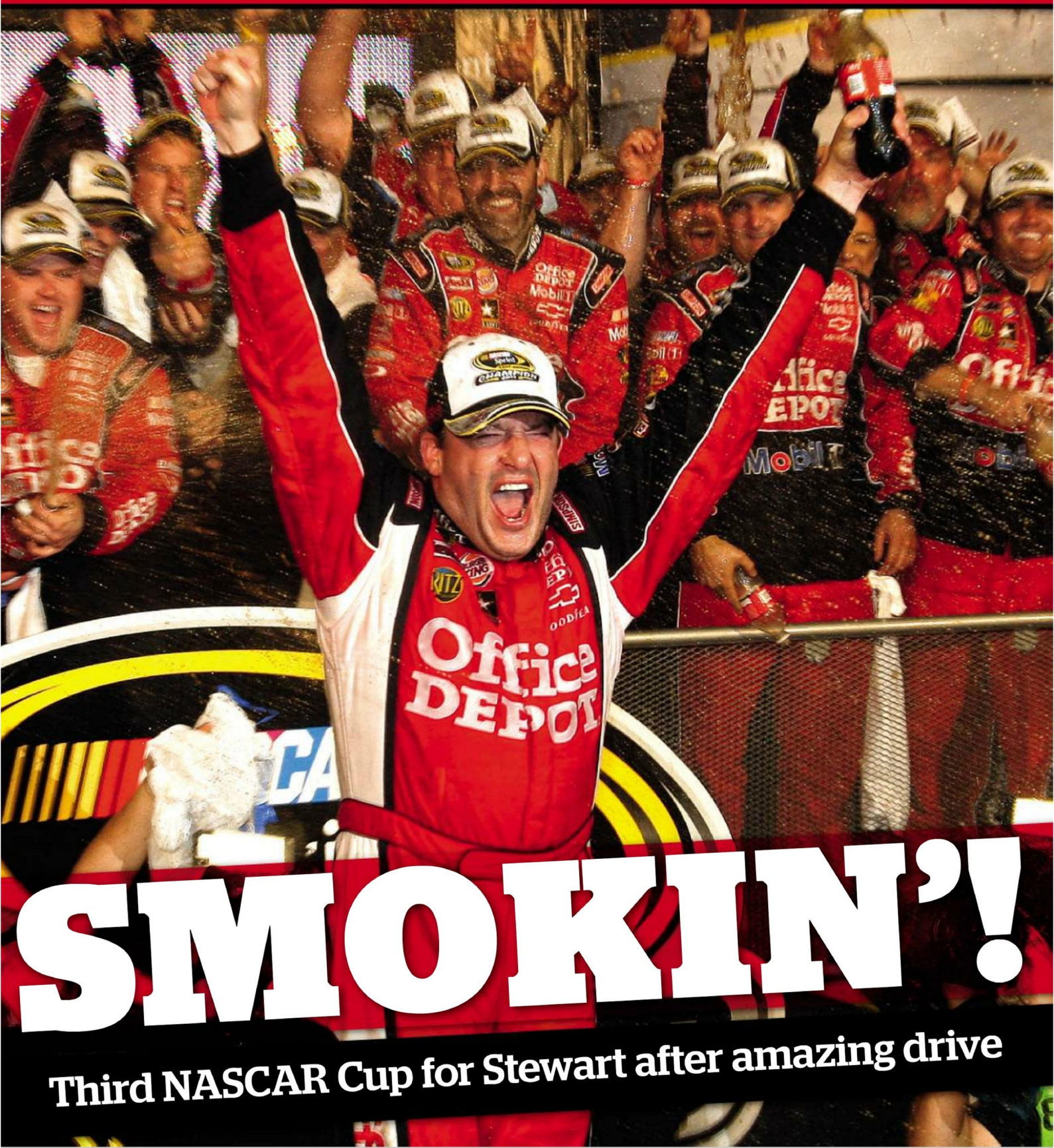


# 2011 F1 SEASON FINALE BRAZILIAN GP PREVIEW

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November 24 2011 – vol 206 no 8



WorldMags  
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COATES/LAT



**"I am not a man of records, but my motivation, as you can imagine, is to win a fourth time"**

**TRIPLE WORLD TOURING CAR  
CHAMPION YVAN MULLER HAS ONE  
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## POLE POSITION

## There's one more roll of the dice in F1 2011



THE CLIMAX OF NASCAR'S 36-RACE Sprint Cup slog and the prestigious Macau Grand Prix normally signal the end of the motorsport season.

Both lived up to their billing, with Tony Stewart and Carl Edwards staging a head-to-head battle for the championship that will live in the memory of all who witnessed it for years to come, while the races in Macau were as spectacular

and unpredictable as ever.

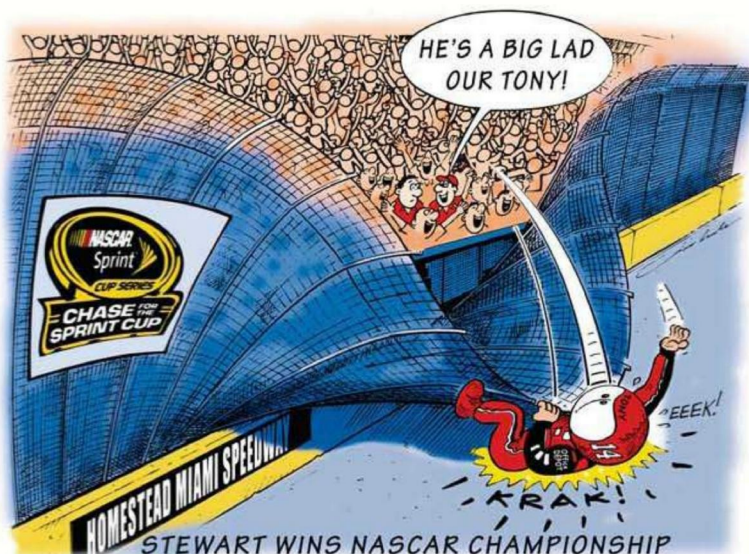
But that's not all folks. There might be virtually nothing at stake except pride, but the F1 season still has a hand left to play this weekend. The fact that it's in the fabulous setting of Interlagos should be reason enough to tune in, but there are also some intriguing subplots still playing out.

One of these is the career of Bruno Senna, who heads to his home race not knowing if he has a 2012 seat or not. Renault's form has been poor of late, but its car should suit the high-speed Brazilian track.

Bruno may never get a better chance to show that there's far more to him than just a famous surname.

Andrew van de Burgt, editor-in-chief

## BAMBER'S WEEK





WTCC

## Muller makes all the right moves in Macau

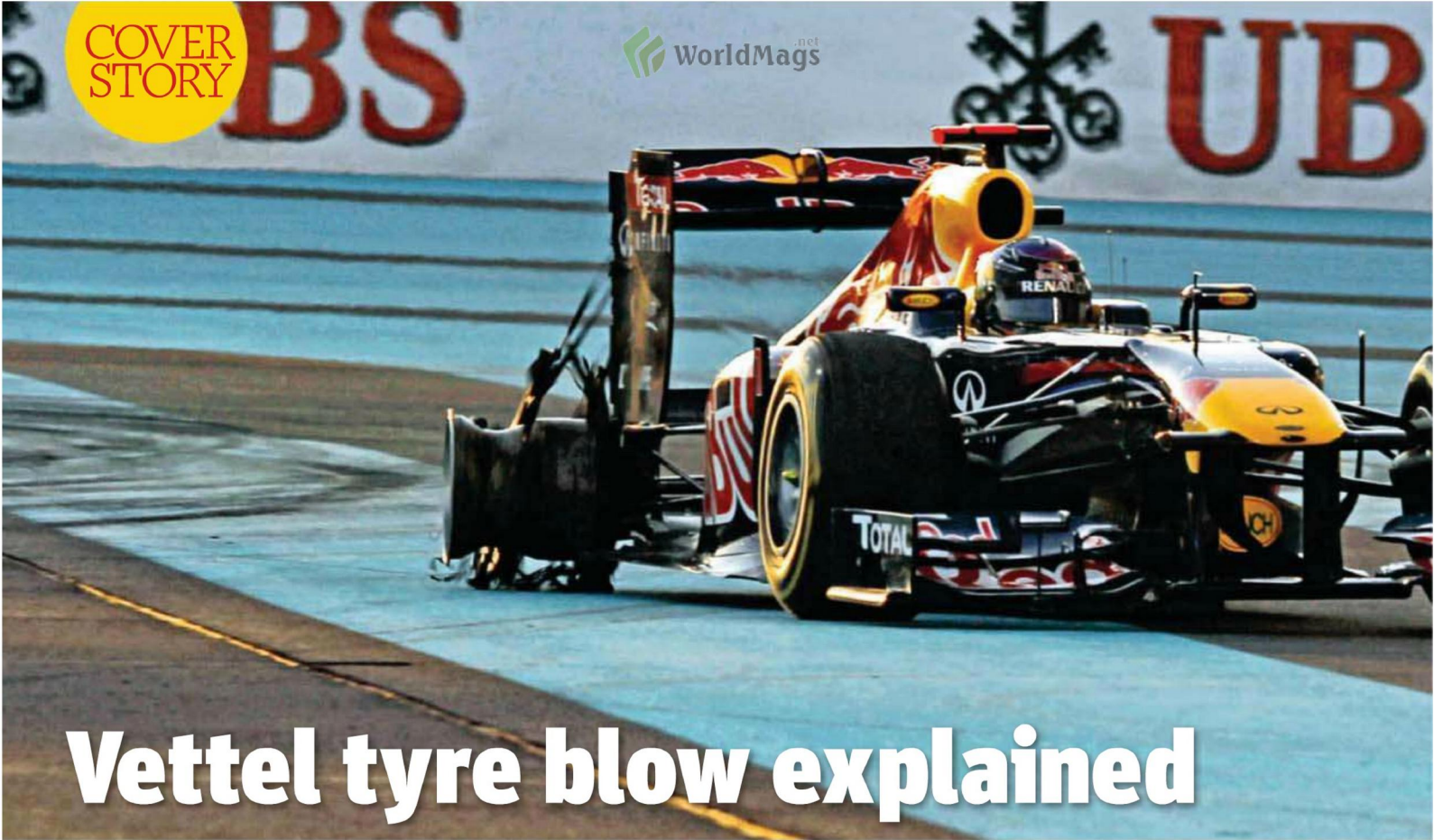
Yvan Muller emerges stealth-like between the barriers that line the 3.8-mile Macau Guia circuit en route to third place in the second World Touring Car Championship race. His second podium finish of the day was enough to give the Frenchman his third title in four years. WTCC report, p56.

Pic: Gibson/LAT









# Vettel tyre blow explained

Red Bull's clever system to heat tyres backfired in Abu Dhabi, causing Vettel's Turn 2 puncture. By EDD STRAW

**T**he tyre failure that caused Sebastian Vettel to retire from the Abu Dhabi Grand Prix was caused by Red Bull warming its tyres using exhaust gases.

AUTOSPORT understands that the team has been using a bespoke throttle strategy to warm its rear tyres on the grid, most likely through heating the wheel rim rather than the rubber itself. This ensures that the rubber is at the optimum temperature for the opening lap of the race. Vettel has led the first lap by at least a second 10 times this year.

In Abu Dhabi, either because of the long hold on the grid or a procedural error by Vettel, the right rear was overheated. A plume of blue smoke is visible from this region of the lead Red Bull on television footage as the red lights go out. The team put this down to bodywork burning, but the colour of the smoke suggests that it is tyre related. This has been confirmed to AUTOSPORT by sources.

This burning created a weak point in the tyre, which failed after the first corner and suffered an instant deflation. Pirelli issued a statement last week ruling out any kind of tyre failure (other than one cause by external influences), which allowed the Italian tyre manufacturer to be shorn of responsibility for the problem without revealing its true cause.

Red Bull has denied that exhaust

gases caused the problem, with team principal Christian Horner pointing out that its start procedure was identical for both Vettel and Mark Webber's cars — and in previous races. But as the Australian took up his fourth place on the grid several seconds after Vettel, it's likely that the pole car's tyre was being warmed for longer.

It is understood that Red Bull has been using this system, which

is completely legal, for some time. It is believed that a fire during the Barcelona test on February 18 was caused by experiments with this.

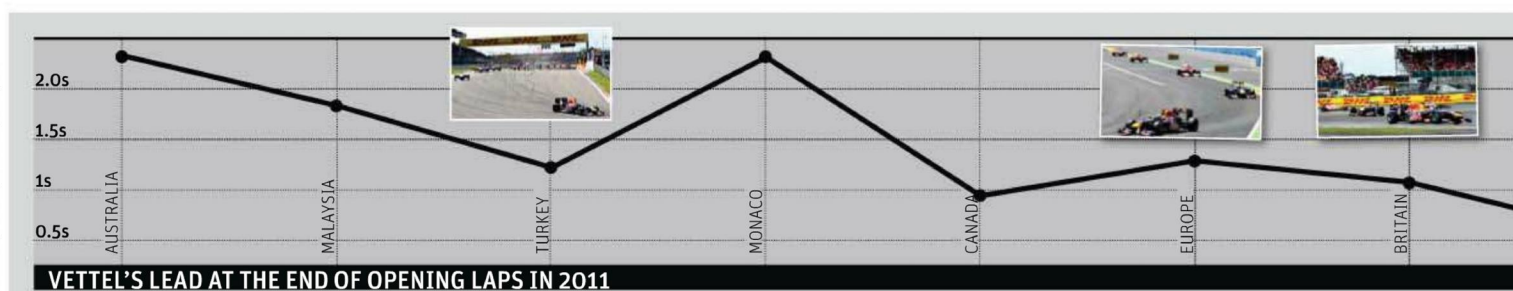
Perfecting such a system would have been a huge challenge given the high temperatures of the exhaust gases. But the benefits could be prodigious. Vettel has regularly backed off significantly at the end of formation laps, which will cost his rivals tyre temperature, relying on the exhaust system to boost grip.

"It would be hugely difficult to make this work," said AUTOSPORT technical consultant Gary Anderson. "The temperatures involved are high and the inner shoulder of the rear tyre is a very critical part. The risks of doing it would surely outweigh the rewards given how hard it would be to do consistently."

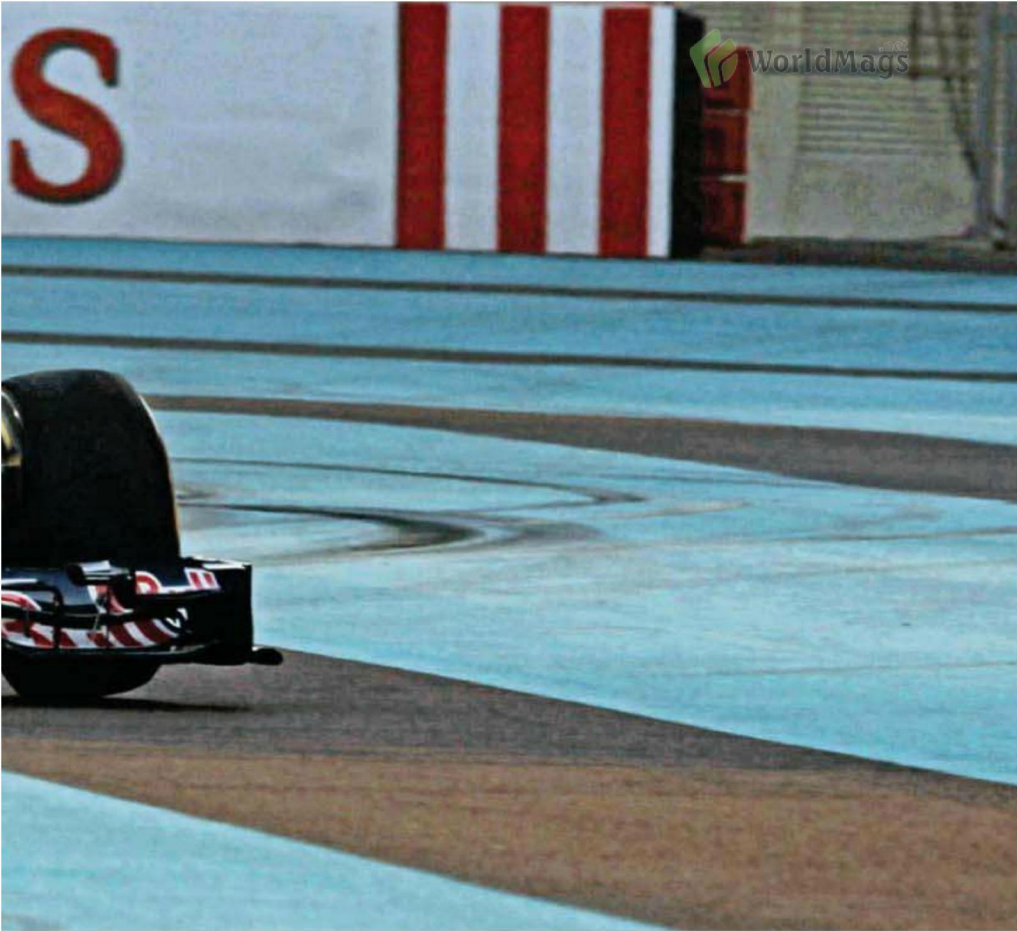
It is unlikely that Red Bull will encounter the problem again, partly because of the restrictions placed on exhaust design next year, and partly because the system has operated so reliably previously.



Seb was looking for answers immediately







## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

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**F**or an energy drinks manufacturer, Red Bull certainly is innovative. To listen to some barbs pitched at the team, you'd have thought that Adrian Newey and his cohorts have little more to do than conceive a fiendish new ring pull, or the next generation of tin can, rather than continuing to be at the forefront of innovation in F1. That Red Bull continues to do so is proof, if any were needed, that it is above all a race team, regardless of where the budget comes from.

It's that kind of ambition that is allowing the team to establish itself as an F1 power in the long-term. It's about far more than just Sebastian Vettel or Newey, for this is a team that is perfectly-honed for F1 of this era. For all of the snipes about supposed breaches of the resource restriction agreement, you can't dispute that Red Bull has delivered something remarkable over the last two years. When McLaren and Ferrari can't get on terms, it tells you that something is going right.

It's a fresh reminder that if either team is to get the jump on the Milton Keynes squad next year, it's going to take something extraordinary. Repetitive as it is to see Vettel and Red Bull sweep all before them, this is what F1 is about. Set up your team in the right way, give the right people leeway to innovate and you can dominate.

Not bad for an energy drinks company.



Established as F1's top team

## RED BULL'S INNOVATIONS



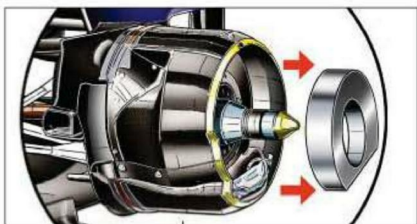
### EXHAUST BLOWN DIFFUSER

Red Bull revived the exhaust blown diffuser concept at the start of last season. It went on to refine the design this year by coming up with a version that feeds into the diffuser from the sides following changes to the regulations. Many other teams have since adopted this design.



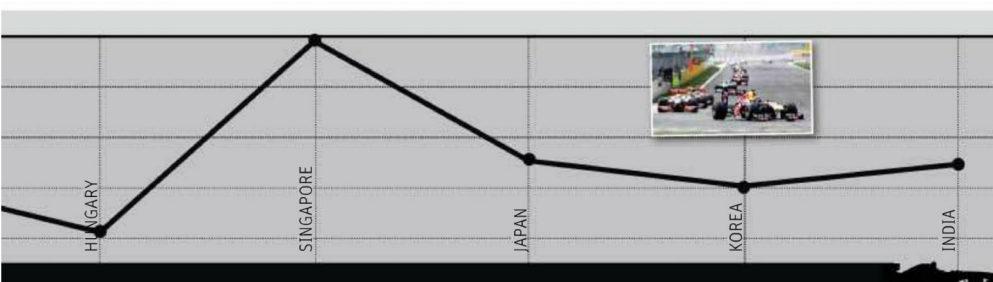
### FLEXI-WING

Flexible bodywork is nothing new. But it's clear that Red Bull has mastered the ability to create a wing that, completely legally, passes the flexibility test, yet is able to run lower on track. Ferrari's recent struggles to do the same thing show how tough this is to master.



### WHEEL WARMERS

Electric wheel warmers are banned in Formula 1, but from the Belgian Grand Prix, Red Bull started to use a legal way to transfer heat to the wheels. A heated metal cylinder is placed onto the hub assembly. This heats parts such as the brake callipers and other parts of the wheel to prevent energy being taken from the pre-heated tyre when it is mounted.



## BIG NUMBER

**48%**

Red Bull's win ratio during the past three seasons. Its figure since 2005 – which includes four winless seasons – is still an impressive 21 per cent





Content in the cockpit,  
but needs more energy...

# Increased role for Vergne next year

Frenchman's performance for Red Bull at young driver test means he will get some track action in 2012

**J**ean-Eric Vergne is guaranteed a Formula 1 role next season after impressing for Red Bull in last week's Abu Dhabi rookie test.

The Frenchman, runner-up in Formula Renault 3.5 this year, is set to get some Friday running with Scuderia Toro Rosso and could even end up in a race seat with the outfit.

A final decision has not yet been taken by Red Bull as to how it will deploy its drivers, although Vergne's pace, lapping just 0.483s off Sebastian Vettel's pole position time for this year's grand prix, has impressed. However, the time was achieved on faster super soft compound rubber.

"I'm on the pace in the car and I think I'm ready for F1," Vergne told AUTOSPORT. "We've done a really good job with the team. I've done everything I could in the three days and now I have one more session to do, driving in practice in Brazil [for Toro Rosso], and we'll see."

## STR DRIVER CHOICE

Red Bull currently has four F1-level drivers under contract outside of Red Bull Racing drivers Vettel and

Mark Webber. The four are STR incumbents Sebastien Buemi and Jaime Alguersuari, along with Daniel Ricciardo, currently placed at HRT, and Vergne. With Webber out of contract at the end of 2012, Red Bull junior programme boss Helmut Marko will be keen to promote one of his youngsters.

Currently, both Buemi and Alguersuari are regarded as decent grand prix drivers, but not yet of the calibre required for the energy drinks giant's top team. At least one will be retained next season, with the relative merits of the two currently being weighed up. While Alguersuari's peaks are higher, Buemi's performance has been more consistent and he is stronger technically. This could give the Swiss an advantage if Red Bull sees either Ricciardo or Vergne as having greater potential and opts to retain one of the current STR drivers as a yardstick and development driver.

STR technical director Giorgio Ascanelli suggests that the potential of his drivers has been realised.

"I believe that they are complete," Ascanelli told AUTOSPORT. "They

**"I did everything I could in three days. Now I have one practice in Brazil"**

Jean-Eric Vergne

have done what they can and I don't think that after 50 races there is a large margin for improvement."

## THE ODD MAN OUT

While it's possible that both Ricciardo and Vergne could end up at STR, with the Frenchman as third driver, Red Bull could opt to

continue to farm out one of them.

AUTOSPORT understands that Red Bull has approached Team Lotus about the possibility of placing a driver there, with Jarno Trulli's drive at the team still not completely certain despite a deal being announced for 2012.

Potentially, this could lead to Ricciardo continuing in a race seat outside of STR. Vergne, whose nationality would suit Red Bull given that it is keen to continue to push sales in France, could then take an STR drive if he is considered ready for F1.



Vergne impressed, but RB needs to juggle drivers

PIC: STALEY/HONE/LAT



## YOUNG DRIVER F1 TEST: YAS MARINA (ABU DHABI), NOVEMBER 15-17

POS	DRIVER	CAR	TUESDAY	WEDNESDAY	THURSDAY
1	Jean-Eric Vergne (F)	Red Bull-Renault	1m40.011s	1m40.188s	1m38.917s
2	Jules Bianchi (F)	Ferrari	1m40.960s	1m40.279s	1m41.347s
3	Sam Bird (GB)	Mercedes	1m43.548s	1m43.637s	1m40.897s
4	Oliver Turvey (GB)	McLaren-Mercedes	1m43.502s	-	1m41.513s
5	Max Chilton (GB)	Force India-Mercedes	1m43.016s	-	1m41.575s
6	Gary Paffett (GB)	McLaren-Mercedes	1m42.912s	1m41.756s	-
7	Esteban Gutierrez (MEX)	Sauber-Ferrari	-	1m43.873s	1m42.049s
8	Robert Wickens (CDN)	Renault/Virgin-Cosworth	1m42.217s	-	1m45.934s
9	Fabio Leimer (CH)	Sauber-Ferrari	1m42.331s	-	-
10	Valtteri Bottas (FIN)	Williams-Cosworth	1m43.118s	1m42.367s	-
11	Johnny Cecotto Jr (YV)	Force India-Mercedes	-	1m42.873s	-
12	Mirko Bortolotti (I)	Williams-Cosworth	-	-	1m43.277s
13	Kevin Ceccon (I)	Toro Rosso-Ferrari	-	1m44.808s	1m43.686s
14	Kevin Korjus (EE)	Renault	-	1m43.776s	-
15	Luiz Razia (BR)	Lotus-Renault	-	1m43.944s	-
16	Rodolfo Gonzalez (YV)	Lotus-Renault	1m44.022s	-	-
17	Alexander Rossi (USA)	Lotus-Renault	-	-	1m44.283s
18	Jan Charouz (CZ)	HRT-Cosworth/Renault	-	1m46.644s	1m44.470s
19	Stefano Coletti (MC)	Toro Rosso-Ferrari	1m45.278s	-	1m44.545s
20	Dani Clos (E)	HRT-Cosworth	1m45.329s	-	-
21	Nathanael Berthon (F)	HRT-Cosworth	-	1m48.646s	1m45.839s
22	Charles Pic (F)	Virgin-Cosworth	-	1m46.644s	-
23	Adrian Quaife-Hobbs (GB)	Virgin-Cosworth	1m47.292s	-	-

## Bottas impresses Williams

**VALTTERI BOTTAS HAS PUT** himself in the frame for a long-term future at Williams after an impressive first full test for the team in Abu Dhabi.

The GP3 champion has had five straightline test days for the team over the past two years and impressed Williams with his approach, consistency and speed during two days at Yas Marina. He is an outside contender for a 2012 seat, but even if he doesn't land that, he has proved his potential as a Williams driver for the long-term.

"He is a very talented guy, with all the hallmarks needed to



Bottas now further linked to Williams

make it," Tom McCullough, who ran the test for Williams, told AUTOSPORT. "His experience level in bigger cars is a bit low, but his ability isn't in doubt. He did not make one mistake."

The team's driver line-up for 2012 remains uncertain, with fresh doubt cast over Pastor Maldonado's future after the

question of the validity of the PDVSA sponsorship deal was raised in the Venezuelan congress. Williams has been asked to provide details of the deal amid claims that the congress should have been asked to approve the payments.



softs I hit the red flag – so there was a bit more to come. We know what time was possible.

If there is no race seat, would you like to dovetail Friday running with, say Formula Renault 3.5? I'd be really happy to get some Friday practice time. World Series [with Carlin] is one option but I think there are others.

## Q&amp;A

VALTTERI BOTTAS  
WILLIAMS TEST DRIVER

**Were you satisfied with your performance?** Very satisfied. There were some small technical issues on the first day but in the end we got the data we wanted. I'm happy with how quickly I got up to speed and my consistency.

**You had a conference call with Frank Williams and Patrick Head after the test. What did they say?** They were happy, there were no bad words. Everyone seemed

happy with what I did, they said it was a really useful test.

**Do you think you've done enough to put yourself into contention for a race seat?** It's possible. There are so many other things, other drivers, but of course I hope so. If not, I have more time to prepare.

**How happy were you with your best lap?** It was not too bad, but on the second day with the super

SIX OTHERS TO SHINE...  
...in young driver test

Jean-Eric Vergne and Valtteri Bottas weren't the only ones to do well at Yas Marina last week

## ESTEBAN GUTIERREZ

Built upon his two days in the same test last year with Sauber to good effect. The team was pleased with his speed and his consistency, although he did get a black mark for a shunt while gunning for a time on super softs.



## KEVIN CECCON

The 18-year-old Robert Kubica protege ran with Toro Rosso and did well despite his inexperience.



It was the Auto GP champion's first time in F1 machinery, and he set a decent time though not using the quickest compound.

## SAM BIRD

Tasked with three intensive days of test running, the GP2 racewinner did exactly what the team needed him to do. Turned in the third fastest lap of the test despite Merc running its 2012-spec exhaust on the final day.



## MAX CHILTON

Completed two days for the Silverstone-based team and emerged with the fifth quickest time. To lap just seven-tenths off Adrian Sutil's Abu Dhabi qualifying time was respectable, and his approach impressed the team.



## FABIO LEIMER

Found the switch from the more physical GP2 machinery to precise Swiss F1 equipment very much to his liking and was instantly at home. Impressed the Sauber team with his pace from the off and had a tidy day of running.



## MIRKO BORTOLOTTI

His previous testing experience with both Ferrari and Toro Rosso made it easier to slot into the Williams on his prize test for winning the F2 crown. The Italian set a time comparable to the strong lap set by Valtteri Bottas on the first day of the test.







Williams ran new exhausts throughout

# Debut for 2012 exhausts

Williams and Mercedes took advantage of young driver tests to try out their new exhaust systems for 2012

Last week's Abu Dhabi young driver test gave teams chance to run 2012-specification exhausts on track, with both Williams and Mercedes doing so.

Williams ran its exhausts throughout the three-day test, while Mercedes put its version, which featured a new engine cover that incorporated the pipes, on the car on the final day. This allowed the teams both to measure the loss of downforce from not blowing the diffuser and also experiment with exhaust exit positions for next year.

The British teams test driver Valtteri Bottas found the change of

exhaust unbalanced the car, but he and the team were able to modify the setup to counteract this with relative ease. It came as a surprise that more teams did not experiment with the designs given the lack of running available before pre-season testing kicks off on February 7.

Tom McCullough, Barrichello's race engineer, who ran the Williams test told AUTOSPORT: "I thought there'd be a few more teams [running the exhausts]. But even though some didn't have the exhaust, they were trying engine mapping settings. From our side, we had to get as much information for

**"This will reduce the efficiency of the diffuser, making cars less stable"**

Gary Anderson

our design guys and the windtunnel for next year."

The 2012 exhaust configuration is tightly mandated, but it appears that both were attempting to blow gases to the rear wing. While both had grafted their experimental exhausts on 2011 designs, Mercedes and Williams could have stolen a march on rivals with the data gathered.

AUTOSPORT technical consultant Gary Anderson believes that blowing the rear wing will not offer great benefits. "The change will reduce the efficiency of the diffuser and make the cars less stable under braking," he said.

"But it will more or less equalise the difference in how the different engine manufacturers operate their engine on the overrun."

"With the exhaust outlets in their new positions, the high energy airflow will be concentrated on the underside of the rear wing, but I think that the benefits to wing performance will be negligible."

## Pirelli changes to keep racing exciting

**PIRELLI IS CONFIDENT THAT ITS 2012** rubber will produce the exciting racing that it is targeting next year after a successful first test of the tyres with all of the teams last week.

During last week's young driver test in Abu Dhabi, each team had two sets of each of the three prototype compounds, which feature a modified profile and construction. The rubber is aimed to create two/three stop races

with a narrower performance band across the different compounds and a maximum performance spread of around eight-tenths of a second.

"We have to be really happy with the test," Pirelli motorsport boss Paul Hembery told AUTOSPORT. "It was difficult in that you have a lot of different drivers, none of which have driven this year's tyres. But they have done a good job and allowed us to

complete our programme."

The 2012 development programme is effectively complete and Hembery is confident that the "aggressive" compounds will work as hoped.

"The super soft will stay pretty much where it is but the hard will be closer to the current medium. The new medium will be closer to the current soft, so we're confident that we will be more towards three stops than two."



Next year's tyre compounds are set





De la Rosa returns (again)

## Two years for de la Rosa

**PEDRO DE LA ROSA WILL RACE** for HRT for the next two years after agreeing a contract with the Spanish team.

The 40-year-old, who made a one-off race return appearance for Sauber as a stand-in for Sergio Perez in Canada this year, has held talks with HRT about a possible drive in each of the last two years. But the Spaniard has underlined in the past that he would only be willing to commit to the back-of-the-grid team if he can see a bright future for the squad. His decision

to turn his back on a McLaren test deal is proof that he has confidence in the team's potential.

"There were three decisive factors," said de la Rosa. "My desire to return to active competition, the fact that HRT is a Spanish team and getting to know the people leading this project."

De la Rosa has started 85 grands prix since his debut in 1999. If he completes the 2012 campaign, it will be his first full season since 2002, when he raced for Jaguar alongside Eddie Irvine.

### PEDRO DE LA ROSA IN NUMBERS

85 **STARTS** **WINS** 0

**DEBUT**

**1999**

**AGE**

**40**

**PODIUMS**

**1**

**POINTS**

**35**

**POLES**

**0**

**FASTEST LAPS** 1

**BEST CHAMPIONSHIP POSITION** 11TH

## Sheridan Thynne 1939-2011



**WILLIAMS COMMERCIAL** director of the 1980s Sheridan Thynne has died.

Thynne got to know Frank Williams during the early 1960s and became a trusted friend and advisor. In 1979, he offered to go to the French Grand Prix to look after a commercial representative from British Leyland on the basis that Williams would give him a job if the guest was convinced to sign on as a sponsor. As a result, Thynne joined the team in November 1979 to work on the commercial side.

He became an integral part of

Williams, pulling in deals that allowed it to grow into the sport's dominant force. His recruitment also gave his boss more time to focus on political issues during the turbulent first few years of the 1980s.

Thynne played a key role in bringing Nigel Mansell out of retirement and back to the team in 1991 and, when talks between the two parties ahead of the 1993 season fell apart, he resigned and followed Mansell to Indycar.

He retained an interest in motorsport, assisting son Piers with his hillclimb exploits.

## Austin fails to pay for 2012 race

### THE MOOTED UNITED STATES

Grand Prix in Austin is set to lose its place on the Formula 1 calendar.

Bernie Ecclestone has already confirmed that it is likely to be pulled from the schedule, while a statement released last Friday referred to his desire to move the inaugural F1 race at Austin back to

2013. This is also favoured by race organisers, although promoter Tavo Hellmund didn't rule out the 2012 event being saved last week.

"As a project, we have failed many times over to fulfill our financial obligations to Formula 1," he said. "It is that simple. I'm optimistic that we're going to get this done and that we're going to have a grand prix next year."

The failure to meet payments means that race organisers remain without a grand prix contract. This is a stumbling block in terms of bringing sponsors on board to raise the \$25 million hosting fee.



Bernie is ready to pull the plug

## THIS WEEK IN F1



**McLAREN** Team principal Martin Whitmarsh has hailed Pedro de la Rosa's contribution to McLaren's season after the Spaniard signed for HRT for 2012. "Pedro is the archetypal team player," said Whitmarsh. "But he is a racer at heart, and we support his decision."



**FERRARI** Team principal Stefano Domenicali is determined that Ferrari will make a strong start to next season after starting this year off the pace. "We were not competitive at the beginning, the gap was too big," he said.



**MERCEDES** Michael Schumacher has targeted a top six finish in the Brazilian Grand Prix to round off his season. "We have enjoyed some good results finishing in the top six and I would love to continue this trend in Brazil," he said.



**RENAULT** Vitaly Petrov has admitted that he "acted a bit stupidly" after hitting out at the team in an interview with Russian TV after the Abu Dhabi GP. He had criticised Renault's strategy calls and lack of development.



**WILLIAMS** Rubens Barrichello insists that this weekend's Brazilian Grand Prix will not be the final race in his F1 career. "I want to be there [next year] and I am working my balls off to make that happen," said the Brazilian.



**FORCE INDIA** Team principal Vijay Mallya is confident that Force India will close out sixth place in the constructors' championship this weekend. The team targeted sixth place, which would be its best finish yet, at the beginning of the season.



**SAUBER** Fabio Leimer became the first Swiss driver to test for the team since 2003 in Abu Dhabi last weekend. The previous Swiss to run was Neel Jani, who had the last of this three days running with the team in December 2003.



**TORO ROSSO** Stefano Coletti made his F1 test debut for Toro Rosso in Abu Dhabi last week. The GP2 racewinner improved throughout the test, saying "every time I put on new tyres I went a lot quicker".



**LOTUS** Luiz Razia is hopeful of continuing with the team next season after spending 2011 as a reserve driver. The Brazilian ran during last week's Abu Dhabi test and claimed to have "a lot of options" for next year.



**HRT** Spaniard Dani Clos, who tested for the team in Abu Dhabi last week, has targeted a race seat with HRT next season. Clos is working to raise some money and has not ruled out a non-racing role with the team.



**VIRGIN** Charles Pic made his F1 testing debut with Virgin in Abu Dhabi last week. The Frenchman is expected to be confirmed as a Virgin race driver after the Brazilian Grand Prix. "I hope to be in Formula 1 next year and that is my objective," said the GP2 race winner.





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\*\*Rental stated is for Renault Lease. Renault Selections PCP finance product also available. If you choose Renault Lease then you will not own the car. When you have paid the final rental at the end of the contract you can keep using the car and pay an annual rental equivalent to one monthly rental. Typical example for Mégane Hatch I-Music 1.6 100: Advance rental £229 followed by 43 monthly rentals of £229, final rental £4,090. A finance facility fee of £149 will be payable with the advance rental. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands) to apply. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Authorised and regulated by the Financial Services Authority for the conduct of general insurance business. Not available in conjunction with any schemes or other offers, please see your local dealer for details. \*The Free Fuel offer applies to new retail and local business sales (excluding Pzaz and Renaultsport range, Master RWD, Motability and Contract Hire offers – including offers with own terms). The Free Fuel calculation is based on the official manufacturer combined fuel consumption figure and UK average fuel cost (source: AA fuel price report – August 2011) for each vehicle and engine applicable to the offer. For a full listing of the free fuel calculations visit [renault.co.uk/freefuel](http://renault.co.uk/freefuel). A free fuel card will be sent to the registered keeper within 5 working days of vehicle registration. Offer cannot be used as a discount off the final invoice. #Service offer covers vehicles for 3 years or 30,000 miles (whichever comes first) and is available at the point of new car registration. The service offer can be transferred to another new vehicle at no extra cost. Services must be carried out in line with manufacturer's servicing schedule and can be carried out at any Renault dealer. Service offer valid on all vehicles registered prior to 31 December 2011. †Warranty applies to new vehicles up to a period of 3 years or 100,000 miles, whichever comes first. All offers available at participating dealers only on new cars when ordered between 4 October 2011 and 31 January 2012, unless otherwise stated. Car shown with optional metallic paint available at an additional £455. All figures correct at time of going to print. We reserve the right to withdraw offers without prior notice.





# Straight talk David Coulthard

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

It might not be a classic track for the drivers, but Interlagos has everything else and is so full of character. Their obsessive passion for the Brazilian drivers won't be wasted this year – there's three

**I**nterlagos. Just saying the word conjures up images of so many triumphs and tragedies, and the real Brazilian gladiators of Formula 1 like Ayrton Senna, Nelson Piquet and Emerson Fittipaldi basking in the adoration of their home crowd. And while it's not quite up there with Spa and Suzuka as the drivers' favourite tracks, you don't exactly hear many complaints either.

The circuit itself might not quite be the challenge that it was back in the 1970s, but it's still a classic, and has produced some absolute thrillers; Kimi Raikkonen's title in 2007, Jenson Button's charge to the championship two years ago, and the unforgettable last corner pass by Lewis Hamilton on Timo Glock that made him – and not Felipe Massa – world champion in the intervening season. And that's only going back a couple of years.

I haven't even mentioned the atmosphere yet. And that's something to behold. So many of these new tracks now have amazing

facilities, but there's just something lacking in their personality. In Brazil you just know you won't go even a day without one of the toilet blocks overflowing and most of the track needs a lick of paint or two, but you don't notice any of it really, and what you do notice, you certainly don't mind, because the personality of the place is amazing.

The passion of the Brazilians has such an impact on the race weekend. So whether it's the track marshals, the race fans, even the guys that are there to hold you up and steal your watch, these guys are amazing to be around.

Nowhere is it more obvious than on the start/finish straight. You've just had the real rollercoaster of the left-hander at Juncao, the climb up to the left at the top of the hill and then the flat-out downhill sweep to the finish line, and you suddenly feel the crowd right on top of you, and you really feel the intimacy.

The podium is pretty special too. I'm fortunate to have won the Brazilian Grand Prix back in 2001 (I'd have had another in 2003 as well if we hadn't messed up on the strategy and stopped on the lap that the race ended up getting declared on), and the closeness of the crowd is even more apparent on the podium when you get showered in tickertape and can see and hear the dancing and singing.

## RUBENS BARRICHELLO

I remember watching the races on TV at Rio when Senna and Piquet were at their peak, the reception they got from the fans looked

incredible. I'm sure some of that will be there this time for Massa, Barrichello and Bruno Senna.

For Rubens especially, it could be his last grand prix as he'll head into the winter without a contract in all likelihood, and that would be a massive shame. I think it's a bit of an injustice that he's never won his home grand prix, as he's been so fast there on so many occasions, especially during his time at Ferrari. This is the Brazilian crowd's chance to give him the send-off – if, indeed that's what it proves to be – that he deserves. I hope he can get a result.

## YOUNG DRIVERS

There have been a fair few comments made about last week's Abu Dhabi Young Driver test, with F3 Euro Series champion Roberto Merhi even labeling it 'a joke' in terms of some of the drivers that turned out for the teams.

While some teams will use the test to earn extra money from well-backed GP2 drivers, and others will use it to test bits for their 2012 cars, there's nothing inherently wrong with that; it's been happening for decades, albeit in perhaps a less public manner.

The shame is that with different teams having different agendas, we have no idea – timesheets notwithstanding – who has actually done a good job and who hasn't; so it's not really a public display of young talent. Only the individual teams themselves know for sure, and they're not likely to share that information. This is F1, after all.

Brazil's crowd power, Senna wins in 1993



PIC: LAT

**“Interlagos has produced some absolute thrillers”**





# BRAZILIAN GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



## Closing the season in fitting style

Old-school Interlagos layout and a new Pirelli tyre compound should give 2011 the perfect send-off this weekend

**A**fter three consecutive races at tracks where Formula 1 history stretches back no further than 2009, the sport returns to one of its classic venues. Interlagos first held the Brazilian Grand Prix in 1972, when it was a non-championship race, on its ultra-fast five-mile original incarnation. Elements of that remain in use in the current configuration, which was first used in 1990. And the spectacular original Turn 1 is still visible on the outside of the Senna S.

Unlike circuits such as Silverstone, where its history has been wiped by periodic track

changes, Interlagos is a crumbling edifice of a grand prix venue. Everywhere, there are glimpses of its past, which just adds to its charm. The pits and paddock are cramped, eclipsed only in that regard by Monaco, which doesn't make life easy for the teams. Neither does the threat of attempted thefts as personnel travel to and from the track, with evidence of Brazil's poverty lying so close to the circuit.

It's picturesque, too, with the height of the pit complex offering a fantastic view over the undulating track, and the city of São Paulo as a backdrop. After a month of

new-build tracks, this comes as a refreshing change.

Interlagos is popular with the drivers too. While the middle section of the track is not particularly fast, it is ferociously technical and is a true test of a driver's precision. There are fast corners too, as well as arguably the best overtaking opportunity on the F1 calendar at the Senna S. This corner has been the scene of so many classic passing moves and it produces one of the most spectacular starts of any grand prix.

Then there is the wild card...the weather. Rain has frequently

interrupted proceedings over the years, creating some unforgettable moments. Ayrton Senna's victory in a race hit with a heavy rainstorm in 1993 looms large, with the unforgettable image of Alain Prost losing his Williams and clattering into Christian Fittipaldi's spun Minardi in near-zero visibility etched in the memory.

Pirelli has decided to allocate its new soft tyre compound for this weekend's race. Teams' relative lack of knowledge of this tyre could create a lively race, and with overtaking a definite, it could give the 2011 season a fitting finale.





## TRACK GUIDE

NUMBER OF LAPS **71**

CIRCUIT LENGTH  
**2.677m**

LAP RECORD  
**1m11.473s**

JUAN PABLO  
MONTÓYA  
(2004)



Turn 8

2<sup>nd</sup> GEAR

CORNER SPEED

56<sub>mph</sub>

APPROACH SPEED

143<sub>mph</sub>

BRAKING DISTANCE

88<sub>m</sub>

BRAKING TIME

2.1<sub>s</sub>

BRAKING FORCE

3.1<sub>g</sub>

Bico de Pato

2<sup>nd</sup> GEAR

CORNER SPEED

60<sub>mph</sub>

APPROACH SPEED

134<sub>mph</sub>

BRAKING DISTANCE

74<sub>m</sub>

BRAKING TIME

1.8<sub>s</sub>

BRAKING FORCE

1.9<sub>g</sub>

Juncao

2<sup>nd</sup> GEAR

CORNER SPEED

78<sub>mph</sub>

APPROACH SPEED

163<sub>mph</sub>

BRAKING DISTANCE

83<sub>m</sub>

BRAKING TIME

1.6<sub>s</sub>

BRAKING FORCE

3.7<sub>g</sub>

Pinheirão

2<sup>nd</sup> GEAR

CORNER SPEED

75<sub>mph</sub>

APPROACH SPEED

90<sub>mph</sub>

BRAKING DISTANCE

16<sub>m</sub>

BRAKING TIME

0.4<sub>s</sub>

BRAKING FORCE

1.9<sub>g</sub>

Senna S

2<sup>nd</sup> GEAR

CORNER SPEED

71<sub>mph</sub>

APPROACH SPEED

195<sub>mph</sub>

BRAKING DISTANCE

124<sub>m</sub>

BRAKING TIME

2.3<sub>s</sub>

BRAKING FORCE

4.8<sub>g</sub>

Descida do Lago

3<sup>rd</sup> GEAR

CORNER SPEED

101<sub>mph</sub>

APPROACH SPEED

101<sub>mph</sub>

BRAKING DISTANCE

90<sub>m</sub>

BRAKING TIME

1.4<sub>s</sub>

BRAKING FORCE

4.8<sub>g</sub>

Laranjinha

5<sup>th</sup> GEAR

CORNER SPEED

144<sub>mph</sub>

APPROACH SPEED

175<sub>mph</sub>

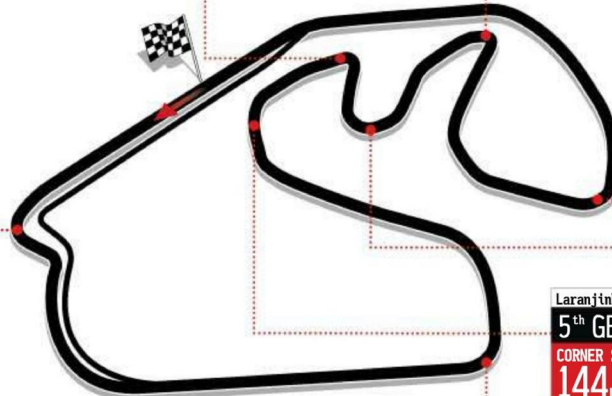
BRAKING DISTANCE

29<sub>m</sub>

BRAKING TIME

0.4<sub>s</sub>

BRAKING FORCE

4.1<sub>g</sub>

DATA PROVIDED BY



Interlagos is all about the bit that matters: the track

➔ **P18**

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

## TRACK TALK

**SEBASTIAN VETTEL**

I usually do some special training before Interlagos to get my neck muscles used to it. Because the track is anti-clockwise, the long left hand corners are a strain on the drivers. The best overtaking place is the first corner – it's perfect for pulling out of a slipstream.

**JENSON BUTTON**

You're struck by the sense of history whenever you go to Interlagos, and it's always exciting to be racing around in the bowl with the packed grandstands looking down on you. It's a busy lap, and the combination of bumps, gradients and corner speeds put a lot of physical stress on the drivers.

**VITALY PETROV**

People love coming here; it's a very lively track due to the nature of the long straight with the tiny kinks which give you a chance to find the slipstream. It is not an easy track to set the car up for, and turns six and seven are very, very special.

## CLASSIC MOMENT

**2001** Juan Pablo Montoya exploded onto the F1 scene in the third race of his maiden season. He passed Michael Schumacher with a late-braking move into the first corner on lap three and looked to have the race under control until Arrows driver Jos Verstappen misjudged his braking while being lapped and hit the back of Montoya. David Coulthard won the race after pulling his own dramatic first-corner pass on Schumacher.



## BALLSY CORNER

**ARANJINHA** The fast double right-hander leaves little margin for error. While not an overtaking spot, it requires drivers to be committed and precise, as braking for a slow right-hander follows comes directly after the exit.





# GARY ANDERSON'S SUPERGRID

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

The only position change in the midfield after Abu Dhabi is Paul di Resta jumping Nick Heidfeld, as both Force Indias keep improving

In the top four teams, Nico Rosberg was the only driver to improve his average over the Abu Dhabi weekend

100%



Hamilton 100.565



Webber 100.634



Vettel 100.040



Button 100.818



Alonso 100.882



Massa 101.232



Rosberg 101.585



Schumacher 102.082



Petrov 102.356



Sutil 102.650



Di Resta 102.744



Heidfeld 102.773



Senna 102.821



Perez 102.929



Kobayashi 103.014



Barrichello 103.140



Maldonado 103.163



Buemi 103.242



Alguersuari 103.407



De la Rosa 103.524

## LAST YEAR

### HULKENBERG STEALS THE SHOW (BRIEFLY)

All the attention was on the world championship fight heading into qualifying for last year's race, only for Nico Hulkenberg to steal the limelight with a brilliant performance. The Williams driver took advantage of damp conditions to set two laps good enough for pole position, leaving Sebastian Vettel in the shade by over a second. Inevitably, Hulkenberg faded in the race to a more Williams-like position, losing out to both Red Bulls on the opening lap, as Vettel went on to control the race ahead of team-mate Mark Webber. Fernando Alonso came home third having made short work of Lewis Hamilton and Hulkenberg to lead the chase of the Red Bulls, while Hamilton finished fourth to set up the dramatic four-way title shootout in Abu Dhabi. **RESULTS:** 1 Sebastian Vettel; 2 Mark Webber; 3 Fernando Alonso; 4 Lewis Hamilton; 5 Jenson Button; 6 Nico Rosberg; 7 Michael Schumacher; 8 Nico Hulkenberg; 9 Robert Kubica; 10 Kamui Kobayashi.



## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER  
SOFT



## 2010 WINNER

SEBASTIAN VETTEL



## 2010 POLE POSITION

NICO HULKENBERG







Kovalainen 105.233



Trulli 105.625



Glock 106.826



Chandhok 107.042



D'Ambrosio 107.330

The Supergrid clearly illustrates Heikki Kovalainen's sheer pace advantage over Jarno Trulli this year



Karthikeyan 108.435



Ricciardo 107.922



Liuzzi 108.073

109%

## THE DRIVER

**LUCAS DI GRASSI**
[thedriver@autosport.com](mailto:thedriver@autosport.com)


## THE LAST GRAND PRIX OF THE YEAR COULDN'T

be in a better place than at Interlagos, in my hometown of Sao Paulo.

It's a great city, and Interlagos is a great circuit. The first corner, Senna S, is a banked left which is taken in second gear. You brake very deep into the corner but you need to keep it tight on the exit, as the second part must be taken flat-out for a good straightline speed on the back straight.

At the end of that straight, Turn 4, called Lago, or lake, is a more open corner; you have to combine late braking with fast mid-corner speed to get a good run onto the next straight. Turn 6, Laranjinha, or little orange in English, is the fastest corner on the circuit, taken in fifth gear and almost without any braking. The next two corners are very tight and taken in second gear, Pinheirinho and Bico do Pato, or duck's beak, a reference to the shape of the very tight right-hand hairpin that is the beginning of another plunge downhill.

As we reach the end of the lap, next there is the Mergulho, or dive, a flat-out corner followed by Juncao, or junction, which joins the old track with the new, later design. After that, there is the Coffee Corner, easy flat, which leads back to the main straight.

The Brazilian GP ends a great year with lots of action-packed races. I truly expect next year to be as good as this one, where we've had more than 1000 overtaking moves thanks to Pirelli and DRS.

**ONE**  
International Sport Business



**GARY ANDERSON**  
Technical consultant

SET-UP  
GUIDE

## AERODYNAMIC

Teams have to consider the long run from the final corner to Turn 1 in their set-up. We have seen over the last few races that the tyres are now much more stable than they were at the start of the season, so most teams will run a bit less than maximum downforce, plus a rear wing assembly that has the best DRS offset.

## MECHANICAL

The track surface at Interlagos

normally deteriorates from year to year, meaning the braking areas get bumpier and the surface gets slicker. This, and the slow off-camber corners which tend to induce inside front wheel locking, requires a compliant anti-roll-bar set-up. Combining this with a stiff front torsion spring set-up will benefit braking stability and traction.

## ALTITUDE

Interlagos's high altitude will have several effects on the performance of the cars this weekend. It should cost the engines around 70bhp, meaning that KERS will be a big advantage on the run up the hill from the final corner. That, combined with the DRS, should allow for even more overtaking than usual into the Senna S.

## RACE ODDS (Ladbrokes)

Vettel	evens
Hamilton	3/1
Button	5/1
Alonso	8/1
Webber	8/1
Massa	50/1
Rosberg	125/1
Schumacher	150/1
di Resta	500/1
Sutil	500/1
Petrov	1000/1
Kobayashi	1000/1
Buemi	1000/1
Senna	1000/1
Alguersuari	1000/1
Perez	1000/1
Barrichello	1500/1
Maldonado	1500/1
Trulli	5000/1
Kovalainen	5000/1
d'Ambrosio	7500/1
Glock	7500/1
Ricciardo	7500/1
Liuzzi	7500/1

## THE FINAL RACE OF

the season could offer some value, especially as Brazil is famous for rain playing havoc on Sunday afternoons. If you're playing it straight, Vettel at evens still isn't a bad shout. But for something a bit left-field, how about Massa for a podium? If he's going to find his form again anywhere, it's going to be on home soil.

Uphill finish to the lap is crucial



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Renault has never lost faith in its injured driver Robert Kubica. But recent recovery complications and a lack of communication means the future is currently unclear. F1 wants him back, though

**S**o which is it: the nightmare defeated and a fairytale ending, or one of the saddest 'might-have-been' stories in the sport's history? That's where we're at with Robert Kubica at the moment.

Robert's lack of communication with Renault and its team principal Eric Boullier regarding his recovery process has led to fears that all is not well. There was a time, earlier in the summer, when Robert was optimistic he could be in the car for Brazil this weekend. Not only is that not happening, but latest estimates don't have him in a racing car until mid-season, at the earliest.

There are two issues that have slowed the recovery: the lack of muscle-building of the injured right arm because of his elbow needing to be locked in place and the slower than expected re-growth of nerve endings in his right hand.

Regarding the first, when the surgeons looked at how the elbow was recovering they recommended keeping the brace on for a further few weeks for a fuller recovery.

Reluctantly Robert agreed and from that moment the chances of him being ready late season or even early 2012 were effectively over. The muscle wastage from all those months of inactivity is obviously considerable and will take months of training to overcome. The brace is due to be removed next week.

The slow growth of the nerve endings was of more concern for it potentially meant the functions of the hand might not reach the level required for the car. There was also a problem with the rotation of the arm. However, the exploratory operation on the elbow revealed the likely cause – a sliver of chipped bone was causing a blockage. This was removed by Professor Rossello and already the signs are that the nerve growth has accelerated.

As far as anyone knows, there is no definitive physical reason why Robert will not be able to make a return to F1 – in time. But the lack of communication with the team has obviously given cause for concern and Boullier has now confirmed he will be assuming that Kubica will not be one of the team's drivers going into the season, but leaves the prospect of a return later in the year open. The reality is Kubica is not yet at a stage where he can even give a timetable on his recovery, other than in the very loosest sense. It will not be in time for Melbourne, but neither will it be in another year from now.

But let's not forget that Kubica's contract with the team runs out at the end of this year and that Renault is not the only team interested. Another team has maintained contact with him

during his recovery, a team with which he has had more communication than with Renault. They are enormous believers in both the man and the driver and have repeatedly emphasised that any time he feels ready to return, they can have a car for him.

Speculation states it is Ferrari, the implication being that Felipe Massa might be asked to stand down should Kubica take up its invite – or perhaps it would be just an invite to thrash around Fiorano in a 2010 car for a few weeks, to build up his functioning in the cockpit and give Ferrari a chance to assess his level for a possible full return in 2013.

But the interesting point is that no-one has forgotten about him, despite his year away, despite no appearances or public statements. The sport remains absolutely on stand-by to accommodate his return and his close relationship with Bernie Ecclestone should probably further ensure there will be a place for him when he decides he's ready. All this for a guy that's won only one grand prix. It's a testament to the huge faith that most have in this oddly left-field guy that plays by no-one's rules but his own, an apparently psychologically airtight driver of truly explosive talent. It's my personal belief that Kubica was the world's best F1 driver before his accident – a view that Fernando Alonso, for one, shares. If a successful comeback does eventually ensue, this is going to be one of the greatest feel-good, lump-in-throat stories the sport has ever produced. ☼

PIC: HONE/GETTY

Kubica will be welcomed back, but with which team?



**“Before this, he was the world's best F1 driver. Alonso agrees”**





Tomczyk took the DTM title for Audi...

DTM

# BMW ups the ante with Tomczyk

DTM returnee issues declaration of intent with shock signing of reigning champion. By JAMIE O'LEARY

**M**artin Tomczyk's signing will allow BMW to "extract the maximum" out of its new M3 next year, according to the manufacturer's motorsport director, Jens Marquardt.

DTM champion Tomczyk was confirmed as the fourth member of BMW's 2012 line-up yesterday (Wednesday) alongside Bruno Spengler, Andy Priaulx and Augusto Farfus after electing to end an 11-year stint with Audi just weeks after taking an improbable title.

"We are very happy indeed with our driver line-up," Marquardt told AUTOSPORT. "In addition to two top drivers from our own line-up, we now have two top-level drivers



... despite being put in an older car for 2011

from the DTM series as well. It is remarkable that both Bruno and Martin are so experienced – although they are still young for touring car drivers.

"What his [Tomczyk's] remarkable results demonstrated this year were consistency, [and being] very intelligent in a race car, as well as the ability to extract the

maximum out of the material that he has to work with."

Tomczyk, who won seven races from 111 starts for Audi, said that despite taking this year's title in year-old machinery run by Phoenix Racing, he needed a "new challenge" in his career.

Head of Audi Sport Dr Wolfgang Ullrich believes that Tomczyk's switch to Phoenix last winter was the impetus for his improved levels of consistency and speed during 2011, and was full of praise for the job done by the driver while in Audi colours.

"I'm personally delighted that Martin showed his many critics this year," Ullrich said.

"I can understand that to start with he viewed the transfer to team Phoenix and a year-old car as a demotion. But, as I hoped, it gave his career new impulses. He has always been a complete professional and I wish him all the best."

● BMW's Montebello test last week was disrupted by an outbreak of acute gastro-intestinal disease within the team camp, which forced Spengler – who was having his maiden run in the M3 DTM – to miss a day of driving.

ALMS GT champion Joey Hand, whom Marquardt insists "is a contender for a DTM race seat", drove alongside Farfus, Spengler and Dirk Werner.

DTM

## Rockenfeller takes sportscar sabbatical

**MIKE ROCKENFELLER IS PREPARED TO** put his sportscar career on hold in a bid to improve his chance of fighting for next year's DTM title.

The 28-year-old German has successfully combined racing in both disciplines for Audi since 2007, but faces a tough decision this winter as races from the new World Endurance Championship (plus the Le Mans 24 Hours Test Day) clash with DTM events.

While Audi shuffled its driver line-up on more than one occasion in the

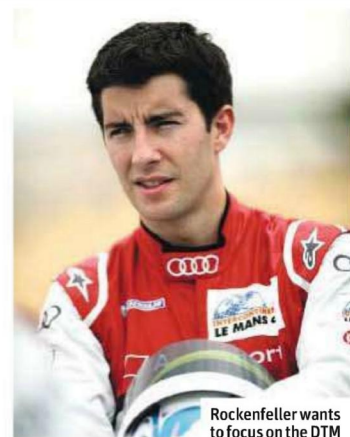
Intercontinental Le Mans Cup this year, the inclusion of a drivers' title in the WEC next year means there is more to gain from keeping its roster consistent in 2012. This is likely to prevent its DTM drivers from combining their programmes next year.

"Doing both championships is not really an option," Rockenfeller told AUTOSPORT. "Both sportscars and the DTM are too important for you not to be 100 per cent focused on one."

Despite Martin Tomczyk's departure for BMW, Audi still faces a difficult decision

as to which drivers to field in 2012 in the DTM, the manufacturer having confirmed this week that it will cut its car count from nine to seven. Rockenfeller believes that the only way to safeguard his long-term DTM career is to make it his priority for next season.

"I think if I stopped the DTM now, that's probably it for my career. If I stop sportscars, then I'm still only 28 so I know I can come back in a few years and still be competitive. I don't know for sure [where I'll race], but I'll tend to say DTM."



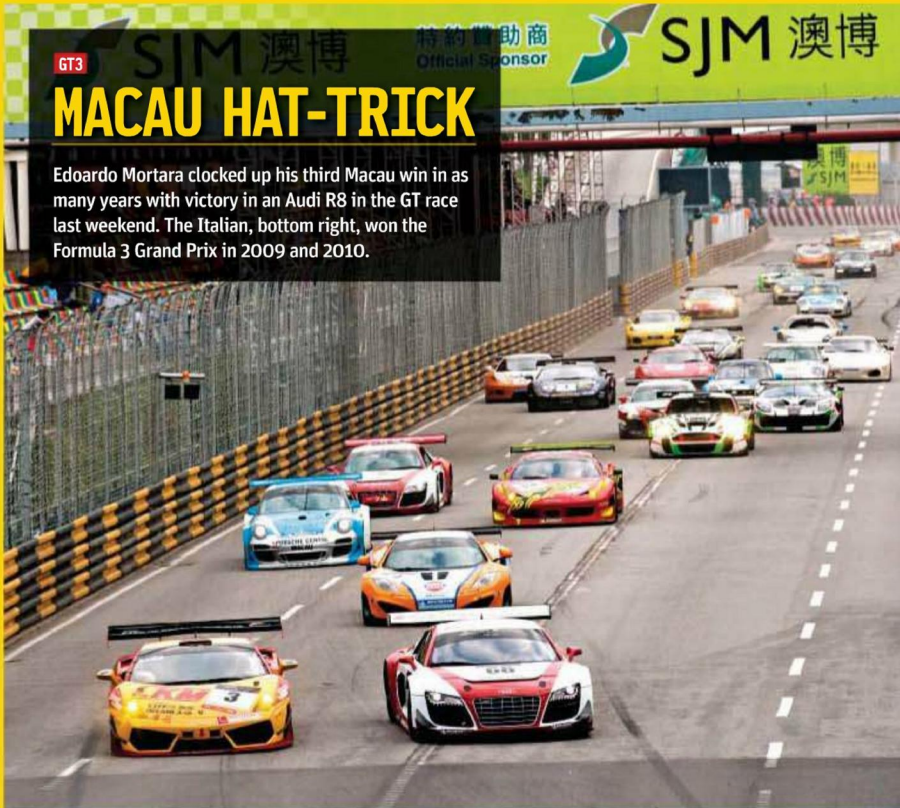
Rockenfeller wants to focus on the DTM



GT3

## MACAU HAT-TRICK

Edoardo Mortara clocked up his third Macau win in as many years with victory in an Audi R8 in the GT race last weekend. The Italian, bottom right, won the Formula 3 Grand Prix in 2009 and 2010.



DTM

## Vietoris focused on a DTM future



Vietoris has pledged allegiance to Merc

**CHRISTIAN VIETORIS IS** prepared to turn his back on single seaters to land a move into Mercedes' crack HWA squad next year after testing one of the manufacturer's new DTM C-coups at Montebello last week.

Mercedes has already re-signed 2011 HWA drivers Gary Paffett and Ralf Schumacher, and is also likely to retain Jamie Green. However, with Bruno Spengler having left for BMW, there is a seat available, and Vietoris,

who combined a season in a 2008-spec Persson Mercedes with a GP2 programme this year, turned down a seat with Renault at Formula 1's young driver test in order to drive.

"My goal is to stay in the DTM with Mercedes," Vietoris, 22, told AUTOSPORT. "And of course I want the HWA car; that's the goal of all the drivers in year-old cars."

"Mercedes is my home now. That's why I said no to the F1 test and why doing another year of GP2 makes no sense."



Huff won both races but lost out on title

WTCC

## Huff: I'll be better in '12

**ROB HUFF BELIEVES HE CAN GO ONE** step better in next year's World Touring Car Championship after falling three points short of this year's champion, Chevrolet team-mate Yvan Muller, in the final round at Macau on Sunday.

Huff won both races at Macau to equal Muller's wins tally for the season, but the Frenchman did enough to ensure his third world title, and his second successive crown for Chevy.

"Looking back on the season I made mistakes in the middle of the year, which lost me those three points," admitted the 31-year-old Briton.

"We will study back over the season to see what we could have done to improve and come back stronger next year."



P56 MACAU REPORT

## AUTOSPORT SAYS...

**JAMIE O'LEARY**  
REPORTS EDITOR

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**W**hile Bruno Spengler's switch from Mercedes to BMW for 2012 was the worst-kept secret in the DTM paddock for a number of months, I have to admit that the news that series champion Martin Tomczyk will join him did take me by surprise; the general feeling being that early-season talks between him and the manufacturer were dead in the water by the summer.

On the surface, it is a brave man who leaves a championship-winning team in favour of a new (or rather, returning) manufacturer, but looking deeper, it could just be the smartest decision he's ever made.

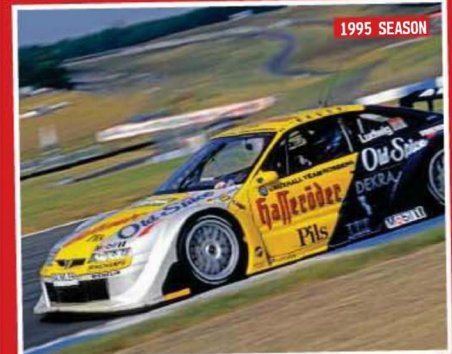
Think about it. With the switch to all-new cars next year, Phoenix Racing — winless for a decade prior to 2011 — loses its 25kg weight advantage (seen as crucial in maximising the benefit of Hankook rubber this year), while at Abt Sportsline in previous years, Tomczyk was merely one voice struggling to be heard among four top-line in-house drivers.

At BMW he, like Spengler, brings current-series experience, which is something few others in the fold have, meaning he will be able to exercise his influence. The same thing happened at Phoenix this year, and it didn't turn out too badly, did it?



BMW will call on all of Tomczyk's experience

## REMEMBER WHEN...



1995 SEASON

**...a DTM champion decamped?** The last DTM champion to take #1 to a different team/manufacturer was Klaus Ludwig, who won the '94 title for Merc and then moved to Opel in '95 to race a Team Rosberg Calibra.



INDYCAR

# Rivals predict struggle for Lotus

Three teams sign for Lotus/Judd engines, but race is now on to catch up on development before first race

**I**ndyCar Series runner-up Will Power believes that the Lotus-powered teams will face an uphill battle to make a competitive start to the 2012 season due to their inability to test before the new year.

Lotus confirmed the first three of its teams last week, with HVM, Bryan Herta Autosport and Dreyer & Reinbold having all signed up to use the Judd-built powerplants. But the lateness of the deals means that the teams will not get an opportunity to track-test their engines until January. Rivals

Honda and Chevrolet, on the other hand, have been running since last month, and Power, who tested the Honda-engined DW12 for the first time at Barber last week, said Lotus had a difficult job ahead in trying to catch up.

"I think it is going to be really tough for the Lotus guys," Power told AUTOSPORT. "To not start running in a car until [January] is a pretty tall order. We've gone through the initial stages of our engine, and they've got quite a bit of work to do."

HVM team owner Keith

Wiggins said Lotus deal makes more sense for a smaller team than trying to fight Penske and Ganassi on equal terms.

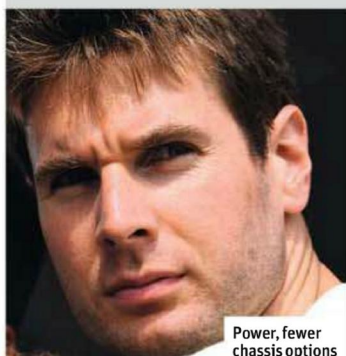
"The big two teams were always going to be first in line for Honda and Chevrolet, so it made perfect sense for us to try something different with Lotus," Wiggins told AUTOSPORT. "With Judd, I believe we will have a competitive engine that might give us a competitive edge."

HVM will get some factory support as part of the deal, and Wiggins hopes to add a second

car alongside Simona de Silvestro to gather as much data as possible.

"We will receive technical assistance and will play a role in developing the engine as well as chassis development," he said.

"We are a factory-supported team. Lotus and HVM is looking for information from multiple cars during the season and at the moment we only have one car confirmed though we are working on running a second. The plan is to run partnerships with several teams to pool information and speed up development."



Power, fewer chassis options

INDYCAR

## Power: Plenty to come from new chassis

**WILL POWER BELIEVES THAT THE** new DW12 chassis will evolve substantially from the version that is pressed into service for the start of the 2012 season.

The series runner-up had his first run in the car at Barber last week, completing 115 laps, and said that teams may initially have fewer set-up options than they did with the previous

Dallara due to the need to equalise the engines.

"I have a feeling that there won't be much that you can play with on the first version of this car," he told AUTOSPORT. "There may be less [set-up options] than last year. There are a few more options in the diff, but that's it. When you build a new car and bring new manufacturers in, it's going to be a

slow process of ironing out bugs and seeing where everyone is."

Power also confirmed that no new safety changes have been made to the DW12 in the wake of Dan Wheldon's crash at Las Vegas.

"A canopy is probably the only way you can stop something coming into the cockpit and striking the head, but that's a long-term project," he said.



INDYCAR

# IndyCar seeks solution to pack racing

## INDYCAR OFFICIALS REMAIN

confident that the series can continue to race on 1.5-mile ovals next season, providing that it can find a way to break up the pack racing that may have played a part in causing the accident that claimed the life of Dan Wheldon at Las Vegas last month.

IndyCar vice-president of technology Will Phillips met with race engineers from various teams for a five-hour forum at Indianapolis Motor Speedway last week to discuss what could be done for 1.5-mile ovals to remain viable, and he said that the main focus was on stopping the cars from being able to complete an entire lap flat-out.

"The general consensus was that we needed to make the drivers have to drive the cars, and not be running flat-out a half lap

after they get on the track," said Phillips.

"We might have to have different regulations at different tracks, and through various means make sure we contain a top speed that's deemed acceptable. And to make sure the driver participates, we have to grip limit the car. Do we accomplish that with aero or mechanical [means]? Or a combination of both? Do we mandate set-ups in terms of springs to limit grip?"

"The biggest affect comes from the tyres, so we need to talk to Firestone and see what they think, perhaps look at current developments in F1 as an example."

Phillips said that a complete solution would not be found until the teams and series had a better understanding of the new DW12 chassis, but he is optimistic

that even tracks such as Texas, which is notorious for pack racing, can be made safe.

"I asked the group: 'Do we think we can go and race at Texas?' They said, 'yes we can'," Phillips said. "So we've got to put a package together and take some cars from each manufacturer and go test. We need to see them run together, see what the turbulence behind the new cars is like and see if they run two abreast, three wide or get spread out."

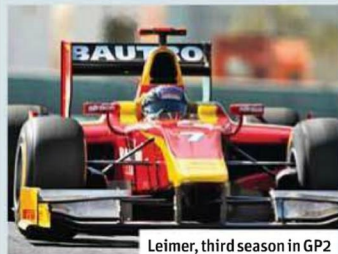
Dallara is planning to make some changes to the car to address weight distribution problems that have caused handling issues in the early running. The tweaks will be tested by the series at Homestead before the first tubs are delivered to teams on December 15.



Oval pack racing needs to be safe

GP2 SERIES

## Leimer eyes Racing Engineering move



Leimer, third season in GP2

**GP2 RACE WINNER FABIO LEIMER IS** targeting a third year in the category and a move to Racing Engineering following his tough 2011 campaign.

The 22-year-old had a disappointing year with reigning champion team Rapax as the Italian squad struggled to get to grips with the new Dallara chassis. He took a sprint race victory early in the season at Barcelona, but could only manage

14th in the standings by the end of the year.

"We wanted to only do two years in GP2, but at the moment it looks like we will do a third," said the Swiss driver, who won the feature race at the recent non-championship Abu Dhabi event. "It looks really positive that we will do the next year with Racing Engineering."

Dani Clos, who has raced for the Spanish team for the past three years, does not expect to stay with Racing Engineering if he does return for a fourth season in GP2.

"I've had three very good years with them and learned a lot but it's time for me to change," said the 23-year-old, who is also chasing a Formula 1 seat with HRT. "We have good options, some teams want me and they are knocking on the door."

FORMULA RENAULT 3.5

## Stoneman returns to action

**DEAN STONEMAN WILL RETURN TO** the cockpit for the first time since being diagnosed with cancer when he tests a Formula Renault 3.5 car next week.

The 2010 Formula 2 champion has been undergoing treatment since his illness was discovered in January. He is scheduled to join the ISR team at Motorland next Tuesday and Wednesday, marking his first run in a race car since he drove for Williams in last year's F1 young driver test.

Stoneman's manager Stephen Noakes said that the outing was being treated as part of the 21-year-old's rehabilitation.

"Dean has been slowly recovering and working on his fitness, and he feels that the time is right to get back into the car and use the test as part of his rehabilitation for 2012," he said.

## IN BRIEF

The 3 is back, and approved



### LITTLE E BACKS NO.3 RETURN

Dale Earnhardt Jr. has revealed that he would like his late father's famous #3 to return to NASCAR's top tier with Truck Series champion Austin Dillon. The grandson of legendary team boss Richard Childress will take the number to the second-tier Nationwide Series next year. "The number can't be gone forever," said Earnhardt Jr. "It would be fine by me."

### DALLARA SHIPS FIRST DW12

Dallara has begun shipping 2012 IndyCar chassis from Italy to its US base in Indianapolis in preparation for the release of the first batch of cars to teams in mid-December.

### STAR MAZDA CHAMP PROMOTED

Star Mazda champion Tristan Vautier will step up to Indy Lights next year with Sam Schmidt Motorsports. Schmidt's team has won the past two Lights titles with JK Vernay and Josef Newgarden.

### LAGUNA INTEREST IN V8S

Laguna Seca has expressed an interest in stepping in as host of the V8 Supercar's planned visit to the US next year if the beleaguered Circuit of the Americas in Austin is not ready.

### EARLY GP3 SIGNING

Ethan Ringel has become the first driver to sign up for next year's GP3 Series. The 17-year-old from Florida will race for the CRS Atech squad.

### GP3 TEST DATES FINALISED

GP3 has announced the dates for its 2012 pre-season tests. The 10 teams will run at Estoril on February 21-22, Barcelona on March 12-13, and finish off at Silverstone on April 11-12.

### CHANGES FOR SEARS POINT

Sears Point officials are consulting with Penske IndyCar drivers Ryan Briscoe and Will Power in an effort to improve overtaking opportunities at the circuit for next year's race.

Sears to get spiced up







Glamour of YM to help local motorsport too

YAS MARINA

# Yas Marina plans to go local

Abu Dhabi track to cut down on international championships in effort to help develop local motorsport

**A**bu Dhabi's Yas Marina circuit is planning to shift away from holding international race series in favour of developing local motorsport.

As well as Formula 1, the circuit has hosted championships including GP2, the GT1 World Championship and V8 Supercars since it opened three years ago, but Yas Marina chief executive Richard Cregan told AUTOSPORT that the series is planning to restrict its international focus almost exclusively upon Formula 1 for the foreseeable future.

"The fan base here in the UAE is not as big as you would have in Europe, and in particular the UK, so a lot of these events became commercially unviable," Cregan said. "It just wasn't possible."

The circuit will not sign any new contracts with international series in the foreseeable future, but Cregan insists that the decision is entirely a commercial one rather than a reaction to a perceived 'smash-and-grab' by those championships, as had been reported elsewhere.

"The decisions we had to make were commercially-based, on whether we felt that we could make those weekends break even," he said. "That's all we wanted to do. You then have the money you're putting into those series, and you think, 'if I took that money, what could I do for local motorsport?' You're basing your decisions on that. We decided to go down that road of developing local motorsport, and once we get

that to a certain level, we'll look at bringing those series back again. It was no reflection on the success of particular series, and people coming in, taking the money and going. It was never like that."

The one championship that the circuit has strengthened its ties with is V8 Supercars, which will become part of the Formula 1 weekend. Cregan said that the decision was based partly on

trying to add more value to the F1 event, and partly on the promotional efforts made by V8 series organisers.

"We looked at V8s in particular because they are very active on promoting their race, to the point where they send a marketing person here to work with us six months before the event, at their expense," he said.

"That kind of interaction is second to none, and we thought that putting the V8s onto the Grand Prix weekend would give us an opportunity to differentiate the product, and to appeal to a slightly different audience. That proactive approach by V8 Supercars is the kind of thing we need, and that's why we've signed a long-term contract with them."



Cregan: reasons are commercial

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LE MANS

# Brundle set for Le Mans return

**MARTIN BRUNDLE WAS MOTIVATED TO** end a 10-year absence from the Le Mans 24 Hours by the chance to share a car with son Alex and the pace he showed on his front-line racing comeback in the Daytona 24 Hours last January.

The former Le Mans winner will share a Greaves Motorsport Zytek-Nissan Z11SN LMP2 prototype with his son and a so-far-undisclosed team-mate. Alex, who raced in the FIA Formula 2 Championship this year, will also contest the full five-race LMS with defending LMP2 champion team Greaves.

Brundle, who will be making his eighth appearance at the 24 Hours, said: "Racing with your son at Le Mans is obviously a big appeal, but I was also motivated by doing Daytona this year [where he finished fourth in a United Autosports/Shank Riley]. I was surprised at how much I enjoyed it and that my speed was still there."

"There is probably a small window of



Greaves Nissan welcomes Brundles

opportunity for Alex and I to share a car at Le Mans. He's 21 and still developing, while I'm heading towards my mid 50s. This is the right time to do it."

The ex-grand prix racer added he was open to racing at Le Mans beyond 2012.

Alex Brundle plans to dovetail his sportscar programme with another

single-seater campaign in a series that has yet to be decided.

"I want to do both to aid my career," he said. "Sportscar racing will give me a chance to learn about developing a car, but single-seaters gives you a kudos and a pedigree. Both will help me in whatever I end up doing in the future."

GRAND-AM

## DOG DAYS ARE OVER

The first new-style Daytona Prototype body shape has broken cover. Chevrolet unveiled its new aero package, which takes its styling cues from the Corvette, on this Spirit of Daytona Coyote chassis.



WORLD GT

# McLaren confirmed for World GT



Hexis will run McLarens

**McLAREN WILL BE REPRESENTED IN** the FIA GT World Championship next year by the French Hexis team.

Hexis, which won the teams' title in this year's series with a pair of Aston Martins, has firmed up its plans to run a pair of McLaren's MP4-12C (see AUTOSPORT, Nov 3) last week. It followed a meeting in Geneva where series boss Stephane Ratel thrashed out a deal with the teams for the world

championship to run to pure GT3 rules in 2012.

Hexis boss Philippe Dumas said: "We have been talking to McLaren for six months. They initially didn't want to be involved, but now it will be for GT3 they have changed their minds."

The two teams planning to run GT1 machinery, JRM with Nissan and Young Driver with Aston Martin, have yet to commit to the series.

## IN BRIEF

First proper test for Thorne



### FIRST RUN FOR INSIGNIA

Thorne Motorsport's BTCC Vauxhall Insignia completed its first proper test at Donington Park last week with John Thorne at the wheel. Thorne plans to race the NGTC machine next year.

### MACAU WITHDRAWALS

Fredy Barth and Robert Dahlgren were forced to miss the WTCC Macau finale after being injured in pre-race crashes. Barth suffered concussion and smoke inhalation, after his SEAT caught fire when he crashed and was knocked out. Dahlgren broke his thumb in a qualifying crash in his Volvo.

### WTCC HEADING TO CORDOBA

Cordoba is set to be the venue for the WTCC's belated debut race weekend in Argentina next year. The Buenos Aires event that was scheduled to take place this year was dropped to homologation issues.

### POULSEN WINS AND QUILTS

Kristian Poulsen wrapped up the WTCC Independents' title at Macau on Sunday, and then revealed that he was quitting the series and has sold his BMW.

### SOUTH AFRICAN CAR TESTS

Bailey Cars, which is aiming to put a South African-built car on the grid for the Le Mans 24 is continuing its test programme with a Chevrolet V8 in its LMP2 rather than a Mazda turbo. Le Mans veteran Sylvain Boulay was among the drivers to test the car at the Welkom circuit earlier this month.

### GTE FORD SET FOR LAUNCH

The new GTE class Ford GT built in Germany by Lambda Performance will be unveiled at this weekend's Essen Motor Show. Lambda are aiming to sell up to six of the new Enrique Scalabrini designs, known as the Ford GT/E.

### NEW GT3 AUDI

Audi has unveiled its second-generation R8 GT3 racer. Next year's R8 LMS ultra is distinguished from its predecessor by revised front and rear aerodynamics.

R8: revised aerodynamics

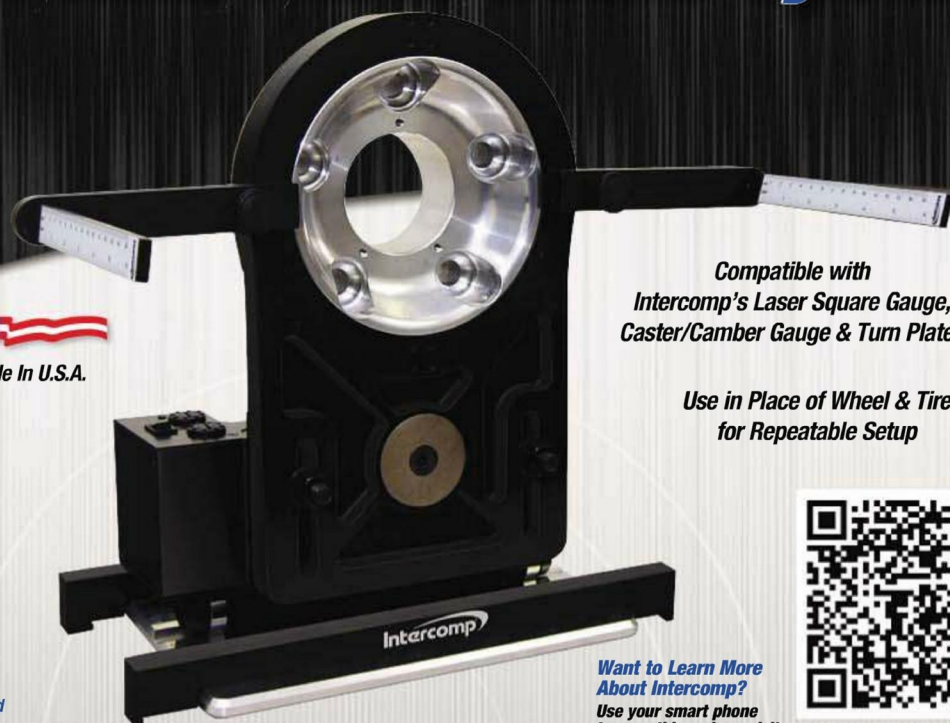




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# PIT BITS

Facts and stats plus a readers' poll

## Flashback

1992 NASCAR season

### NASCAR'S LAST OWNER/DRIVER CHAMPION

Tony Stewart's title success ended a two-decade drought of owner/driver champions in NASCAR. The last was 1992 champion Alan Kuwicki, whose death in a plane crash in early 1993 denied him the chance to defend his title.



## TOP FIVE

Pedro de la Rosa comebacks

### 1 McLaren, 2006

Earns a call-up following Juan Pablo Montoya's mid-season move to NASCAR and gets a podium.

### 2 Sauber, 2010

Signs with revived Sauber team, but is dropped for Nick Heidfeld after Monza.



Fastest lap, Bahrain 2005

### 3 McLaren, 2005

Races in Bahrain as a stand-in for the injured Montoya. Sets fastest lap.

### 4 Sauber, 2011

Reunited with Sauber for the Canadian GP while Sergio Perez recovers from his Monaco accident.

### 5 HRT, 2012

Announces a two-year deal to race for Spanish team HRT starting in 2012.

## YVAN MULLER'S WTCC CAREER IN NUMBERS

**3** TITLES

**134** STARTS

**15** FASTEST LAPS

**11** POLES

**21** WINS

**1144** POINTS

## top tweets



@H\_Kovalainen  
Badminton again this morning



@NelsonPiquet  
Just saw the new truck series schedule.. Wish there were more races. Were are the road courses?? Was sure we would have them!



@augustofarfus  
i've learned that is possible to live much better without my mobile constantly downloading emails. good bye BB.



@Hinchtown (James Hinchcliffe)  
A friend is telling stories about the joys of having twin 12 year old girls. It makes hell sound like a vacation! His words.



@sambirdracing  
Coffee, smoothie, protien shake! Now I'm ready to face the day.



@TimBridgman  
I'm in a "funky" part of London..with a Mulberry bag. Well done.

## NEXT WEEK

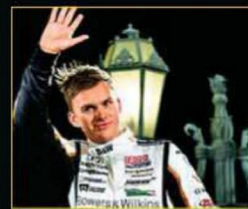


### BRAZILIAN GRAND PRIX REPORT

F1 2011 reaches the end of term at Interlagos. Find out who made all the headlines in the season finale

### DAN WHELDON REMEMBERED

Stars from the racing world pay tribute to fallen ace



## PLUS

McLaren AUTOSPORT BRDC Award finals from Silverstone; NASCAR king Tony Stewart in profile; Xmas gifts

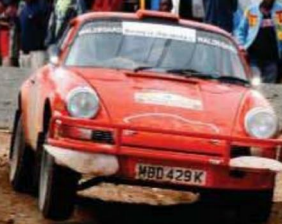
**ON SALE  
DECEMBER 1**



SAFARI

## BJORN AGAIN IN AFRICA

Four-time Safari Rally winner Bjorn Waldegaard made the best possible start to this year's East African Classic Safari by pushing his Tuthill Porsche-prepared 911 into the lead of the event after the fourth section. The event finishes on Monday



WRC

# Hirvonen set for Citroen DS3 test

World championship runner-up looks likely to sample Citroen next week, but remains tight-lipped on expectations

**M**ikko Hirvonen is expected to get behind the wheel of a Citroen DS3 WRC for the first time in France next week.

The Finn's switch from Ford to Citroen was confirmed at a press conference in Paris last week. Sebastien Ogier, the man Hirvonen replaces, has yet to decide where he will drive next year and if his €4m

2012 wage demand is to be believed, he is highly unlikely to be in a Ford, even if the manufacturer does commit to another season of support for Malcolm Wilson's M-Sport outfit.

Given the continued discussions with Ford about next season, Wilson declined to comment on prolonged speculation linking Ogier with the team.

Ford driver Jari-Matti Latvala said he would have no problem working with Ogier, but he would expect joint number-one status.

"I think we are about level now," said Latvala, "so I don't think things should change, if he came, from how it was with Mikko this year."

AUTOSPORT contacted Hirvonen soon after his deal with Citroen was inked, but he said little. "I'm not allowed to talk until

January 1. So, you can ask me what I had for breakfast, but I guess that's probably not why you're calling. All I can say is that I will join Citroen and you can call me back on January 1 to talk about it."

Hirvonen refused to be drawn on the test, but a source inside Citroen said: "Mikko will be in the car very soon. The good thing with these World Rally Cars is that they're not radically different – there's not the room in the regulations for them to be too different – so it won't take him long to get up to speed."

Russian Evgeny Novikov is the only man to have driven both a DS3 WRC and a Fiesta RS WRC competitively and he confirmed the cars were similar. Novikov has been tipped to remain in an M-Sport Fiesta next season.

Estonian Ott Tanak will make

his competitive debut in a factory Fiesta RS WRC on Rallye du Var this week, partnering Latvala in a two-car attack on the French Alps event in preparation for January's Monte Carlo Rally.

Wilson said nothing should be read into Tanak's appearance in the factory car. He said: "We'd always planned to send two cars to the event and we're very keen to take a look at Ott's speed on asphalt."

Despite waiting to sign an agreement with Ford for next season, Wilson said his M-Sport outfit would go ahead with its planned test schedule.

"We can't afford to get left behind," admitted Wilson. "Tanak's car will be running with some development parts on it and obviously this rally forms part of our testing for Monte."

Hirvonen will try the DS3 in France



WRC

## WRC commercial chief allays financial fears

### WORLD RALLY CHAMPIONSHIP

commercial boss Vladimir Antonov met with the manufacturers and the FIA earlier this week to dispel growing fears for the financial future the series.

Antonov, the primary backer in Convers Sports Initiatives (CSI) which owns the commercial rights to the WRC, is a 68 per cent shareholder of Bankas Snoras – a bank that recently went into temporary

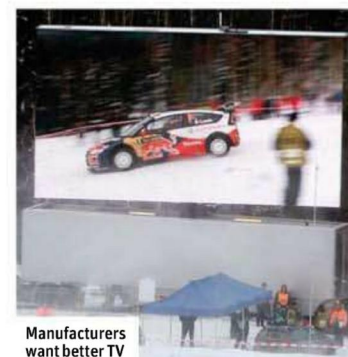
administration after it was reported assets of £247m may be unaccounted for.

The meeting was called to give CSI the opportunity to explain plans for all aspects of the commercial side of the sport, following a tense meeting with the manufacturers in Paris last month.

A source in the meeting said: "The manufacturers have been very unhappy. Look at the television in Germany and in

many other places, it's not good enough and this had to be sorted. We told them [CSI] how bad we felt about this in Paris and they have responded very well. I speak honestly when I say we feel very, very good about the situation now.

"We were pleased to see Mr Antonov in the meeting. He explained the situation and said that nothing will deflect the investment and the future of the WRC."



Manufacturers want better TV



WRC

## Block makes quit threat over testing

### AMERICAN RALLY STAR KEN BLOCK

has admitted he would rather turn his back on the World Rally Championship than continue without any pre-event testing.

The Monster Ford World Rally Team driver has tackled selected rounds of the past two WRC seasons with little time in his car prior to the event and he says he's not willing to carry on like that.

"Not testing just screws you for the event," said Block. "I go to the event and spend shakedown trying to get the car set-up and get the feeling and it doesn't really work. To be honest, I don't really want to



Block wants to test more ahead of rallies

continue at the highest level unless I can get the right amount of testing. I don't know how much that is, it's more than I'm getting now – at least a day before each event would be what's needed to make the right step up in pace on each event."

Block is finalising his 2012 programme, expected to combine the WRC with Rally America and Global Rallycross outings. Block will not contest the Monte Carlo Rally in January if the event doesn't allow re-entry under superally regulations.

## IN BRIEF



Portugal Sprint will run prior to rally

### FAFE SPRINT FOR MARCH

Rally Portugal organisers have announced they will run the Fafe World Rally Sprint on Saturday March 24, the week prior to the WRC qualifier. This is the country's latest effort to engage the north of Portugal, the nation's rallying heartland, with the WRC round based in the Algarve.

### LOEB FOR MONZA OUTING

Sebastien Loeb will contest his first event since clinching his eighth world rally title when he heads to Italy's Monza Rally with his Citroen DS3 WRC this weekend. His main competition will come from former team-mate Dani Sordo, who drives his Mini John Cooper Works WRC. MotoGP star Valentino Rossi (Fiesta RS WRC) and Audi Le Mans driver Rinaldo Capello (DS3 WRC) will also compete.

### MIKKELSEN IN AT SKODA

Skoda UK has confirmed Andreas Mikkelsen will contest next year's IRC with the team's Fabia S2000. The Norwegian is also expected to participate in some of Volkswagen's test programme with the Polo R WRC. Mikkelsen drove for VW on Rally Finland in August.

### KORHONEN: PIRELLI STAR

Jukka Korhonen last week became the first overseas driver to be selected as Pirelli UK Star Driver for 2012. The Finn will drive a Pirelli-branded Skoda Fabia R2 on all rounds of the BRC next year.

### TEN FOR PROKOP IN 2012

Martin Prokop confirmed his World Rally Championship programme last week. The Ford Fiesta driver will contest 10 of the 13 WRC rounds next year, missing the long-haul events in Mexico, Argentina and New Zealand.

### BREEN LANDS FIA SLOT

A week after winning the WRC Academy title in Wales, Craig Breen also landed a place on the FIA Institute Academy for next season. Breen was selected alongside fellow rally drivers Brendan Reeves, Pontus Tidemand, Timo van der Marel and Sepp Wiegand at the selection event in Austria.

### CHAMPIONS ON PARADE

British Rally Champion David Bogie (left) and co-driver Kevin Rae picked up the silverware from their title-winning year at last weekend's awards evening in Manchester.



Bogie (l) and Rae collected the trophy

WRC

## Meeke calls for event shake-up

Meeke wants a tweak to formats



**MINI'S KRIS MEEKE HAS CALLED FOR A new approach to endurance rallies in the World Rally Championship.**

The Northern Irishman says the four-day format employed by Rally GB earlier this month won't work for the future of the sport. Instead, he is advocating longer mileage in a shorter timeframe.

"Don't get me wrong, from a competitor's point of view I love being in the car for longer," said Meeke. "But from the view of selling the sport, this idea of longer rallies is just not going to work. People don't have the attention span for a four- or five-day event. For me, the best way forward is to run an endurance event for a day-and-a-half. We need a 30-hour rally that doesn't stop, it goes right through the night and finishes the next day.

"That sort of event creates emotion. This sort of format works well with the media, it's cheaper for the manufacturers and it would certainly be an endurance event."

## AUTOSPORT SAYS...

### DAVID EVANS RALLIES EDITOR

david.evans  
@haymarket.com



**T**he winner of the novice award on the 1964 Moonlight Rally passed away last weekend. He drove a Mini Cooper S and collected plenty more silverware along the way.

I know. I spent plenty of time polishing those cups in my youth.

That driver was my dad, Derek. He's the reason I'm writing to you now. It was his passion for our sport that was passed to me.

Dad struggled for far too long with various flavours of cancer. The perceived wisdom is that he's better off now. That's a point of view I'm kind of struggling with right now.

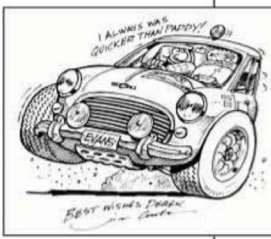
After competing, he became the most enthusiastic of spectators, where I joined him. Our year pivoted around November and the RAC. In 1995, our world collided with that of soon-to-be-champion Colin McRae.

While hacking across Wales, dad noticed an old Citroen tailing us into Sweet Lamb. Parking up next to us, three fellow fans hoped out and greeted us, sounding like Colin clones. They were, apparently, mates of McRae.

We weren't convinced of their McRae stories. Until Subaru #4 pulled up alongside them on the road section – right behind us – and started chatting.

Later on, our new friends invited us into McRae's motorhome in service. This was now unbelievable. But there we were, on Colin's seats. After a coffee, we left. Unfortunately, dad opened the door with a tad too much force and came close to flooring the man who would rule our world 24 hours later.

I'm lost without my father. But I'd be even more lost without those memories.



## STREAKS

M-SPORT'S ASSOCIATION WITH FORD

M-Sport has run Ford's WRC programme for an uninterrupted run of 215 rallies. The relationship kicked off in 1997 (below)





“People think I should always do well because I’m Ayrton’s nephew”

Is he just a famous name, or has Bruno Senna proved he deserves his F1 place? *EDD STRAW* hears an assessment from the man himself

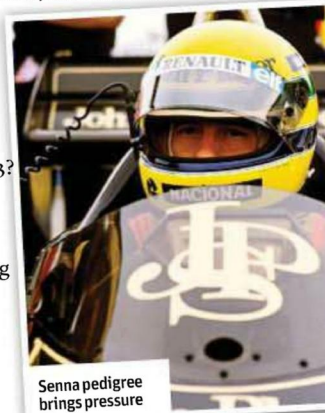
**T**he resemblance is unmistakable. If you didn’t know that Bruno Senna was the legendary Ayrton’s nephew, you’d guess he was his son. To look into the eyes of the driver of Renault number 9 as he prepares to leave the garage is to stare into the past. The piercing eyes inside the familiar green-and-yellow helmet are almost indistinguishable from those you would have found in the McLaren garage two decades ago. This is Bruno’s blessing... and it’s his curse.

He can’t possibly live up to the expectations. Even if he were he to win five world championships, Ayrton’s legacy would overshadow him. That makes it too easy for some to dismiss his F1 pedigree off the back of just two points in his seven outings for Renault in 2011. This was his big chance, some might argue his first *real* chance, in F1 after his travails with uncompetitive HRT last season. But the circumstances – little testing and in a car that was increasingly marginalised as a top-10 runner – were far from ideal. And making an impression in the F1 midfield is seldom easy. To make a fair assessment of Bruno’s season, first you must set aside his name. “People see me differently,” says Senna. “They don’t look at me as someone doing well, they look at me from the opposite perspective. People think I should always do well because I’m Ayrton’s nephew and if I’m not

then I’m useless. There always was and always will be pressure. But it has made me learn how to deal with the pressure, so the pros of the name are far more than the cons.

“The name has helped me massively in finding partners and sponsors to get my career going. But it was difficult to cope with the pressure at the beginning. I’m a very demanding person and don’t forgive mistakes. That added to the pressure of the surname. At one time, I asked if it was really worth doing this because of it, but I realised that it’s something I love and that it’s worth fighting for.”

If you’re one of those who thinks Senna is only here because of his name, take a moment to consider these facts. Does a name help you to win five races in British Formula 3? Do those five letters really have the power to propel a mediocre driver to second in GP2 behind Giorgio Pantano, who was competing at that level three years before Senna even drove a racing car? Given his CV, Bruno deserves a shot in F1. If you’re still ►



Senna pedigree brings pressure









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**Heats - Heavyweight**



Chris Carter, Simon Ross  
and Joseph Ellis  
**Heats - Lightweight**





**“This year I was on the pace straight away. That showed how last year damaged the way I’m perceived”**

◀ shaking your head at this idea, have a long, hard think about your reasons for doing so.

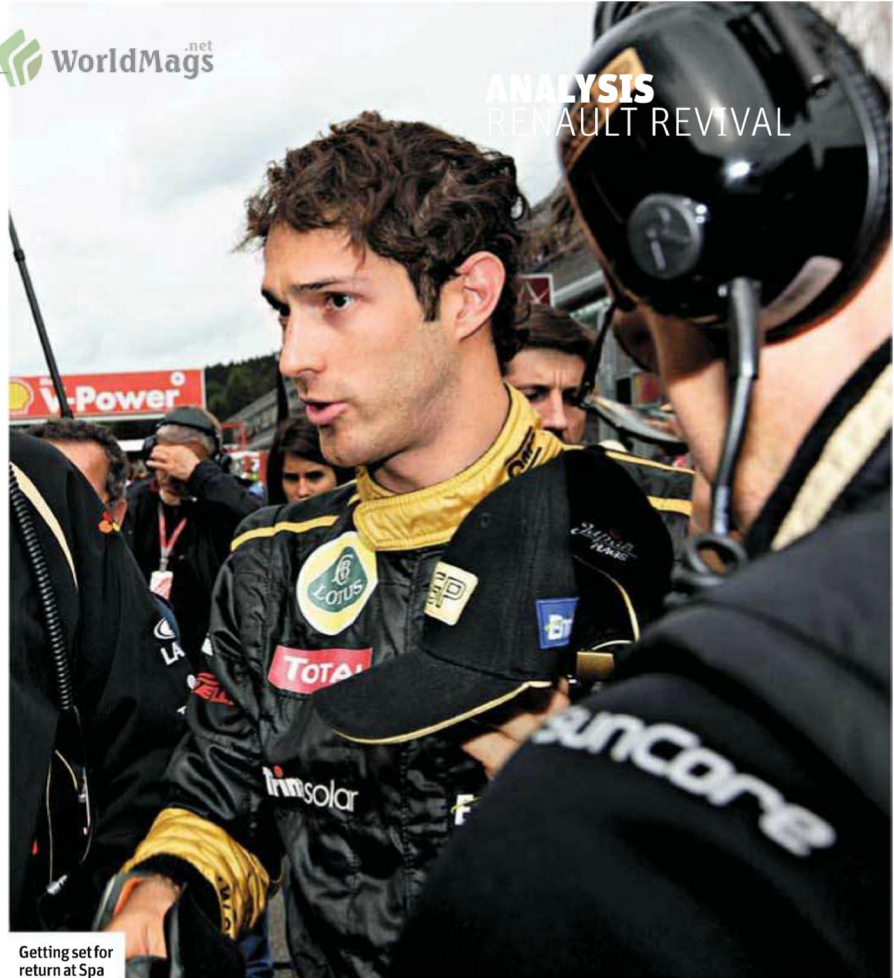
Setting aside all of that, what have we seen of Senna this year? Frankly, it’s been a mixed bag. Before his F1 return at Spa, he’d completed 68 laps in the Renault R31 at Jerez in February and 25 in free practice in Hungary. It’s too easy to underestimate just how hard it is to acquit yourself well in an unfamiliar car in the test-ban era; to be convinced of that, just listen to veterans such as Rubens Barrichello talk about the challenge of adapting to operating the DRS and KERS. F1 cars are complex, highly-specialised machines that reward familiarity. That is the context in which we must judge Senna.

“In terms of results it’s very poor, but I’m happy with the driving performance,” says Senna. “Every race I’m getting stronger on pace and also the way I set up the car. We’re OK, but we’ve been missing the target massively on strategy – not to point fingers, because it’s decided by me and the team, but to be in the points at the moment we need everything to be 100 per cent right.”

He’s right about the results, with just two points for ninth place at Monza. Then again, Petrov’s four points in the same period don’t dwarf that tally. While there’s no one grand prix weekend where you can say that Senna has done a great job throughout, there have been plenty of high points. His qualifying at Spa, in wet/dry conditions, was outstanding, as was his repeat performance in more-orthodox weather at Monza. He has improved his consistency in races markedly, and his Indian GP drive in particular was a strong performance that would have yielded a few points had his KERS not failed. Ranged against that, there have been a few crashes, including thumping Jaime Alguersuari’s Toro Rosso at the first corner at Spa, and there have been several scruffy qualifying sessions, notably in Korea.

The improvement is visible on track. During practice in India, he was massively committed through the fast sections, only to struggle amid changing track conditions during qualifying. A typical example of how his mini-season has ebbed and flowed, with high points followed by low.

In a word, Senna has been inconsistent. But that is par for the course chez Renault, whose season has tailed off badly as the teams it was fighting early in the year have outdeveloped ▶



Getting set for return at Spa



Hometown hero: at Interlagos, 2010



## FIRST TIME IN A RACING CAR

AUTOSPORT’s long-time Brazilian correspondent LITO CAVALCANTI recalls Bruno Senna’s rise in his homeland

It was February 18 2004 when Brazil first heard of Bruno Senna. He was hot news on the main evening news programme, *Jornal da Globo*. This was the day that he first drove a single-seater.

To tell the truth, Bruno had very briefly hit the headlines over a decade earlier, when his uncle Ayrton gathered the cream of Brazilian karting for the inauguration of his long-dreamed-of kart track. A thin kid, about seven or eight years old, caught the eye. He was able to follow closely, even lead the great man. He could put the kart sideways

and get it back. It was Bruno.

After Ayrton’s death, Bruno was kept away from motor racing. Things got even worse when his father, Flavio Lalli, died in a motorbike crash on the road. But still the flame burned.

When gentleman driver and team owner Paulo Brein offered Bruno a test in one of his Formula Renaults at Interlagos, he jumped at the chance and set some promising times on old rubber. He was given new tyres and set the second fastest time of the day.

He then, unsuccessfully, tried to race karts. Coached by 1998

Formula A world champion Ruben Carrapatoso, Bruno could get exceptional times, but there was something wrong with his ribs. A few laps were enough to sideline him, and more than once he suffered fractures.

That was when I started to get to know him better, as we shared the same physiotherapist. One day, he told me he was going to Europe to race single-seaters. I was afraid that he would be another victim of these managers who only care about money, but I was far from right.

His mother Viviane had realised

that no-one could keep Bruno from his dream. So she contacted old friend Gerhard Berger and asked for some help. He arranged a Formula BMW and Formula Renault test and told his mother that Bruno was ready to start racing cars. He started his first race at Brands Hatch in Formula BMW on August 22 2004.

Today, Senna is seen as a new hope for Brazil, with Felipe Massa and Rubens Barrichello fading. At the end of the day, his name is Senna. This means a lot to Brazilian hearts, and I don’t exclude myself.

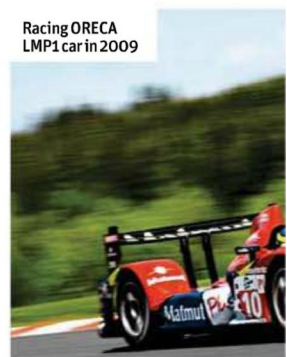




With engineer Alan Permane



Wins in British F3. Not here though...



Racing ORECA LMP1 car in 2009

## SENNA'S SEASON

**Starts:** 7  
**Best finish:** 9th  
**Best qualifying:** 7th  
**Points:** 2



## BELGIUM

**Qualified:** 7th **Finished:** 13th  
**Best qualifying lap compared to Petrov:** 1.182s faster (both Q3)  
Crashed on Friday but did a remarkable job in wet/dry qualifying to line-up seventh. Locked up into first corner and clattered into Jaime Alguersuari. Dropped to the back after pitting for a new nose and recovered solidly.



## ITALY

**Qualified:** 10th **Finished:** 9th  
**Best qualifying lap compared to Petrov:** 0.627s slower (Senna Q2, Petrov Q3)  
Made Q3 again, this time in completely dry conditions, but again dropped to the back after picking up wing damage in the Tonio Liuzzi-induced first-chicane shunt. Turned in a good race performance, passing Sebastian Buemi late on for first F1 points.



## SINGAPORE

**Qualified:** 15th **Finished:** 15th  
**Best qualifying lap compared to Petrov:** 1.173s faster (Senna Q2, Petrov Q1)  
The Renault, with its forward-facing exhaust set-up that struggles in slower corners, was all over the place. But while mired in the midfield, Senna did outpace team-mate Petrov all weekend.







First Senna at 'Toleman' for 27 years; first Bruno for 28



HRT at least got Senna onto grid

◀ it, largely down to the disappointment of the forward-facing exhausts. The Renault is the most track-dependent on the grid and certainly among the trickiest to drive. Inconsistency comes with the territory. But there have been enough good moments to impress the team.

"It surprised me hugely," says Renault trackside-operations director Alan Permane. "Look at the parallels with when Giancarlo Fisichella jumped into the Ferrari two years ago. He's a great driver and he was miles off the pace. Bruno jumped in mid-season and straight away he was pretty much on Vitaly's pace."

Early on, the team also noticed that Senna's HRT experience had instilled a level of caution in him incompatible with F1 success. In 2010, crashing was not an option and the consequences of damaging the car, with parts at a premium, were serious. By contrast, Renault accepts such mishaps as par for the course and Senna was delighted by the team's response to his practice accident at Spa, which was to repair the car and get on with it rather than criticising him.

The contrast between the Senna who raced at HRT last season and this year's version is marked. So difficult was that spell that he approached his return with Renault as a rookie half-season, rather than a second year. By his own reckoning, he hadn't really raced for the previous two and a half years, as his ORECA sportscar campaign in 2009 and poor car in '10 left him far from the cut-and-thrust of wheel-to-wheel dicing. The rustiness showed, and is still not completely gone.

"This year I had an opportunity and was on the pace straight away," says Senna. "That shows how difficult last year was. It damaged me and the way people perceived me, because they did not know what they were looking at."

So how should we perceive Senna? His comeback has been a qualified success and his fundamental speed seems at least as good as Petrov's, even if he doesn't always show it. The team likes his intelligent, professional approach too. There arguably should have been at least a couple more points, and there has been obvious progress — provided you take into account the team's current malaise. There have been mistakes too. He's improving, but the question is where will that level off?

The bottom line is that Senna has shown potential. OK, in the context of his current Renault team he doesn't look like the next Fernando Alonso, but in extremely trying circumstances he has appeared at home in F1. Regardless of the baggage of his name, he deserves a full season, testing and all, with a capable team. Whether he gets that is still up in the air, but if he's back next year, whether with Renault or elsewhere, expect him to justify himself as far more than a memorable surname. Now in his late 20s, it's now or never. ☼

## JAPAN 🇯🇵

Qualified: 9th  
Finished: 16th  
Best qualifying lap compared to Petrov: 0.052s slower (both Q2)  
Shunt exiting Spoon Curve on Saturday morning meant that Renault faced a race against time to get his car prepped. Despite that, he matched Petrov in qualifying as both made Q3. Bad start and loss of downforce, courtesy of debris build-up in the race, made Sunday hard work.



## KOREA 🇰🇷

Qualified: 15th Finished: 13th  
Best qualifying lap compared to Petrov: 0.667s slower (Senna Q2, Petrov Q3)  
Senna was all over the place in qualifying, failing to put together a decent lap, but refused to blame lack of dry running on Friday for his travails. Continued to struggle in the race and came home a lap down.



## INDIA 🇮🇳

Qualified: 14th  
Finished: 12th  
Best qualifying lap compared to Petrov: 0.332s slower (both Q2)  
Headed into qualifying with more confidence than ever before, but changing track conditions caught him out and he was three-tenths off Petrov. Ran ninth early on, and he likely would have finished around there had his KERS not failed to disrupt a strong race performance.



## ABU DHABI 🇦🇪

Qualified: 14th Finished: 16th  
Best qualifying lap compared to Petrov: 0.160s slower (both Q2)  
Qualified within a couple of tenths of Petrov after missing first practice. Started on prime rubber and pitted at end of first lap, but any chance of this strategy gamble vanished when he was hit with a drive-through for blue-flag offence.





# “It’s difficult to do more than I already have to get back to F1”

If anyone deserves a second chance to establish himself in F1, then it’s surely Romain Grosjean. *GLENN FREEMAN* lends a sympathetic ear

**R**omain Grosjean finally got back into contemporary Formula 1 action two weeks ago. His free-practice run for Renault at the Abu Dhabi Grand Prix not only brought to an end his time in the wilderness, but most importantly it was thoroughly deserved by a man who has worked so hard to fight back since being spat out of the sport’s elite at the end of 2009.

Now the 25-year-old is jostling at the front of the sub-F1 queue again, this time as GP2 champion, an accolade he achieved following spells last year in the World GT1 championship and Auto GP. In Brazil this weekend he will get his second chance in as many weeks to prove to the same people he failed to gel with in 2009 that he really has changed for the better.

“These Fridays are testing, and evaluation,” he says. “The team wants to see what I’m able to do, if I can be the leader they’re looking for. It’s in my hands. Sportingly, I think it’s difficult to do more than I already have to get back here. I’ve won all the categories up to F1 that I’ve raced in – that’s pretty good...”

Grosjean’s single-seater record compares with the best of those to graduate to F1 in recent years. He’s had major titles in Formula Renault and Formula 3 to his name for quite some time, but until this year the most prestigious junior crown of all – the GP2 Series – was missing. With that in his mind, Grosjean had no doubts last winter about going back full-time to the category he had passed up the chance to win when F1 came calling in 2009.

After making a handful of starts for DAMS in late 2010, and hauling the outfit up from 10th to a more-respectable sixth in the teams’

standings, Grosjean was ready for what would be his first full GP2 campaign since 2008. But he also had the small matter of helping DAMS return to the glory days it had enjoyed in Formula 3000 in the early 1990s (for more on that, turn the page).

“I didn’t see GP2 as a step backwards,” he says. “I was rebuilding my career after the 2009 story, and GP2 was a step up from where I had been since then. I was happy to go back, because to win this championship was a personal goal of mine. I really wanted it.

“But the expectations on me were different. I was not like a driver in his second season, going to the best team and just being asked to win races and fight for the championship. I was going to a team that wanted to get back to the top, and I knew that doing this was part of my way back to Formula 1.”

Victory in the truncated GP2 Asia series at the start of the year was little more than confirmation that the all-French driver/team combination was on track to be a force this year. Grosjean had won that title at the first attempt in 2008, and he admitted this time around that preparing for an assault on the main championship had been more important than sealing the Asia crown. At the time, it seemed that he took more satisfaction from the fact that his rivals didn’t win it than the fact that he did.


That form continued into the main season, but it wasn’t until mid-campaign that he really stamped his authority on the championship.

“In the beginning, I made some mistakes and the team did as well,” he says, referring in particular to his exclusion from fourth place at Barcelona after his car failed a ride-

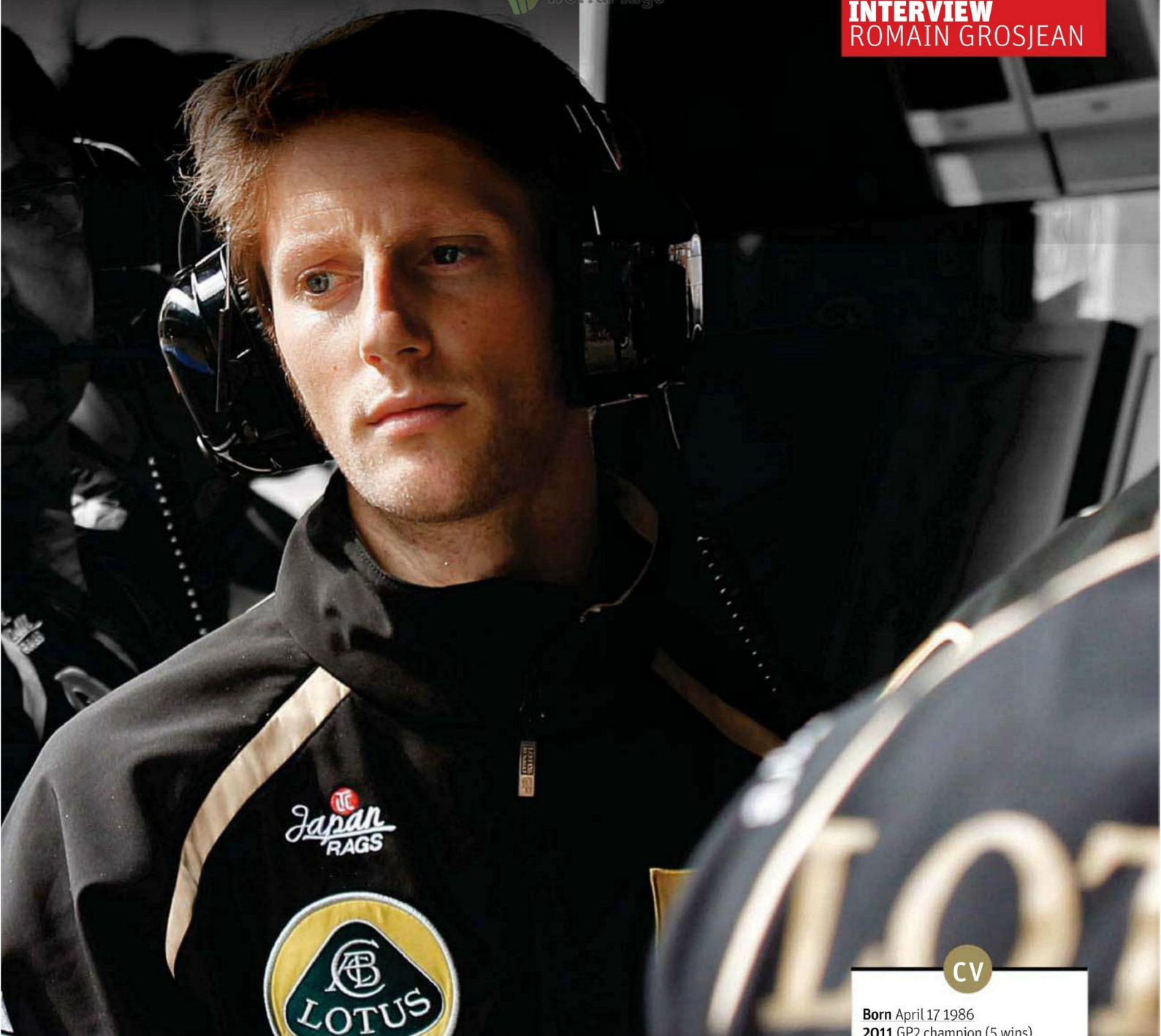
height test, and his first-corner blunder in Valencia where he crashed into two of his title rivals. “If things like this hadn’t happened then maybe we would have pulled away earlier. But then everything came together, we didn’t make any more mistakes, and there were no more bad moments. Some of the other drivers that maybe had the luck in the beginning had some bad results, and we could build a big lead.”

When the teams packed up in Valencia, Grosjean’s lead was just one point. Three race weekends later he was 25 points clear leaving Hungary, and on the verge of sealing the title at Spa. Plenty of people had written him off as the same old Romain Grosjean after his Valencia blunder, but the run of results and performances that followed proved that even over the course of this year he has continued to develop in his quest to become the finished article.

“Every season you step forward in your career and you gain experience,” he says. “And this season has been very strong for me. To go into a team which is not the favourite, work with that team, improve the team and win something is quite special. Until I got to F1 I’d only ever driven the best cars, and just had to think purely about driving. But this season I had to think a bit more to develop a car, lead a team and show that you can get people to do a good job around you. That’s everything I can do.”

Grosjean has jumped through every hoop that has been placed in front of him since that unfortunate 2009 campaign. It’s now up to somebody to reward him for that hard work. 





CV

**Born** April 17 1986

**2011** GP2 champion (5 wins),  
GP2 Asia champion (1 win)

**2010** Auto GP champion (4 wins),  
four races in World GT1 (2 wins),  
eight races in GP2

**2009** 4th in GP2 (2 wins),  
seven races for Renault in Formula 1  
**2008** GP2 Asia champion (4 wins),  
4th in GP2 (2 wins)

**2007** Formula 3 Euro Series  
champion (6 wins)

**2006** 13th in F3 Euro Series,  
two races in British F3 (2 wins)

**2005** French Formula Renault  
champion (10 wins), eight races  
in Formula Renault Eurocup

**2004** 7th in French Formula Renault  
(1 win), nine races in Formula  
Renault Eurocup

Clockwise from top: Grosjean in  
Renault F1 pit; return to GP2 with  
DAMS in 2010; in action in Abu Dhabi







# DAMS BREAKS THROUGH

Romain Grosjean's GP2 team had waited a long time for glory. By *GLENN FREEMAN*

**N**ot since 1994 had DAMS won the premier single-seater championship below Formula 1. Back then, Jean-Christophe Boullion took the team's third Formula 3000 title in five years. For a team that has won in so many different arenas of motorsport in its 23-year existence, to have gone so long without being the king of the junior ladder was a source of constant hurt.

But that all came to an end this year, as Romain Grosjean brought the glory days back to the Le Mans-based team by taking the GP2 crown. It was a title sealed in dominant fashion by a squad that had managed just two points finishes in the first 10 races of 2010, before Grosjean was drafted in to lift this sleeping giant's fortunes. As team boss Jean-Paul Driot explains, getting

the right driver into one of his cars was the only puzzle piece he was missing.

"The team that won the championship was exactly the same as last year," Driot says. "Nothing had changed. And if you have the right driver, it's quite simple really. I knew that with a good driver DAMS would not be at the back. I wasn't saying that we would win the championship, but I knew that we would be at the top instantly with the right driver."

Renault F1 team boss Eric Boullier, who remains a stakeholder in DAMS as part of a long-standing relationship dating back to his time working in senior positions at the team, talks of a technical "reshuffle" as playing a part in the success. But he, Driot and Grosjean all insist that the personnel this year were the same as those who were struggling so much in 2010. Boullier,

who also manages Grosjean, was keen to task his charge with leading a team back to glory to prove he was worthy of another shot at F1.

"DAMS needed a leading driver, a guy who could lead technically and tell them which direction to go in," says Boullier. "Romain's reputation in Formula 1 was damaged, but I told him that if he could do this it would be good for his image. If you want to be a superstar you have to prove that you can get what you want from your team. I have seen this with Robert Kubica, and if you can't lead a team technically you will never progress."

Grosjean's experience paid dividends immediately when he joined DAMS in mid-2010. He didn't trouble the top 10 all weekend on his return at Hockenheim, but next time out at the Hungaroring he was in the top six in



Olivier Panis won '93  
F3000 title with DAMS



every session that mattered.

"When I got to DAMS I knew what was wrong with the car straight away," says the 2011 champion. "The car was not miles away, but some things were wrong with the set-up. They just needed a driver who was a bit more sure of his choices, and when I said which way they needed to go they worked very hard to deliver it."

With a top driver finally in one of its cars, DAMS was laying the foundations for GP2 success at last. So why did it take until 2011, the seventh season of the category's existence, for Driot to get the right star into one of his cars? Again, his answer is straightforward. While many teams in GP2 take a chance on offering a free or cheap deal to a fast driver in the hope of cashing in on that success in the future, Driot wasn't prepared to take that risk with his team. Therefore DAMS was always at the mercy of the drivers who came with a full budget, and the longer the French team went without glory (A1GP and GP2 Asia titles aside), the more drivers who did have budget looked elsewhere. After seeing the impact Grosjean had in the second half of

2010, Driot knew that he had to find a way to fund a full-time campaign for this season — especially with a new Dallara chassis and a switch to Pirelli tyres providing a 'reset' for the category.

"For this year I found the full budget for Romain's seat, because I recognised his talent," states Driot. "I brought everything to the table, which was tough, but it was my decision and I think I was wise to do it."

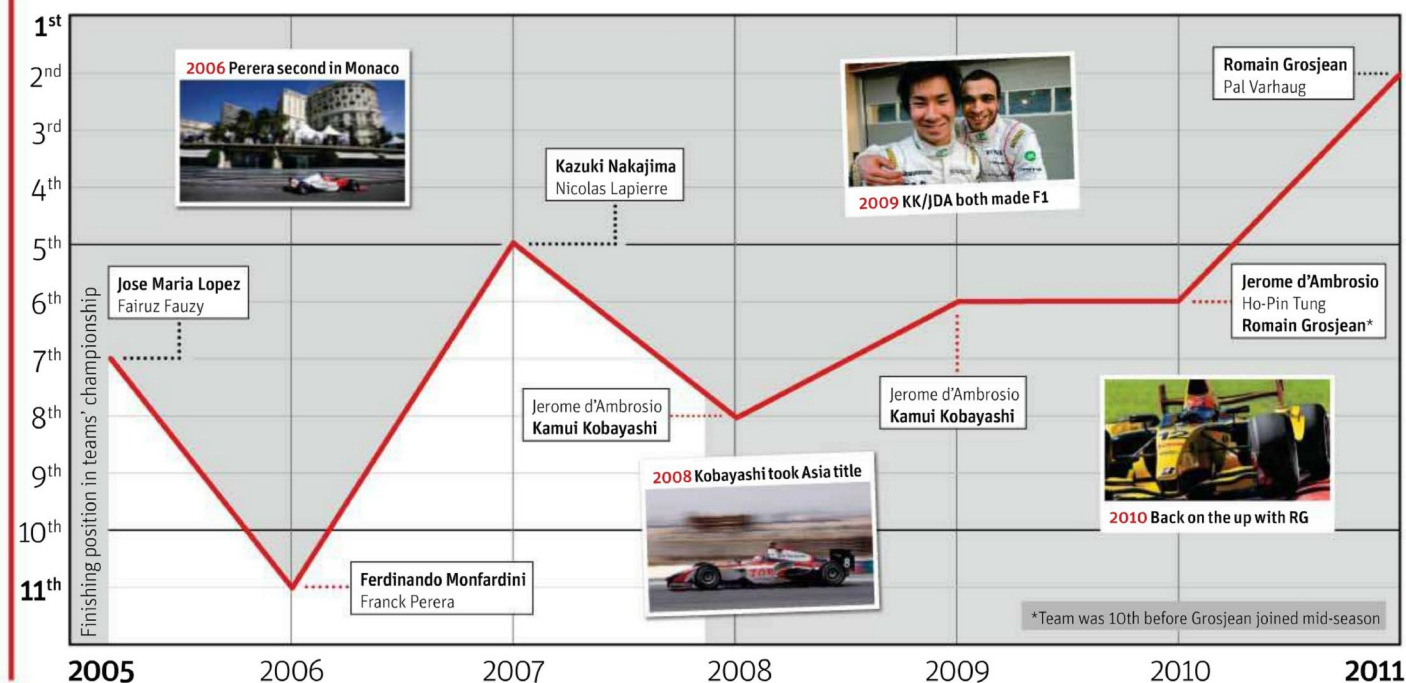
Making a driver choice that wasn't based on finances brought back fond memories for Driot, as his team had enjoyed such a position courtesy of Elf backing during its 1990s heyday. Now he has got that feeling back, he knows he has to do it all over again for 2012.

"The thing I'm trying to do is like what we had when we were supported by Elf," he says. "Back then we were winning a lot for one good reason, because we could choose our drivers. Then, if you are a decent team, you can remain at the top."

Putting Grosjean in its lead car proved that DAMS hasn't lost its magic touch. But finding the money again for next year is going to determine if Driot's team is back for good. ❧

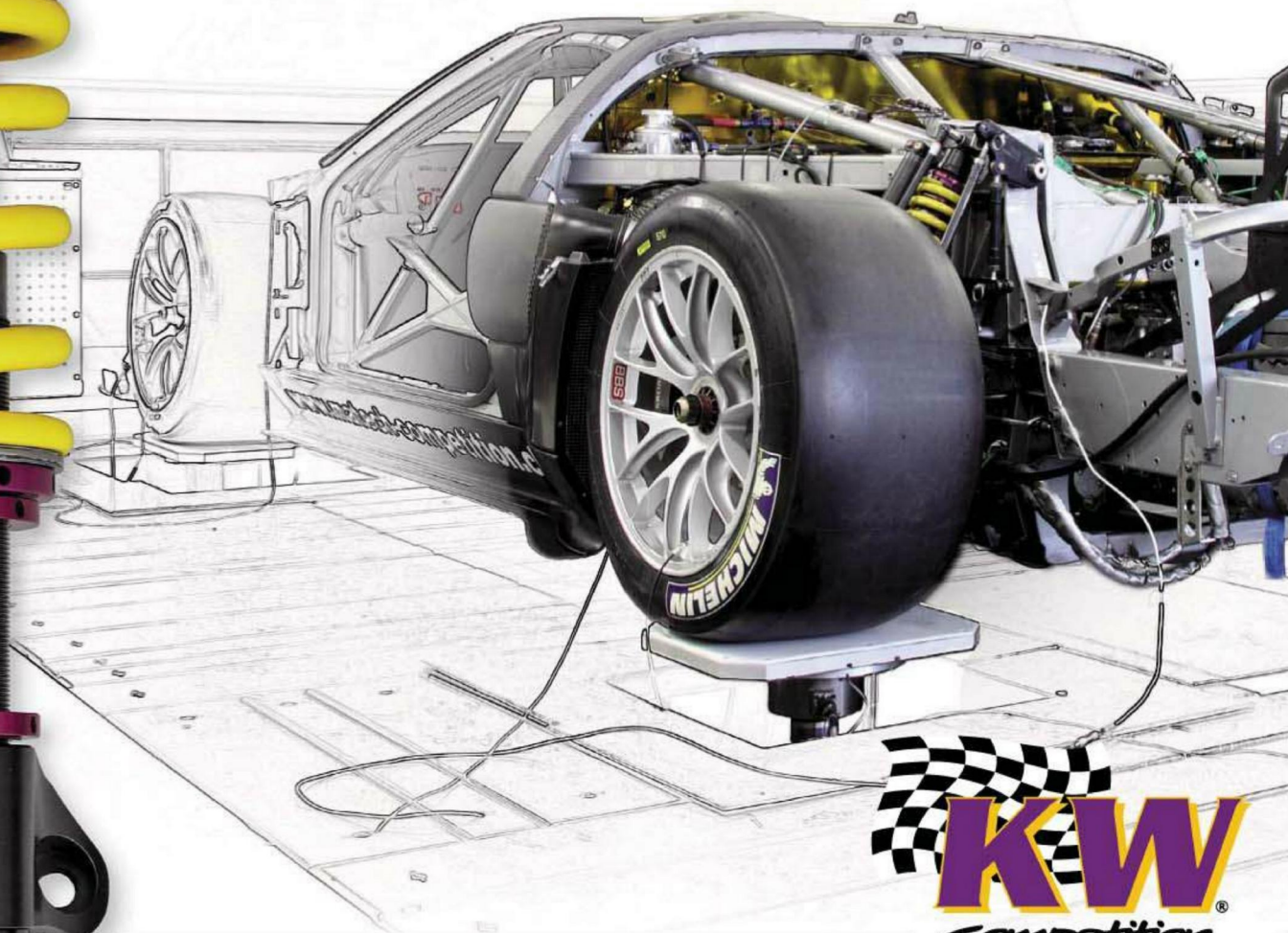
Grosjean broke DAMS' 17-year drought...

## DAMS IN GP2 IT'S NOT BEEN A CHEQUERED HISTORY





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- 7post track replay



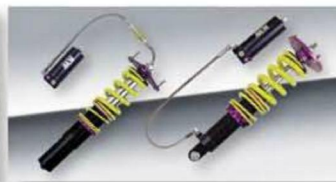
## KW 2A competition

"2-way independent adjustable"

## KW 3A competition

"3-way independent adjustable"

## Racing springs & top mounts

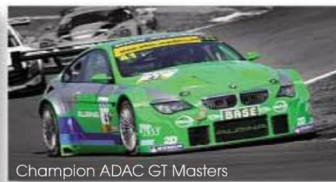


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"My best qualifying performance was Suzuka. It's a complete, technical, fast circuit and I was really good in terms of pace, doing a brilliant lap"



D'Ambrosio wants a second bite at F1

## MY SEASON Jerome d'Ambrosio

Belgian held his own while Virgin concentrated on a future he might not be part of

It's not easy to make an impression at the back of the Formula 1 grid, although Jerome d'Ambrosio has gone about his rookie year in a quietly impressive way. He faces being out of a race seat next year as Virgin is on the brink of confirming that Charles Pic will take his drive, but while the 25-year-old Belgian hasn't uprooted many trees this year, he has been far from out of his depth.

Above all, he has been lumbered with a car that didn't work as hoped. The decision was made early to abandon development of the 2011 car and pour all of the team's resources into the first car of the post-Nick Wirth era, leaving d'Ambrosio and Timo Glock struggling to make the best of a very limited package. Not exactly the perfect conditions for a rookie year.

"We all know that the car isn't the

easiest to drive," says d'Ambrosio. "It's not easy to make the tyres work because of the lack of downforce and the team understands that. That's why a different route has been taken for the future. So we have just had to do the best that we could. I've had some ups and downs because sometimes you have a weekend when the tyres don't come up to temperature or you have unusual conditions – that's when experience really helps."

Early in the season, things went well and he managed to outqualify Glock in both China and Turkey, which was no mean feat. Given Glock's street-circuit prowess, it was no surprise to see d'Ambrosio back behind in Monaco, although in Canada his confidence took a dent when he shunted during Friday practice and damaged the nose-mounting points on the chassis. By his

own admission this was the low point, but he soon regained momentum.

"Spa, Monza, Singapore and Suzuka were really good for me and the race in Korea wasn't bad either," says d'Ambrosio. "If you look at those first four weekends, they showed what I can do."

Suzuka was his outstanding drive, outqualifying Glock but losing out in the race after a blunder at a pitstop. He showed good, consistent pace at what is recognised as very much a drivers' circuit.

"My best qualifying performance was Suzuka," he says. "It's a complete, technical, fast circuit and I was really good in terms of pace, doing a brilliant lap. In terms of the race, Singapore was really good but so was Suzuka."

Since then, things have been a little tougher. In India and Abu Dhabi, condition changes made life difficult for him. It's these kinds of experience-building weekends that he wants the chance to exorcise if he gets a second year in F1.

"In India, I didn't get the track time I wanted because of the crash and the conditions changed in qualifying," he says. "In Abu Dhabi, it was new because you practice in the early afternoon and qualify and race in the evening. Next year, these things won't be new." ☼

### JEROME D'AMBROSIO



**Born** December 24 1985

**From** Etterbeek, Belgium

**2011** F1 Marussia Virgin Racing (0 points, Best finish: 14th, Australia and Canada)

**2010** GP2 12th (1 win)

**2009** GP2 9th, GP2 Asia 2nd, Formula Le Mans (2 wins)

**2008** GP2 11th, GP2 Asia 11th

**2008** Formula Master champion (5 wins)

D'Ambrosio kept Glock honest





# A QUIET RACER'S NOISY RETURN

Disillusioned by a lack of results, Tom Kimber-Smith gave up racing. Now, though, he's back in sportscars. *GARY WATKINS* explains how he made a big impression in 2011





**A**s comebacks go, this one was pretty amazing. More or less out of motorsport for two years, Tom Kimber-Smith had nothing lined up for 2011 come the start of April, yet six months later he was celebrating the most successful year of his career after taking LMP2 honours in the Le Mans 24 Hours and the Le Mans Series title with Greaves Motorsport. It was all the more remarkable because he sealed the LMS crown driving with a broken hand.

Yet it was also a strange comeback, because Kimber-Smith never proclaimed it as such, just as he never told anyone he was stopping at the end of 2008. But that's TKS all over: he's a low-key kind of guy who's never been one to shout about what he's doing.

Kimber-Smith walked away from the sport after a season driving one of Eddie Cheever's Coyote Daytona Prototypes in the US Grand-Am series.

"I'd been racing solidly since leaving school and I was getting tired and frustrated because the results weren't coming," he says. "I needed a break."

That break included getting a job,



Kimber-Smith has made a winning return to racing

starting a family and beginning an Open University degree. There was no desire to race again, even after he took part in last year's Dubai 24 Hours with father Geoff, a former British Touring Car Championship driver.

"I didn't take it too seriously," says the 27-year-old. "I thought it had been good fun and maybe we'd do it again."

"I didn't watch a single Formula 1 race on TV for ages. Then, all of a sudden I got interested again and started buying AUTOSPORT. I wanted to know what was happening."

That resulted in a one-off in a Barwell Aston Martin in the final round of the 2010 GT Open International Series at Jerez, a necessary step for

Kimber-Smith to retain his International B licence. His thoughts after that race were in stark contrast to those in the wake of Dubai.

"I was straight on the phone to Mark [Lemmer, Barwell boss], asking when I could be back in the car," he says. "Then I had to call my then-fiancee [and now wife] and tell her I'd got the bug again."

After a break he now regrets, Kimber-Smith knew he'd have to find some sponsorship to ease his way back into the sport. A couple of deals to race GT3 machinery fell out of bed and it wasn't until the weekend before the LMS opener at Paul Ricard that the call came from Greaves to share its Zytec Z11SN with Karim Ojeh and, initially, Gary Chalandon. A five-lap shakedown on the Monday at Rockingham was the extent of his preparations for only his second LMP start.

Ricard was the start of a fairytale season for Kimber-Smith and the British Greaves squad. Only once did the team fail to make it onto the top of the podium during the five-race LMS and, in June, there was a second class victory at Le Mans for TKS, now with Olivier Lombard in place of Chalandon.

Those were great results, but his qualifying performance at Estoril was perhaps more significant in Kimber-Smith's attempt to re-establish himself. Pole in Portugal sealed the title for him and Ojeh, but it was all the more impressive given that hand injury, the extent of which the team didn't reveal at the time.

"I tripped over the baby gate and fell down the stairs," he explains. "The specialist told me I needed to get it plated and wouldn't be able to drive for a while, so I said, 'no, it'll have to wait'."

The target for Kimber-Smith now is to return to the ranks of the paid sportscar professionals, a status he previously enjoyed at Cheever and during a two-year stint with Team LNT, which included GT2-class victory at Le Mans aboard a Panoz in 2006.

"The money I had for this year is now gone," he says, "but I think I've done enough to get back on the ladder."

The phone has already started to ring. He would almost certainly have raced a GTE car at Petit Le Mans but for the need to get his hand fixed and he's already returned to Barwell for a Britcar one-off.

There are ongoing talks with Greaves to stay in P2 and possibly move up to the new FIA World Endurance Championship, but Kimber-Smith is also looking at GT3 for the future. "That's probably where the most paid drives are right now," he says.

The big ambition, as for any sportscar driver, is to get into a competitive LMP1. "There are only three classes at Le Mans now," he says, "and I've won two of them..."

## TKS: WATTS OCCURRING?

Danny Watts is a convenient yardstick for Tom Kimber-Smith's talents. They were team-mates at Team LNT in 2007 and rivals in LMP2 this year. Those who have worked with both will tell you there's little to choose between TKS and the Strakka driver.

Just ask Alan Muggleston, who engineered the Greaves Zytec at the final two LMS races and previously worked at LNT with both. "Tom is every bit as good as Danny," he says. "Danny is more analytical, but Tom does things a little more naturally."

Richard Dean, who ran TKS to the 2003 British FFord title and again in FRenault, is a big fan, which explains why he brought him to LNT at the end of '05.

"Tom is fast and doesn't make mistakes," he says. "I can't recall him crashing one of my cars."

It is easy to explain why TKS's talents have been overlooked. His single-seater career tailed off after FFord, and he doesn't promote himself out of the car.

That's something those around him believe is changing.

"Tom is more confident since coming back," says Muggleston. "I'm sure that's down to a settled family life."





REPORT  
WORLD OF SPORT

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

**QUICK RESULTS**  
→ Winner **Tony Stewart**  
→ Pole **Carl Edwards**  
→ Most laps led **Edwards**  
→ Champion **Stewart**

**RACE RATING** The perfect finale  
★★★★★ to the best Chase yet



Stewart celebrates his third Cup title

NASCAR SPRINT CUP HOMESTEAD (USA), NOVEMBER 20, RD 36/36

# Stunning comeback helps Stewart deny Edwards

**TONY STEWART TOOK HIS** third NASCAR Cup title in a humdinger of a season finale at Homestead.

Stewart prevailed in the only way he could, by outracing Carl Edwards in a head-to-head fight for victory. He becomes the first owner/driver to claim the title since Alan Kulwicki in 1992, but was quick to pay tribute to team co-owner Gene Haas.

"I've got the best team in the business and I'm just so grateful to be able to do this for Gene, he's invested so much in this," he said.

Stewart's drive was from the top drawer. Edwards had qualified his Roush Fenway Ford on pole, which he

turned into the lead, before going on to take the bonus point for most laps led.

Stewart, meanwhile, was aggressively working his way up the order from his 15th-place starting position. His cause wasn't helped when Kurt Busch's Penske Dodge's transmission broke, sending a lump of debris through Stewart's Chevy's radiator.

Stewart's crew repaired the damage during a rain-induced caution, but he dropped to 40th with Edwards still in front.

Again 'Smoke' charged, making three and four-wide passes to minimise the deficit as swiftly as possible. But yet again his work was

undone as sticking lug nuts caused a slow pitstop and sent him backwards.

A harder rain shower caused the race to be stopped for over two hours. Stewart had fought back to fifth, but with Edwards still leading, his efforts would have been for nothing if it finished that way. However, the rain eased, the track driers did their job and the action got underway.

It was now that fortune smiled on Stewart. During a long, late green-flag period, crew chief Darian Grubb told his man to start saving fuel, calculating that if he could eke an extra 10 laps from his run, he'd be able to one-stop to the finish, while

Edwards would require two.

It was going to be tight, but as Stewart left the pits the rain returned. As the majority of the field topped-up, Stewart moved to fourth. At the restart he brilliantly dived inside of two other cars and took a lead he would keep. Edwards wasted no time in taking second, and the pair pulled clear. Over the final 10 laps he reduced the gap to under 1s, but heavy traffic denied him a concerted attack.

Second for Edwards meant they finished level on points, but Stewart's five wins — all coming in The Chase — gave him the nod.

"Those guys rose to the occasion — that was all I

had," said Edwards. "We set pole, led the most laps and they still won. That was as hard as I can drive."

● Connell Sanders Jr

## RESULTS

**1 Tony Stewart (Chevrolet Impala)**, 267 laps in 3h29m00s; 2 Carl Edwards (Ford Fusion), +1.306s; 3 Martin Truex Jr (Toyota Camry); 4 Matt Kenseth (Ford); 5 Jeff Gordon (Chevy); 6 Clint Bowyer (Chevy); 7 Kasey Kahne (Toyota); 8 Kevin Harvick (Chevy); 9 Denny Hamlin (Toyota); 10 Jeff Burton (Chevy). **Points** 1 Stewart, 2403; 2 Edwards, 2403; 3 Harvick, 2345; 4 Kenseth, 2330; 5 Brad Keselowski, 2319; 6 Jimmie Johnson, 2304; 7 Dale Earnhardt Jr, 2290; 8 Gordon, 2287; 9 Hamlin, 2284; 10 Ryan Newman, 2284.

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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

Tony Stewart's title-winning drive at Homestead brought him up three spots to 16th, while defeated Carl Edwards remains nine places further up due to a better run across the whole year. Former champ Jimmie Johnson slid to an all-time low of 14th spot.

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



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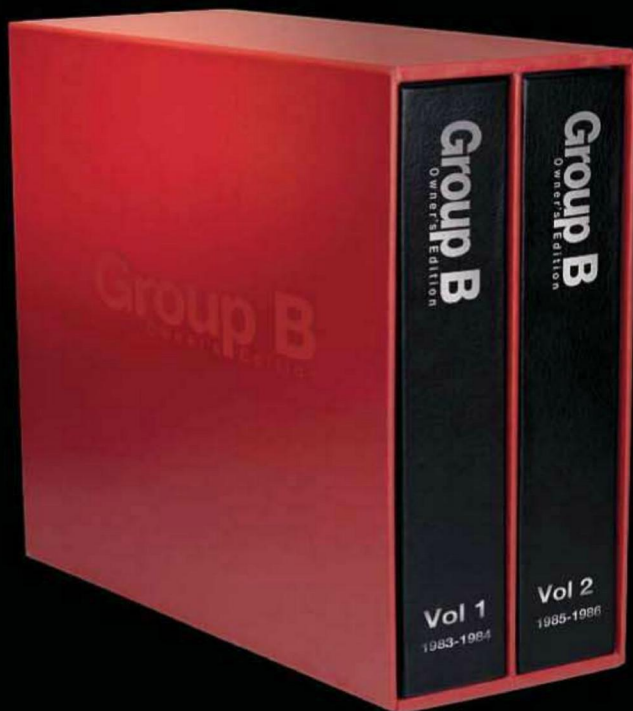


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# Group B

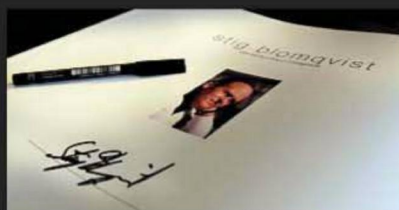
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- Helmut Deimel about the madness of spectators in Portugal
- the MG Metro 6R4 as the star of a TV soap
- Group B in a film - with the helicopters over New-Zealand
- the fastest special stage of all time
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Rd 13/14

## QUICK RESULTS

→ Race 1 winner **Rick Kelly**  
 → Race 2 winner **Jamie Whincup**  
 → Poles **Kelly/Whincup**  
 → Points leader **Whincup**

## RACE RATING

★★★★☆

Wet-weather vision problems killed any hope of a top race

REPORTS  
WORLD OF SPORT

V8 SUPERCARS SANDOWN (AUS), NOVEMBER 19-20, RD 13/14

## Kelly and Whincup share the victories at Sandown

MELBOURNE IS A CITY known for its changeable weather and that was a telling factor in deciding the winners in the V8 Supercar races at Sandown.

In torrential rain on Sunday, Rick Kelly was untouchable, starting from pole position and leading as he liked, no matter how many safety-car periods.

On Sunday, it was fine and Jamie Whincup filled a near-identical role, the Triple 8 Holden driver pulling away to take his 10th win of the year and increase his points lead.

But the telling results were the ones on Saturday. Whincup started second and his team-mate Craig Lowndes 27th after qualifying dramas. In the race, it was like a perfect storm; while Whincup slid down the field with no visibility, Lowndes surged

through to finish sixth to keep his faint title hopes alive heading into the Homebush series finale.

"It was a big relief after what happened on Saturday," Whincup said. "That race was one of the scariest and worst experiences of my life; the spray was horrible!"

Kelly, driving one of his own team's Holdens, was no threat in the dry, but Lowndes was fourth. He is the only man that can deny Whincup the title.

Current champion James Courtney got his season back on track with second for the Holden Racing Team on Saturday, ahead of Todd Kelly, who reckoned he could have caught his brother and team-mate with three more laps. On Sunday, Ford Performance Racing was the only team to threaten Whincup, Mark

Winterbottom leading his team-mate Will Davison to podium finishes.

Davison was fourth on Saturday, ahead of Kiwi Shane van Gisbergen, who backed up FPR with a fifth and a sixth.

● Phil Branagan

## RESULTS

**Race 1** 1 Rick Kelly (Holden Commodore VEII), 37 laps in 58m57.587s; 2 James Courtney (Holden), +3.723s; 3 Todd Kelly (Holden); 4 Will Davison (Ford); 5 Shane van Gisbergen (Ford); 6 Craig Lowndes (Holden).

**Race 2** 1 Jamie Whincup (Holden),

65 laps in 1h22m18.557s; 2 Mark Winterbottom (Ford), +1.977s; 3 W Davison; 4 Lowndes; 5 Garth Tander (Holden); 6 van Gisbergen (Ford). **Points** 1 Whincup, 3033; 2 Lowndes, 2845; 3 Winterbottom, 2449; 4 Van Gisbergen, 2414; 5 Tander, 2388; 6 W Davison, 2345.



Kelly heads Whincup and Andrew Jones in race one

NASCAR TRUCK SERIES HOMESTEAD (USA), NOVEMBER 18, RD 25/25

Hard rain falls on  
Dillon's title rivals

## THE THREE-WAY FIGHT

for the NASCAR Truck Series title was denied a potentially thrilling climax when a heavy rain shower struck with 17 laps to go at Homestead.

At the time Jonny Sauter

was leading in his ThorSport Toyota and closing in on the bonus point for most laps led. Meanwhile, Austin Dillon, who needed just a top-16 finish to clinch the crown, was languishing in the

mid-field after a terrible restart from the final caution. He was vulnerable, but with the pickups back in the pits he was told the race wouldn't restart and, at 21, became the series' youngest champion.

"This is a dream come true," said the Richard Childress Racing driver (also the grandson of the legendary team owner). "It doesn't get better than this."

It was a great day for RCR

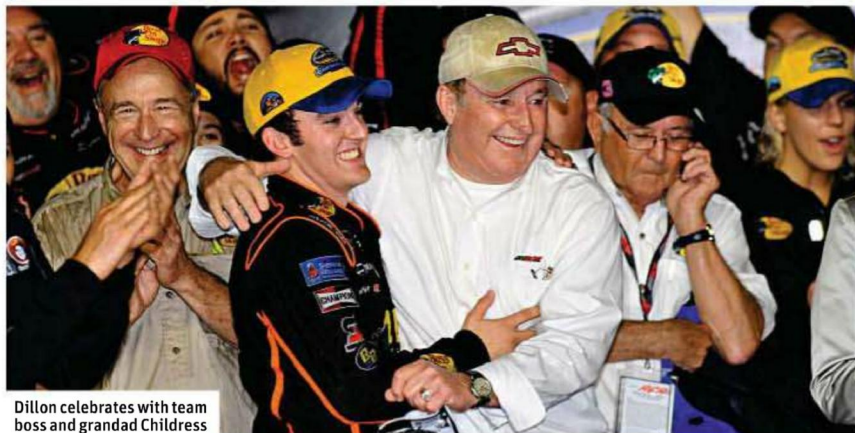
with Joey Coulter fifth to take Rookie of the Year honours. It was the first time one team had taken both titles since Roush pair Greg Biffle and Kurt Busch wrapped them up in 1998.

Sauter had done a great job, fending off Denny Hamlin (driving the Toyota Kyle Busch had crashed at Phoenix) and Kevin Harvick (aiming to go out on a high in the final race for his Kevin Harvick Inc team).

Harvick's team-mate Nelson Piquet Jr was a top-10 runner, but missed out on the rookie title despite finishing fourth. ● Connell Sanders Jr

## RESULTS

**1** Johnny Sauter (Toyota Tundra), 119 laps in 1h25m25s; 2 Denny Hamlin (Toyota), +1.289s; 3 Kevin Harvick (Chevrolet Impala); 4 Nelson Piquet Jr (Chevy); 5 Joey Coulter (Chevy); 6 Ty Dillon (Chevy). **Points** 1 Austin Dillon, 888; 2 Sauter, 882; 3 James Buescher, 859; 4 Ron Hornaday, 838; 5 Timothy Peters, 832; 6 Todd Bodine, 803.



Dillon celebrates with team boss and grandad Childress

## IN BRIEF

## NASCAR NATIONWIDE

Brad Keselowski (Penske Dodge) held off new champion Ricky Stenhouse Jr and Carl Edwards (both Roush Fords) to win the Homestead season finale. Danica Patrick ran comfortably in the top 15 before hitting the wall late on.

## ASIAN GT CUP

DTM driver Edoardo Mortara took a dominant win at Macau – to add to his two F3 Grand Prix victories – in his Audi R8 ahead of Keita Sawa (Lamborghini) and Danny Watts (McLaren). The race was stopped for an hour after a huge shunt that hospitalised John Shen.

## BRAZILIAN TOURERS

Chevrolet won both races at Londrina courtesy of Valdeno Brito (Mico's Racing) and Thiago Camilo (Alves Competition). Daniel Serra and Thiago Marques – neither of whom made it into the top five – can both still beat Camilo to the title.



## MACAU

CHINA

November 19-20  
F3 Grand Prix

## AT A GLANCE

- Q race **M Wittmann**
- Main race **D Juncadella**
- Pole position **Wittmann**
- Fastest lap **Wittmann**



Third-place man Wittmann couldn't believe he didn't win



# Juncadella is a lucky fella

**Spaniard makes the most of a generous dollop of good fortune and a liberal sprinkling of safety cars**

**ON THE STREETS OF A CITY** that's built around casinos and gambling, Daniel Juncadella hit the jackpot in the 58th Macau Grand Prix – winning despite qualifying only 14th fastest.

Having shunted heavily in practice, and then set his

fastest qualifying time early in the session, and not beating it when the track got quicker, Juncadella knew he had it all to do – but at least had two races to do it. He also gained three places due to grid penalties, and among those penalised for

various misdemeanours in practice was his Prema team-mate Roberto Merhi, who was beaten to the fastest time in qualifying by just 0.064s by Signature's Marco Wittmann.

Merhi's seven-place penalty promoted Antonio Felix da Costa on to the front row for Saturday's qualification race, but his chances were ended when first gear broke on the startline and he was swamped. Wittmann clung to the lead at Lisboa, despite British champion Felipe Nasr (Carlin) nosing ahead briefly on the preceding straight. Nasr clung to second, despite Valtteri Bottas's attempts to nip around his outside in

his Double R entry.

Merhi, who started eighth, was up to fourth on the first lap, which became third when he outbraked Bottas at Lisboa on lap two. Juncadella also enjoyed a successful first lap, and was pressuring Carlin's Carlos Huertas for fifth.

As Nasr and Merhi duelled for second, Wittmann extended his lead to 1.5s by lap four, aided by Nasr having to look in his mirrors for the fired-up Merhi. The Spaniard made several attacks at Lisboa, but was repelled each time by the stubborn Brazilian.

The safety car made its first appearance of the weekend for Jimmy Eriksson's big shunt near

Fisherman's. The race would finish under yellows, with Nasr just holding off Merhi for second, but not totally enamoured with his lunges: "He was much quicker down the straight, and with the momentum he was always going to brake later. Sometimes he was trying too hard and we got very close to having contact there."

Wittmann was untroubled, opening lap apart, and said: "I had the inside line for Lisboa, so although Felipe was slightly ahead, I was better placed. I pushed hard on the opening lap, which was very successful."

Huertas did a solid job to keep Juncadella at bay for



Merhi stalled ahead of the feature race



## RACE RATING

★★★★☆

An unexpected winner from a typically unpredictable weekend

## MILESTONE

Daniel Juncadella is the first Spaniard to win the Macau Grand Prix

REPORT  
F3 MACAU

CHARLES BRADLEY  
reports



Da Costa crashed on his first dry lap



## Shattered dreams

With arguably the best grid assembled in years at Macau, there was always going to be some hard luck stories along the twisting streets, but there were some silver linings too.

At Hitech Racing, GP3 race winner Antonio Felix da Costa stunned everyone with his front-row starting spot for the qualification race – especially as he'd crashed on the first lap of dry practice. Then he revealed the throttle had been sticking open in qualifying too! "I really went for it on the second set of tyres and

was very surprised with the outcome."

His dream result turned to a nightmare, when first gear broke on the startline and forced him out: "It's the most important race of the year, and this has ended it," he said.

With Pietro Fantin in the barriers early on, at least team boss Ryan Sharp had Dutch rookie Hannes van Asseldonk in the top 10 – not bad from 17th on the grid. So you can imagine his joy when van Asseldonk ran with the hounds in the main event, finishing fifth despite

hefty brush with the wall at Fisherman's. "The pressure was on, and I just went in there a bit too fast," said van Asseldonk. "I was lucky I could keep going."

There was to be no cheering up Alexander Sims, whose one-off drive with the Japanese TOM'S team offered much when he qualified fourth, but he didn't make the start when he shunted on his out-lap.

"I just clipped the inside wall at a fast section," he said. "There is no margin for error there. It was a bit of a strange one and absolutely galling. We had a genuine chance to win; top three minimum."

Despite starting the main event from next-to-last, he was on for a top-10 finish, but a late clash with Hideki Yamauchi meant he tapped the barrier, and his engine stalled.

"It was just a bit of a touch, nothing much," said Sims, "but it's what happened yesterday that really screwed us."



Sims crashed on out-lap

fifth, with Laurens Vanthoor (Signature) next up ahead of team-mate Daniel Abt, another to battle back after a dismal qualifying meant that he started 16th.

Sunday's main event had all four big guns starting up front, and promised a classic tussle between Wittmann, Nasr, Merhi and Bottas. But, for Merhi, his race never really began. He didn't begin his start procedure early enough, so when the red lights went out, the engine wasn't at the right revs and stalled. "My mistake," he said. "I'm really pissed off now."

Huertas did a mega job of swerving around the stationary Merhi, but Vanthoor clipped him and



Bottas, Nasr and Juncadella break away



Braking issues ended Bottas's victory hopes

was sent across the track into the pitwall, collecting team-mate Abt as he spun. German F3 champ Richie Stanaway also rode over Merhi's back wheel, and both were forced out.

Although the safety car would be called for, it didn't come soon enough for Huertas, who was tagged by a fast-starting Marko Asmer (Double R) at Lisboa and spun. Asmer's penalty was to get blocked behind him, as the rest of the field filed past.

Wittmann led the pack behind the safety car, Bottas had gained second, and appeared to pack far more straightline speed after the team trimmed his diffuser overnight. Nasr was third,

having repassed Juncadella at Lisboa on the opening tour after briefly dropping behind him.

The restart was epic, as Wittmann failed to break the tow to Bottas, with Nasr making it three-wide on the run to Lisboa. Wittmann clung to his lead superbly by braking uber-late on the regular racing line, while Bottas turned in a tad too early, and clobbered the kerb on the inside, which almost cost him a place to the close-following Nasr.

Although happier with his new-found speed on the quick bits, Bottas was struggling with locking rear brakes. This meant he ran wide through R-Bend, allowing Nasr back ahead ▶



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## "That's why we love this sport, because it's hard"

Signature's Philippe Sinault after his team misses out on a third successive Macau win

### MILESTONE

Prema is the first Italian team to win the Macau GP since Forti Corse in 1988 with Enrico Bertaggia



## REPORT F3 MACAU

◀ of him as they started their fifth lap. Bottas quickly got back into Nasr's tow, with Juncadella now getting in on the act to make it briefly three-wide again, this time over second place as Wittmann had pulled a 1.7s lead.

Bottas braked as late as he dared for Lisboa — too late. His left-rear tyre brushed the tyrewall, which flicked the front of the car into the Armco, and he exited the race in a shower of sparks. "I think I got some rubber [pick-up] on my tyres after running wide," he mused. "But it was my mistake, I braked too late, really a pity."

In the excitement, Juncadella nipped ahead of Nasr for second, but by lap seven Wittmann had extended a 3.1s lead. Surely the race was his?

No, thanks to tailender Felix Rosenqvist, who hit the barriers to bring out the second safety car. This time, the restart would not go so smoothly for our race leader...

Despite attempts to break his tow, Juncadella breezed past Wittmann to hit the

front to Lisboa, where the German dropped to fifth! An amazing run from Japanese champion Yuhi Sekiguchi (who only got his Mücke Motorsport drive as Michael Ho injured himself training) leapfrogged him from fifth to second, ahead of Nasr and an inspired Hannes van Asseldonk (Hitech) — who qualified down in 20th.

Nasr regained second on the following lap — although he had to bang wheels with Sekiguchi to do it — while Wittmann took a little time to regain his composure to attack van Asseldonk, passing him on lap 12 and Sekiguchi for third soon after.

It wasn't just Wittmann who had been spooked; new leader Juncadella positively freaked out, coming close to binning it at Dona Maria. "I have never made so many mistakes in my life as on that lap," he admitted. "I was shaking in the car, honestly."

The fastest lap brought Wittmann to within a second of Nasr, who was only 1.2s behind Juncadella when the race was effectively ended by a frightening clash



British champion Nasr had to settle for second

of wheels between Kevin Magnussen and Will Buller — who was slow in a straight line due to a hole that had been punched in the nose of his car early on. The Dane was sent spiralling skywards and into the catchfencing, causing another shunt behind as Hywel Lloyd (Sino Vision) jumped on the anchors with Carlos Sainz Jr's Signature car

submarining under him. "I'm happy to be here right now," sighed Magnussen, who escaped with a sore leg.

While Magnussen was fortunate, winner Juncadella thought himself the luckiest man on the planet: "I was quite lucky with the safety car, I didn't really expect to win but this feeling is amazing," he said. "On the last lap, behind the safety

car, I have never cried that much in my life!"

Nasr was a fretful second, feeling he was never in the right place at the right time to capitalise on his pace, while Wittmann seemed near-suicidal over his third place in a weekend he thought he'd dominated. Macau always does tend to rewrite the best-laid of plans. ☼

## RESULTS

Macau Grand Prix, Macau Guia Circuit (PRC), November 17-20

### MAIN RACE - 15 LAPS, 57.044 MILES

POS	DRIVER	TEAM	CAR	TIME	GRID
1	Daniel Juncadella (E)	Prema Powerteam	DMB F309	42m17.099s	6
2	Felipe Nasr (BR)	Carlin	DVM F308	+0.359s	2
3	Marco Wittmann (D)	Signature	DVM F308	+0.662s	1
4	Yuhi Sekiguchi (J)	Mücke Motorsport	DMB F310	+1.378s	12
5	Hannes van Asseldonk (NL)	Hitech Racing	DVM F308	+2.128s	10
6	Will Buller (GB)	Fortec Motorsport	DMB F311	+3.301s	13
7	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	+3.860s	14
8	Jazeman Jaafar (MAL)	Carlin	DVM F308	+4.062s	17
9	Richard Bradley (GB)	TOM'S	DT F308	+4.595s	25
10	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+4.819s	24
11	Pietro Fantin (BR)	Hitech Racing	DVM F308	+5.551s	30
12	Kimiya Sato (J)	Motopark	DVM F308	+6.534s	9
13	Carlos Huertas (CO)	Carlin	DVM F308	+8.336s	5
14	Kevin Magnussen (DK)	Carlin	DVM F308	-2 laps	19
15	Hideki Yamauchi (J)	Toda Racing	DH F308	-2 laps	11
16	Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	-2 laps	16
17	Carlos Sainz Jr (E)	Signature	DVM F309	-2 laps	20
18	Alexander Sims (GB)	TOM'S	DT F308	-2 laps	29
19	Marko Asmer (EE)	Double R Racing	DMB F310	-2 laps	18
R	Antonio Felix da Costa (P)	Hitech Racing	DVM F308	12 laps-wheel	26
R	Carlos Munoz (CO)	Signature	DVM F308	9 laps-accident	28
R	Felix Rosenqvist (S)	Mücke Motorsport	DMB F308	6 laps-accident	21
R	Valtteri Bottas (FIN)	Double R Racing	DMB F308	4 laps-acc damage	4
R	Mitch Evans (NZ)	Double R Racing	DMB F308	4 laps-brakes	22
R	Roberto Merhi (E)	Prema Powerteam	DMB F308	1 lap-acc damage	3
R	Daniel Abt (D)	Signature	DVM F308	0 laps-accident	8
R	Richie Stanaway (NZ)	Van Amersfoort Racing	DVM F308	0 laps-accident	15
R	Laurens Vanthoor (B)	Signature	DVM F309	0 laps-accident	16
R	Hironobu Yasuda (J)	Three Bond Racing	DN F309	0 laps-engine	24
DNS	Jimmy Eriksson (S)	Motopark	DVM F308	0 laps-acc damage	23

### Q RACE GRID

1 WITTMANN 2:12.790	11 J*CADELLA 2:14.064*
2 DA COSTA 2:13.115	12 ASMER 2:14.011*
3 BOTTAS 2:13.192	13 MUNOZ 2:14.020*
4 SIMS 2:13.407	14 FANTIN 2:14.415
5 NASR 2:13.429	15 JAAFAR 2:14.477
6 HUERTAS 2:13.704	16 ABT 2:14.513
7 SEKIGUCHI 2:13.850	17 VAN 'DOMK 2:14.591
8 MERHI* 2:12.854	18 STANAWAY 2:14.625
9 VANTHOOR 2:13.973*	19 SAINZ JR 2:14.511*
10 SATO 2:14.246	20 BULLER 2:14.649
11 J*CADELLA 2:14.064*	21 YAMAUCHI 2:14.863
12 ASMER 2:14.011*	22 LLOYD 2:15.022
13 MUNOZ 2:14.020*	23 FORESTI 2:15.061
14 FANTIN 2:14.415	24 BRADLEY 2:15.855
15 JAAFAR 2:14.477	25 FONG 2:16.666
16 ABT 2:14.513	26 YASUDA 2:22.302*
17 VAN 'DOMK 2:14.591	27 ERIKSSON 2:55.360
18 STANAWAY 2:14.625	28 EVANS NO TIME
19 SAINZ JR 2:14.511*	29 MAGNUSSEN 2:13.518*
20 BULLER 2:14.649	30 R*NOVIST 2:13.528*
21 YAMAUCHI 2:14.863	
22 LLOYD 2:15.022	
23 FORESTI 2:15.061	
24 BRADLEY 2:15.855	
25 FONG 2:16.666	
26 YASUDA 2:22.302*	
27 ERIKSSON 2:55.360	
28 EVANS NO TIME	
29 MAGNUSSEN 2:13.518*	
30 R*NOVIST 2:13.528*	

### QUALIFYING RACE - 10 LAPS, 38.029 MILES

POS	DRIVER	TIME	GRID
1	Wittmann	25m03.719s	1
2	Nasr	+0.867s	5
3	Merhi	+3.483s	8
4	Bottas	+4.270s	3
5	Huertas	+4.850s	6
6	Juncadella	+5.381s	11
7	Vanthoor	+6.512s	9
8	Abt	+7.228s	16
9	Sato	+8.154s	10
10	van Asseldonk	+9.337s	17
11	Yamauchi	+10.200s	21
12	Sekiguchi	+10.789s	7
13	Buller	+11.086s	20
14	Foresti	+11.517s	23
15	Stanaway	+12.167s	18
16	Lloyd	+12.888s	22
17	Jaafar	+13.967s	15
18	Asmer	+14.933s	12
19	Magnussen	+15.558s	29
20	Sainz Jr	+16.388s	19
21	Rosenqvist	+16.924s	30
22	Evans	+18.601s	28
R	Eriksson	7 laps-accident	27
R	Fong	6 laps-accident	25
R	Bradley	5 laps-accident	24
R	da Costa	4 laps-gearbox	2
R	Yasuda	3 laps-engine	26
R	Munoz	1 lap-clutch	13
R	Fantin	0 laps-accident	14
DNS	Sims	0 laps-acc damage	4

### CHAMPIONSHIP

POS	DRIVER	PTS
1	Merhi	133
2	Wittmann	101
3	Juncadella	72
4	Abt	44
5	Vanthoor	39
6	Munoz	26
7	Jaafar	21
8	Huertas	15
9	Sato	7

Main race: winner's average: 80.93mph. Fastest lap: Wittmann, 2m12.146s, 103.59mph. Qualifying race: winner's average: 91.04mph. Fastest lap: Merhi, 2m13.654s, 102.42mph. R=Retired. \*grid penalty.



## MACAU

CHINA

November 20

WTCC

Round 12 of 12



## AT A GLANCE

- Race 1 Rob Huff
- Race 2 Huff
- Poles Huff/F Engstler
- Fastest laps Muller/Huff



The locals were happy to play their part

# Huff's double, Muller's treble

Two wins weren't enough for Rob Huff, as Chevy team-mate Yvan Muller won the title yet again



Huff was unbeatable on the streets of Macau

making the high-speed Mandarin kink utterly treacherous, first Couto and then Menu slid wide into the barriers. Couto spun back across the track, and slammed into Menu once more. Behind them, Norbert Michelisz tagged the rear of fellow BMW privateer Franz Engstler, who did well to hold a massive slide.

"I knew the dirt was there, but he was right in front of me and moved to the left so he drove all over it," said Menu, who wouldn't start the second race as his car was too badly damaged. "I was close to him, but before the corner he kept coming left. Maybe it wasn't his fault, perhaps everyone on the right side was moving left too."

Next out, after a three-lap safety car interlude, were Darryl O'Young (Chevy) and Mehdi Bennani (BMW). Their battle over fourth ended at Lisboa, after Bennani tagged O'Young on the way into the corner, but his bump-n-run NASCAR-style move came a cropper when O'Young chopped across and took them both into the wall. After another safety car, as O'Young had rejoined and coated the track with lubricant, the battle at the front finally got going.

Muller had four chances to usurp Huff from his lead at Lisboa. His first go was on the outside on the brakes, but Huff saw his switchback plan coming and stoutly defended on the exit. On the next lap, Muller tapped Huff from behind, but he wouldn't be shifted.

Attempt three was braking really late on the outside – this time Yvan was trying to line up a move into the following San Francisco corner, where there was again slight contact.

In his final effort, Muller didn't get a tow so he wasn't as close on turn-in, but he carried a lot more corner speed, whacking Huff at the apex. It still wasn't enough to unsettle him and Huff rattled off the

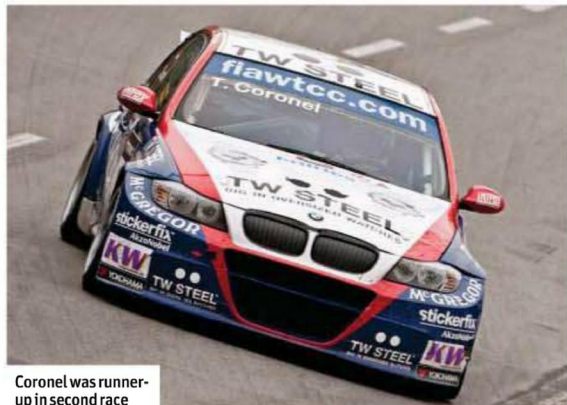
**ROB HUFF CAME TO MACAU** on a mission to take pole, win both races and steal the World Touring Car Championship away from his Chevrolet team-mate Yvan Muller. He achieved his first objectives but failed in the last one by just a handful of points – although at one point in race two they were actually tied at the top of the table.

It took a long time to get race one going, after an aborted start and two safety

car periods that meant the first proper racing lap wasn't completed until the eighth tour of 11, but – once underway – it was a gripping, tense affair.

Before that, however, four leading contenders were already out. Chevy's Alain Menu had clashed with local hero Andre Couto's SEAT in qualifying, and it took them a matter of seconds for them to get together in the race too.

With cement dust



Coronel was runner-up in second race



## RACE RATING

★★★★☆

Some quality dicing, when the safety car allowed

## MILESTONE

Mehdi Bannani took his best WTCC finish with sixth in race two for Proteam

REPORT  
WTCC MACAU

CHARLES BRADLEY  
reports



rest of the final lap to put him within 13 points of Muller going into the title decider.

Huff, third on the grid, needed cars between himself and Muller to be champion, but lost an ally in Couto (who started from the pits after a Herculean effort by his team), which effectively promoted Muller to seventh.

Tom Coronel's BMW made a lightning standing start from fourth to take the lead. Michel Nykjaer's SEAT held second, despite a huge slide at Mandarin, but he could only keep Huff behind him until Paiol, where Huff pulled off one of the moves of the season to squeeze his car through an impossibly small gap.

At the end of the opening lap, Coronel held a 1.9s lead, but Huff ate into that across the mountain section and was able to tow his way past the Dutchman on the run to Lisboa. With Huff leading, and Muller running fourth, it meant they would be tied on points.

The safety car was required to remove Gary Kwok's very bent BMW after he'd spun into the wall at Mandarin. Not that it interrupted Huff's progress (although a



Gary Kwok brought out the safety car

Huff's efforts could not deny Muller



recovery vehicle towing Couto's broken car briefly did at Melco), and he pulled away at the restart to record a dominant double.

"If anyone had told me at the beginning of this season that I would have four pole positions, win eight races, take seven fastest laps and finish every race in the points, and not be world champion, I wouldn't have believed them," said Huff. "I'm just really pleased that I was the one who took the fight to Yvan, who is

considered the best touring car driver in the world and has proved so three times."

Muller worked his way past Nykjaer at Lisboa on lap nine to ensure he won his third world title by three points, and Gabriele Tarquini, who finished on the podium in race one, finished fourth after passing Nykjaer at Lisboa on the final tour.



P59 MULLER  
INTERVIEW

## Mallock hails drivers as "fantastic"

**THANK GOODNESS FOR** Chevrolet's team orders – or rather the lack of them – in this year's WTCC, otherwise the title fight would have been a lot less interesting.

In allowing its star drivers to "have at it boys" – within reason – the Ray Mallock-run squad generated its own intra-team world title fight this year between Yvan Muller and Rob Huff.

"We always want to encourage competition between our drivers, unless we get into unusual circumstances where we'd ask one driver to support another," said Mallock. "We've got a fantastic driver line-up, and although Yvan has only been with us for two years you could see his class immediately. Rob really grew up with RML, starting with his SEAT prize in the BTCC with us. We're very proud of the way he's developed into one of the best tin-top drivers ever." Mallock said that the Macau finale brought some



Mallock's team swept the board in Macau

added pressure to the team, as Huff sought to reverse the 20-point deficit at his favourite track.

"It was a unique position for us to be in, because we normally come here fighting for the championship, but this time it was just between our drivers," said Mallock. "It is also quite a stressful position to be in, because we know how much passion there is between the drivers, and their crews, to win the title. At the same time, they have to work together as team-mates. But there are worse problems to have in this business!"

## RESULTS

World Touring Car Championship, Macau (PRC), November 18-20, round 12 of 12

## GRID RACE 1

1 HUFF 2:30.881	2 MULLER 2:31.149
3 TARQUINI 2:32.147	4 O'YOUNG 2:32.519
5 CORONEL 2:33.825	6 BENNANI 2:34.355
7 COUTO 2:34.363	8 NYKJAER 2:34.498
9 ENGSTLER 2:34.876	10 MONTEIRO 2:34.320
11 NICHOLISZ 2:34.526	12 MENU 2:34.804
13 POULSEN 2:35.131	14 VILLA 2:35.321
15 ORIOLA 2:35.466	16 DUDUKALO 2:36.694
17 NG 2:39.822	18 KWOK 2:41.598
19 MERSZEI 2:42.042	20 MAK 2:43.810
21 DESOZA 2:44.720	22 MA 2:48.067

## RACE 1 - 11 LAPS, 41.832 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	35m01.903s	1
2	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.016s	2
3	Gabriele Tarquini (I)	SUNRED Engineering	SEAT Leon 1.6T	+6.666s	3
4	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+8.239s	5
5	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon 1.6T	+10.778s	8
6	Franz Engstler (D)	Team Engstler	BMW 320 TC	+11.165s	9
7	Kristian Poulsen (DK)	Team Engstler	BMW 320 TC	+11.860s	13
8	Norbert Michelisz (H)	Zengo Densio Team	BMW 320 TC	+12.049s	11
9	Mehdi Bannani (MA)	Proteam Racing	BMW 320 TC	+14.149s	6
10	Pepe Oriola (E)	SUNRED Engineering	SEAT Leon 1.6T	+16.940s	15
11	Javier Villa (E)	Proteam Racing	BMW 320 TC	+17.136s	14
12	Tiago Monteiro (P)	SUNRED Engineering	SEAT Leon 1.6T	+21.775s	10
13	Charles Ng (PRC)	DeTeam/Engstler	BMW 320 TC	+41.256s	17
14	Joseph Merszei (MAC)	DeTeam/Engstler	BMW 320 TC	+46.447s	19
15	Filipe De Souza (MAC)	Corsa Motorsport	Chevrolet Lacetti	-2 laps	21
16	Gary Kwok (CAN)	Wiechers-Sport	BMW 320 TC	-3 laps	18
R	Aleksei Dudukalo (RUS)	SUNRED Engineering	SEAT Leon 1.6T	7 laps-lost wheel	16
R	Philip Ma (PRC)	Proteam Racing	BMW 320si	7 laps-accident	22
R	Ka Lok Mak (MAC)	RPM Racing Team	BMW 320si	7 laps-accident	20
R	Darryl O'Young (PRC)	Bamboo-Engineering	Chevrolet Cruze 1.6T	4 laps-acc damage	4
R	Andre Couto (MAC)	SUNRED Engineering	SEAT Leon 1.6T	1 lap-accident	7
R	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	1 lap-accident	12
NS	Fredy Barth (CH)	Swiss Racing by SUNRED	SEAT Leon 1.6T	injured	
NS	Robert Dahlgren (S)	Polstar Racing	Volvo C30 Drive	injured	

## GRID RACE 2

1 NYKJAER 2:34.232	2 HUFF 2:34.224
3 CORONEL 2:34.171	4 BENNANI 2:35.976
5 TARQUINI 2:34.085	6 COUTO 2:33.954
7 MULLER 2:33.353	8 MONTEIRO 2:34.320
9 NICHOLISZ 2:34.526	10 POULSEN 2:35.131
11 VILLA 2:35.321	12 ORIOLA 2:35.466
13 DUDUKALO 2:36.694	14 MERSZEI 2:42.042
15 NG 2:39.822	16 MAK 2:43.810
17 DESOZA 2:44.720	18 O'YOUNG 2:33.177
19 KWOK 2:41.598	20 MENU 2:34.804
21 MA 2:48.067	22 DHALGREN 2:41.598

## RACE 2 - 11 LAPS, 41.832 MILES

POS	DRIVER	TIME	GRID
1	Huff	33m23.773s	3
2	Coronel	+4.680s	4
3	Muller	+8.695s	8
4	Tarquini	+9.047s	5
5	Nykjaer	+10.718s	2
6	Bennani	+11.066s	6
7	Engstler	+12.241s	1
8	Monteiro	+15.126s	9
9	Michelis	+16.686s	10
10	Villa	+16.950s	12
11	Oriola	+19.640s	13
12	O'Young	+20.088s	20
13	Poulsen	+22.457s	11
14	Ng	+39.267s	15
15	Merszei	+1m02.249s	16
16	Ma	-3 laps	19
R	Mak	7 laps-accident	17
R	Desouza	6 laps-accident	18
R	Kwok	2 laps-accident	22
R	Couto	1 lap-fire	7*
NS	Dudukalo	accident damage	14
NS	Menu	accident damage	21
NS	Barth	injured	
NS	Dahlgren	injured	

## CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Muller	433
2	Huff	430
3	Menu	323
4	Coronel	233
5	Tarquini	204
6	Monteiro	117
7	Poulsen	112
8	Engstler	88
9	Michelis	88
10	Nykjaer	86

## INDEPENDENTS

POS	DRIVER	PTS
1	Poulsen	139
2	Nykjaer	118
3	Michelis	114

Race 1 Winner's average: 71.65mph. Fastest lap: Muller, 2m32.146s, 89.98mph. Race 2 Winner's average: 75.15mph. Fastest lap: Huff, 2m32.173s, 89.96mph. \* started from pitlane.





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Muller and Chevy did enough to win the title

# Yvan Muller: stressed to best

Triple WTCC champion tells *CHARLES BRADLEY* he'll be back for a tilt at a fourth title

**DURING THE SUMMER, YVAN** Muller was hanging out with fellow Alsatian motorsport superstar Sebastien Loeb, and noticed seven stars on his helmet to reflect his status as a (then) seven-time world rally champion. Yvan pointed out that if he was going to emulate Seb he'd be at least 47 by the time it happened. Five years his junior, Loeb quipped: "When you are 47, I will still be much younger than you!"

Like Loeb, Muller sealed another world title this year when he beat his Chevrolet team-mate Rob Huff to the World Touring Car Championship by three points in Macau last Sunday.

"Every championship is hard, I can't say one year is harder than the other," says Muller. "I am very proud that for the last six years I have come here fighting for the title, and the last five years I've either been first or second. What I couldn't understand is how stressful I felt today, and this whole

weekend. [On raceday] I woke up at 3am... then 4am... then 5am... Then I decided there was no point staying in bed any more!"

One aspect that Muller has hated about 2011 has been the bizarre qualifying format, where pole for the second race is set by the car which is 10th fastest in Q1.

"I'm so glad it's finished for next year," he says. "This stupid qualifying, where you have to slow down meant that I had to start from the back [eighth] in race two because I didn't slow down enough. I've raced for 32 years, and this has been the first that I've had to do that. I kept thinking: 'Bloody hell, if the championship is decided on that, it will be a shame'. Fortunately it wasn't."

Muller admits that he wasn't driving at his usual standard in the first three rounds of the season, while rival Huff got off to a flying start — winning four of the opening six races.

"The qualifying thing

stressed me a lot," he says.

"I took at least three race weekends to get this off my mind, but still — even here — not totally. We also put too much pressure on ourselves, myself and my engineer. Step by step we improved it, and that's why I'm quite proud of how we did it. We recovered, we found a solution, worked on ourselves, and we came back. At one point we were 30 points behind Rob, and we arrived here 20 ahead, so that's a 50-point gain in quite a short time."

Did he think that 30-point deficit was too much to overturn?

"Honestly yes. At that moment, Rob was very fast — he was on the moon! He was thinking 'nothing can happen to me'. Fortunately for me, I could get back to my best level. The key point of the season was Budapest. We won the second race, and we started to change our fortunes."

Muller will be back next year with Chevy, and



Muller made up a 30-point deficit



You need fewer mates to support Rob Huff

expects another tough fight with Huff and his other team-mate, Alain Menu. He says his motivation to claim a fourth title will be as high as ever.

"It's my life, you know," he says. "I started racing at

10, it's what I know... I don't know what else to do! We were fast last year and we were even better this year. We have an advantage compared to the others, so I believe we will still be the team to beat next year."





Flying towards the '01 world title for Subaru



# Richard Burns: the untold Subaru story

England's only world rally champion was going back to his spiritual home before illness struck.

DAVID EVANS recounts a little-known story

**S**hortly after two o'clock in the afternoon 10 years ago tomorrow (Friday), England ushered in its first World Rally Champion as Richard Burns splashed his Subaru across the finish line of the 2001 Rally GB.

In doing so, Burns and his Scottish co-driver Robert Reid delivered the first title for British rally fans since Colin McRae six years earlier. Amid the pure, undiluted emotion of the moment, another story was bubbling behind the scenes. By winning the championship, Burns's planned move to Peugeot the following year would be blocked by his current employer Subaru. Having taken on the world together, the team and its champion would be split for 2002. The champagne flattened slightly to leave a bitter taste for all involved.

But, when Burns stepped up and onto the bonnet of his Impreza WRC at the end of SS17, Margam 2 on Sunday November 25, for that moment all that mattered was that he was king of the world.

Sitting alongside king Richard is something Reid will never forget. And Rally GB 2001 is locked in his memory.

"It was anything but a straightforward event," recalls Reid. "There were niggling issues for us all the way through and, of course, the whole event was run with this legal situation going on in the background. Once we were into the event, we were focused on the job in hand, but every

now and then you couldn't help but have your mind wander."

Burns and Reid had stayed in a separate hotel to the Subaru team in Wales, preferring somewhere quieter, somewhere they could surround themselves with Team Burns.

Part of that team that weekend were Dario and Marino Franchitti, Kevin McGarrity and Mick Doohan. Predictably, they provided moments to lighten the mood.

"Those guys had borrowed Richard's Impreza road car to go spectating during the event," says Reid. "And we had a bit of a dice with them on the way down the M4 to the finish in Cardiff. Then we went out for dinner with them later that night, in a limo..."

But, before that dinner and the post-event party, there was a rather tense meeting in the hotel where Burns and Reid were staying.

Then Subaru World Rally Team technical director David Lapworth remembers the afternoon well.

"Nick Fry [SWRT team chief] and I went to talk," says Lapworth. "The feeling was, 'Okay, now that we've won the championship let's see if the position has changed a little bit. Let's see if there's anything to be done.' There wasn't."

The Prodrive pair then left, but Fry only got as far as the car, where he served a writ on the new champion.

"That wasn't such a nice moment," says Reid. "But, we got on with the night and got completely pissed. ►



◀ I don't remember much after that!"

Two days later, the new champions stepped aboard a Peugeot 206 WRC for the first time in a Welsh forest. The test went well and Burns and Reid were looking forward to more success.

History will reflect that success didn't come. And 18 months into their time at Peugeot, the unthinkable happened: Subaru began courting the Brits for 2004.

Unthinkable to the outsider, it wasn't to Lapworth. He and Burns had remained friends throughout, seeing each other socially in the meantime.

"Tommi [Makinen] decided in the middle of 2003 that he would be going," says Lapworth. "Richard was the number-one pick."

So, when Burns and Reid saw Lapworth heading their way during the Acropolis Rally of that year, they knew something was coming.

Reid says: "We were sat at the control, just waiting to go into service. Lappy was strolling towards us and Richard turned to him and said, 'Is this going to be the offer then?' Lappy said, 'Could do with a chat, give us a call when you're back in the UK.' There's a lot I miss about Richard, especially his sense of humour at times like those."

**"Richard said, 'We'll go to Subaru, do a two-year deal, then take six months off'"**

**ROBERT REID**

A couple of months later, the deal was completed in the Crazy Bear at Stadhampton in Oxfordshire.

"The negotiations weren't complicated," says Lapworth. "Richard wanted to drive the car again. Peugeot had built this new car [the 307 WRC] which was expected to wipe the floor with everybody, but things didn't go to plan at the first test."

It was Burns's first — and only — test of the 307 that sealed the deal. Driving the new car for the first time in August 2003, Burns was very upbeat about the prospect.

"We really were excited," says Reid. "We were testing it on asphalt at quite a hilly venue in France."

Things did not go to plan.

Reid says: "We had a look around the car and asked some very reasonable questions; Richard wanted to know why my seat wasn't lower or why the rear anti-roll bar came across the boot floor instead of going underneath it. To my mind, this didn't show Richard as a spoiled brat, but more as a driver who wanted constructive input into the car. They were definitely taken as being outrageous criticism. To say we were

disappointed is an understatement.

"As we went for our first drive in the car, the team said not to do a standing start — and we were told there was no reverse gear. Richard and I looked at each other and said, 'Really?'"

"Anyway, we started the test. We went out and drove, then came back, something was changed. We went out, drove, came back and something was changed and each time Richard wasn't asked for any comments. Richard then asked, 'What are you doing?' but the reply was, 'Just drive the car.' To which Richard said, 'What about some feedback?' The team said, 'We're not interested.' They were worried that if they told Richard what they'd done to the car, then he wouldn't give a true answer about how the car was running.

"Richard didn't work like that. Finally, they changed something else and we went out and had a massive moment, understeering off the road. We came back to service and Richard jumped out of the car, took the engineer by the scruff of the throat and put him up against the side of the truck, saying, 'I'm not playing this game any more. Tell me what's on the car.'"

"Richard then told the engineer that if he was going to change things and not tell him, he would have to go in the car with him. Richard then drove as hard as possible, taking as many risks as possible and basically trying to scare this guy to death. There was then an even bigger argument when they got back and the engineer said he wouldn't

go back in the car if Richard was going to drive like a lunatic. Richard said, 'I'm not driving like a lunatic, I'm driving like a rally driver.'"

Just when things couldn't get any worse Burns was given the green light to use launch control and do a standing start, which was on a gentle incline.

"Richard built the revs and dropped the clutch," says Reid, "then, nothing. The car started rolling backwards. 'Ah,' said Richard, 'I think it's just shit itself.' They put another gearbox in, we tried again, same thing — this time with oil pissing everywhere."

The moment had arrived.

"Richard looked over and said, 'I think we'll get DR on the phone.' Leaving the test, the Burns/Reid partnership's future was decided.

"We were going up to Richard's place in Andorra," says Reid. "I'd been having trouble with my back after a big crash in Australia the year before and I was a bit miserable. I told Richard I was fed-up with all the politics and not sure I wanted to continue. Richard said, 'How's this: we'll go to Subaru, do a two-year deal then we'll stop and take six months off. Then we'll do a couple of raids and then do Dakar.' I said, 'Yeah, I'm up for that.' And that was it. The plan was made."

Things moved quickly after that, with Burns and Reid attending Subaru's first strategy meeting for 2004 in Monaco in the autumn of 2003 and the pair was set to return to the Impreza for the first time a



The Peugeot 307 test in 2003 did not go well





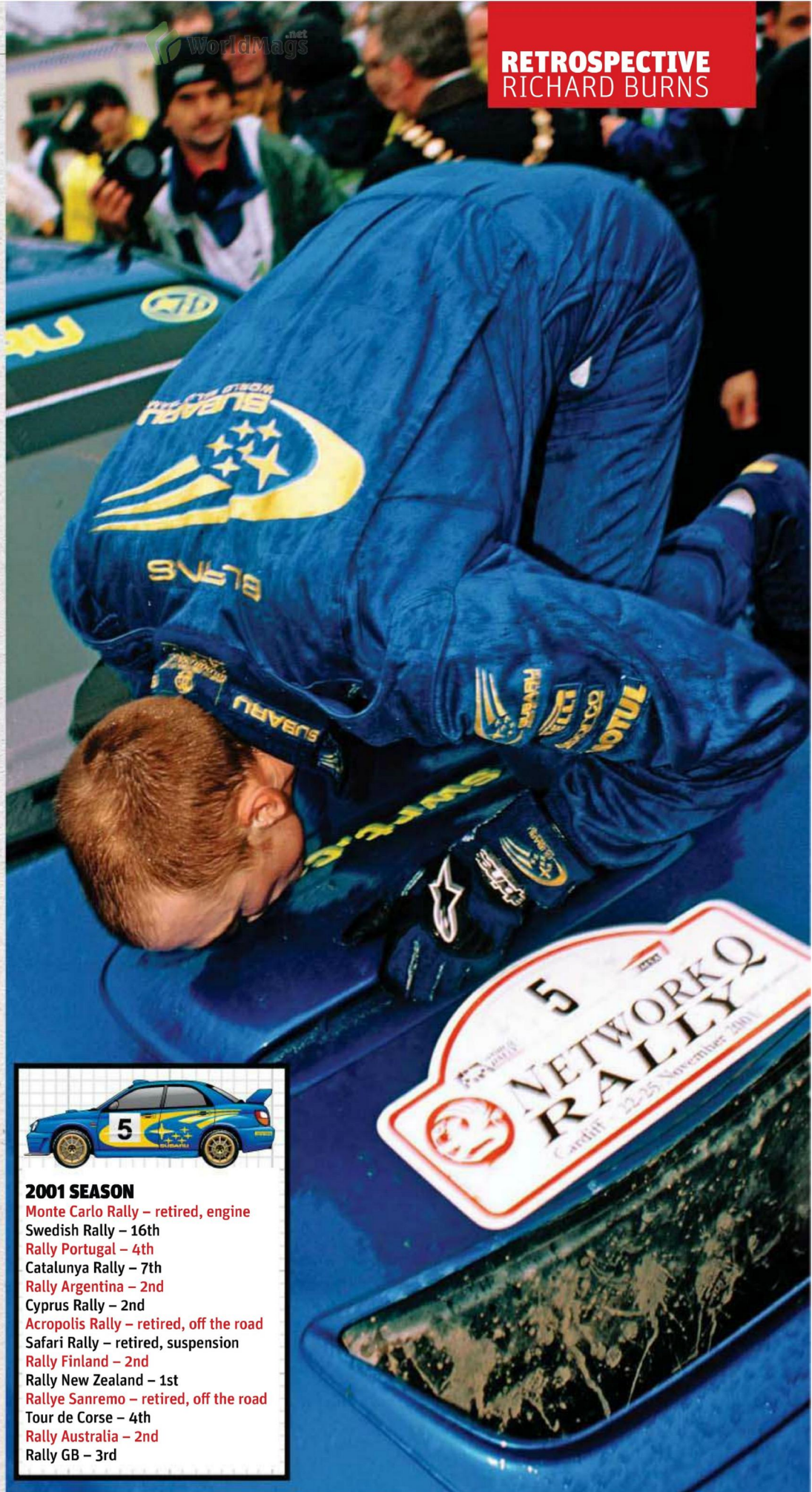
Reid and Burns: Britain's last rallying world beaters

day after Rally GB.

"Three things convinced Richard the move back to Subaru was right," says Reid. "The first was Lappy; they knew each other, they knew how they worked. Paul Howarth was the second reason – he was and is a straight-talker who will do everything he can to make things happen, but tell you immediately if it's not possible. And the third reason was Tom Hunt, the test-team manager. It was about people. The car was very much a secondary consideration. Without sounding arrogant or anything like that, Richard knew he could make the car work with these people. There was definitely an element of going home."

Lapworth agrees with that. Thinking back to the moment, he adds: "It was going to be business as usual in 2004."

Just days after Burns's new Subaru team kit arrived, he was diagnosed with the brain tumour that put an end to his 2003 title bid and, six years ago tomorrow (Friday), stole England's first world champion. ☹



#### 2001 SEASON

**Monte Carlo Rally – retired, engine**  
 Swedish Rally – 16th  
 Rally Portugal – 4th  
 Catalunya Rally – 7th  
 Rally Argentina – 2nd  
 Cyprus Rally – 2nd  
 Acropolis Rally – retired, off the road  
 Safari Rally – retired, suspension  
 Rally Finland – 2nd  
 Rally New Zealand – 1st  
 Rallye Sanremo – retired, off the road  
 Tour de Corse – 4th  
 Rally Australia – 2nd  
 Rally GB – 3rd

**RETROSPECTIVE**  
**RICHARD BURNS**



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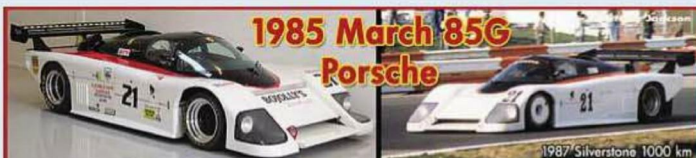
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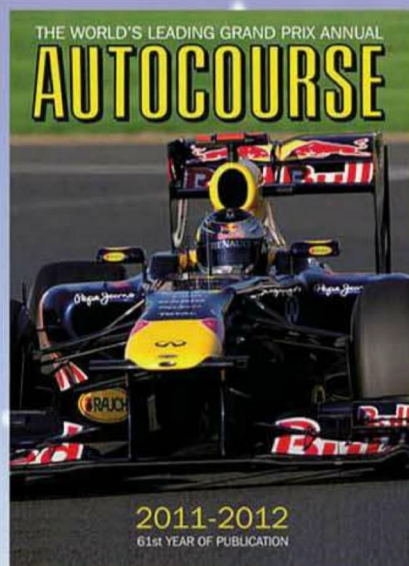




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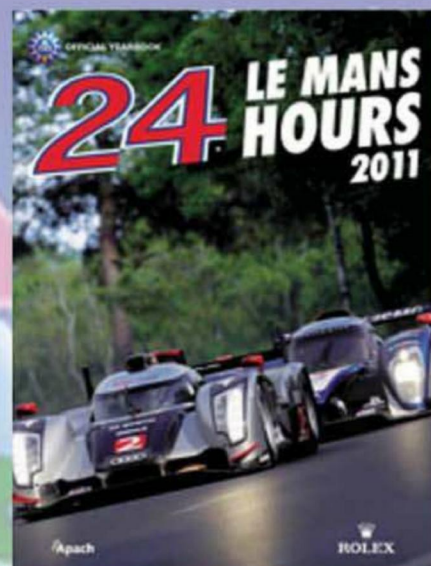
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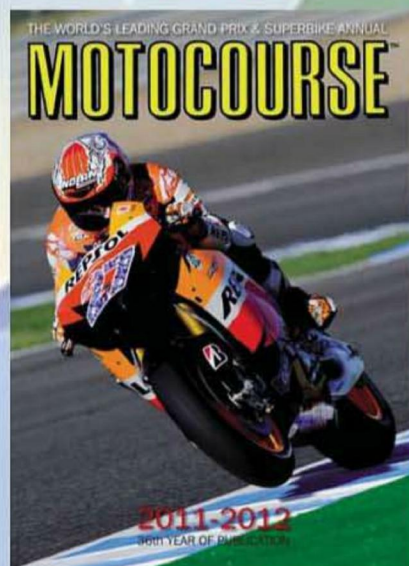
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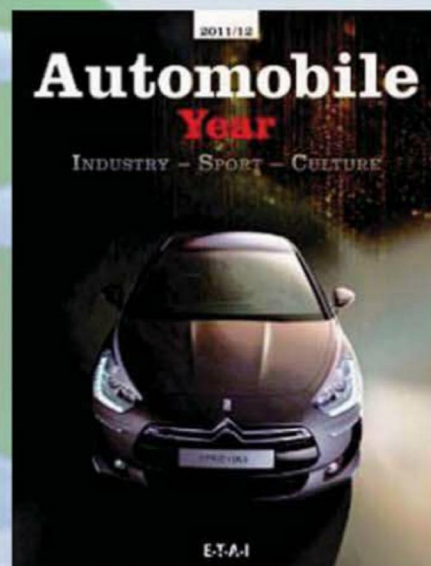
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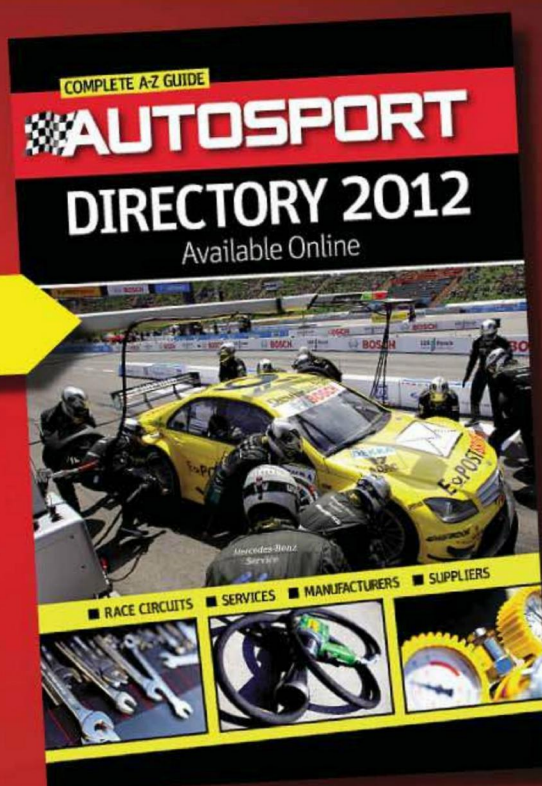
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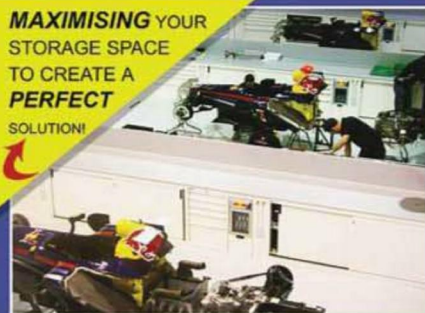
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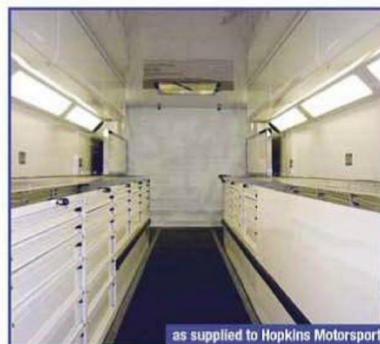
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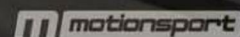
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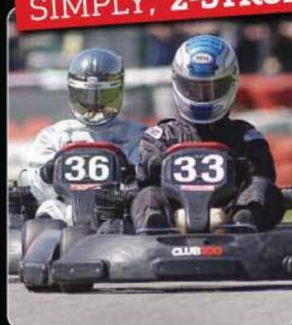
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# Sports Extra

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## New Aston in Brit GT attack

Latest 600bhp GT3 contender will race next year with revamped team

### VANTAGE GT3 TECH SPEC

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**Body/chassis:** Aluminium and carbonfibre  
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Artist's impression of how Beechdean's car will look

» **THE NEW ASTON MARTIN** Vantage GT3 will fight for British GT Championship honours next season.

Beechdean Aston Martin Racing will field a single example of the six-litre V12 machine for Andrew Howard and Jonny Adam. Essentially comprising personnel from the Beechdean Motorsport team that took two wins in the series this year with the outgoing DBRS9, the outfit will be factory-supported.

Beechdean boss Howard has bought the first car (chassis X3), which made its race circuit debut last week at Brands Hatch, in the hands of Howard and Aston Martin works driver Darren Turner. Adam had already given the 600bhp machine a shakedown at Prodrive's Warwick proving ground.

"We're definitely in British GT and the aim is to do the Spa 24 Hours and some Blancpain Endurance Series races as well if we can," said Howard.

"It's very much Beechdean carrying on, but with the extra depth of manufacturer support. The whole aim is to push the car forward. It's a fantastic opportunity for Jonny and me to be involved with the next generation of GT3 Aston."

### CAR UPGRADE

The Vantage GT3 replaces the DBRS9, which Barwell Motorsport took to the 2007 British GT3 Teams' title and has scored seven wins in the championship.

Apart from engine and aero improvements, the car also features paddleshift, a larger fuel tank to increase range, and a weight distribution of around 51/49, compared with the DBRS9's front-tyre-damaging 55/45.

"It's properly mega, like a sophisticated DBRS9," said Howard after his first outing. "It's massively easier to drive."

The car ran without serious problems and Turner confirmed that a lot of the effort had been to make the car accessible

for amateur racers. "It's night and day different to the DBRS9," said the GT1 ace. "Things have moved on. It's very nice, does what you want, and is driver friendly – the DBRS9 was quite a handful."

### TITLE PUSH

Howard confirmed he had considered switching to a different manufacturer, but believes the new Vantage will be capable of a title challenge.

"We looked at everything, including the new Nissan [GT-R], but we're really pleased we can continue with Aston," he said. "It's an opportunity to race with the best possible support."

"We learned a lot driving a five-year-old car, so if we can build on that with a new one we hope we can be at the top level in British GT."

Howard also believes Adam, who starred in his first season in the championship in 2011, is an important part of the attack. "I think he's come into British GT and shown he has true talent," added Howard. "With the level of British GT now you need a top driver, not just in the car but with training the amateur driver too."

In the long-term Howard, who ran a Ginetta-Zytek at Le Mans with Nigel Mansell in 2010, wants to return to La Sarthe as a driver. "What this does is give us the opportunity to be in at the start of a five-year development programme," he said. "My aim is to drive at Le Mans, and to race a GT Aston there would be the ultimate."



Turner and Howard drove new Aston V12 at Brands

### AUTOSPORT SAYS...

**KEVIN TURNER**  
**FEATURES**  
**EDITOR**

kevin.turner@haymarket.com



### EVERY GT FAN SHOULD REJOICE

that the new Aston Martin Vantage will be battling the likes of Ferrari and Porsche in next year's British GT Championship. Not only does it keep a great British name in the series, the car itself looks and sounds great.

The expressions on the faces of those watching at Brands last week, as the Aston screamed past, was a reminder of just how spectacular current GT3 machinery can be. And helps explain why it is increasingly becoming one of the most popular GT categories in the world.

The new-for-2011 Blancpain Endurance Series, which is based on GT3, has been a success and two stalwarts of British racing will be heading there in 2011.

After winning races in British GT, Aaron Scott and Craig Wilkins moved to Britcar. Last weekend they took their venerable Dodge Viper to the inaugural MSA British Endurance Championship and now they are heading to Blancpain (see page 78).

We've got a lot of Britcar in the mag this week. As well as the Brands report, we also look back on the BEC season (p87). It didn't always have the best grids, but ultimately it came through with a good mix of different winners and worthy champions.

There was also the Blue Riband Silverstone 24 Hours. AUTOSPORT's Ben Anderson took part with Mazda and tells his story on page 84.

Andrew Howard had hoped to be there. Let's hope he can appear in 2012, to combine a top British GT car with the UK's leading club enduro.

### Extra contact details

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 ben.anderson@haymarket.com

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 BRITCAR





Britcar/Blancpain Endurance Series

# Viper pair to Europe in 2012

Aaron Scott and Craig Wilkins to get new American muscle for Blancpain attack

Scott/Wilkins were crowned at Brands

**NEWLY CROWNED BRITISH** Endurance Champions Aaron Scott and Craig Wilkins will graduate to the Blancpain Endurance Series next season in a new Dodge Viper. Former British GT race winners Scott and Wilkins clinched the inaugural BEC (nee Britcar) title at Brands Hatch last weekend, despite recording their first non-finish of 2011.

Scott qualified GT3 Racing's current Viper second overall on the Brands Indy circuit and led early on, but the Dodge was forced out of contention with fuel-pressure issues.

Six Class 2 wins, plus a clean sweep of class poles and fastest laps in eight starts this season, were still enough to secure the BEC title, and Scott/Wilkins will now team up with 2011 GT Cup champion

Andy Ruhan for an attack on Stephane Ratel's new European endurance category.

Scott said: "This has been a great season for us and everyone at GT3 Racing. We are now looking forward to a new challenge racing in the Blancpain Endurance Championship.

"The competition will be very strong and we are looking to make a good impression and get some good results.

It's great to continue with the Viper and we are very grateful to Dodge for their support in building our new car."

GT3 Racing will re-fettle its current car for an assault on January's Dubai 24 Hours, before taking delivery of the new Viper at the end of that month.

**P84 BRITCAR SPECIAL**

British Formula Ford

## Formula Ford return for Cook

**TOP BRITISH FORMULA FORD** squad Jamun Racing has re-signed Jake Cook for its assault on the championship next season.

Jamun, which has run the past seven champions, has ordered four of the new EcoBoost-engined Mygales that will supercede the current Duratec model in 2012.

Cook, who appeared for the team in a part-campaign this year, is the first to sign up and Jamun has already tested a number of other drivers.

"The past two seasons have been a bit difficult with budget, but this time we've got it together early," said the 18-year-old, who finished 10th in the series in 2010 with Getem Racing.

"There's not much data to go on with the new car, but there's no reason why they shouldn't be at the front."

Argentinian karting ace Eric Lichtenstein, Australian Formula Ford race winner Jack Le Brocq, British karter Toby Sowery, club racer Ryan Hayes, and Oliver Rae have all tested with Jamun in recent weeks.

Jamun ran Lichtenstein in Ford's

development EcoBoost car at Snetterton last week and expects to take delivery of its first machine within the next month. The team could also run cars in the Duratec class as well as in the main turbo championship.

Rival squad JTR also has an EcoBoost Mygale on order and tested South American karter Julio Moreno in one of its Duratec cars at Brands last week.



Jamun ran new car for Lichtenstein at Snett

JK Racing Asia Series

## Cammish to Asian series

**FORMULA RENAULT UK**

frontrunner Dan Cammish is set to contest the final round of the JK Racing Asia Series for Formula BMW cars.

Cammish has been called up by the Eurasia Motorsport team to compete at Malaysian Grand Prix venue Sepang on the first weekend of December.

"It will be my first time in a Formula BMW, but I've driven cars with sequential gearboxes before so it won't be completely new," said the Formula Ford race winner, who is looking to graduate to F2 or European F3 Open in 2012.

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## British GT

## Hughes in frame for British GT as WFR returns to run Ginettas

## FORMER MG FACTORY DRIVER

Warren Hughes looks on course to race in the British GT Championship next year with the WFR Ginetta team.

WFR has revealed that its in-house squad will field a G55 GT3 and a G50 GT4 in a series in which it formerly competed as Embassy Racing, before taking the British GT4 crown as WFR in 2009. Hughes and Jody Firth, who won this year's SPEED EuroSeries in one of the team's WFO3 Group CN prototypes,

are favourites to drive the GT3 car.

Hughes, who raced sportscars and touring cars for MG in 2001-03, said: "It's looking likely that Jody and I will be together again, but nothing is decided."

"British GTs has a lot of good drivers and is definitely on the up. It is something I would definitely like to do."

WFR managing director Myles Schofield said: "They have close links with WFR, so it would be unusual if they were not in the mix."

The deal is believed to hinge on Firth and Hughes being classified at a level in the driver gradings that allows them to be paired together.

The Ginetta deal marks the return of the in-house WFR race team. It pulled out of racing in May last year in order for the organisation to focus on building CN cars.



Firth won GT4 crown in 2009

## Ginetta Challenge

## Vittoria accepts a new Challenge

**RACE-WINNING BRITISH GT AND** Renault Clio Cup squad Scuderia Vittoria will expand into the Ginetta Challenge next season.

SV, which was formed at the end of 2010, ran a Ginetta G50 in British GT4 this season. It plans to continue in British GT and the Clio Cup, and also wants to run two G40s in the F3/GT-supporting Ginetta Challenge.

Team boss Piers Masarati said: "We want to have more of a presence

and the Ginetta Challenge is a cost-effective series.

"A few guys have approached us and it's a good championship on a decent package. It fits nicely."

Karter Dan Mumford is the first driver to be confirmed at the team.

Masarati added that SV was unlikely to expand into the other Ginetta Series - the GT Supercup and Juniors - but could run cars in MSVR's Mini Challenge.

## Formula Renault UK/Star Mazda

## Hawksworth in Star Mazda move

## FORMULA RENAULT

UK race winner Jack Hawksworth will race in the United States next season when he moves into Star Mazda.

Hawksworth, 20, won at Croft on his way to finishing fourth in the FR UK standings this year, having driven for Mark Burdett Motorsport and Atech Reid GP.

The BRDC Rising Star will now switch to Star Mazda with 2011 teams' champion Team Pelfrey, following a successful debut test on the

Indianapolis Motor Speedway road course at the end of October.

Hawksworth said: "Following the test, the momentum snowballed and we had an offer from practically every single

team, which was pretty amazing - but it was always my number-one choice to go with Team Pelfrey. This is a big opportunity and hopefully my career can really take off from here."



Hawksworth ran well in first test

## MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



BTCC has strong support, but what about elsewhere?

It may not have leapt out at you last time you ambled between transporters and motorhomes at a decent-sized race meeting, but we are in a recession. BTCC and British GT fields are seeing strong investment, even if some supporting grids are struggling, and historic racing as a genre looks relatively stormproof.

Unlike some European venues, which are run by a skeleton staff, and whose facilities may be heavily subsidised by regional government, sustaining circuits in the United Kingdom - the world's busiest arena, gauged by area - is getting costlier. And always it is the competitor who pays.

Nobody among us has an issue with that, because tracks must survive. Actually, we welcome major events properly promoted by the circuits, where extra income from spectators helps to defray operational costs. The same goes for test days and mid-week events; all part of the big picture.

Whereas clubs running multiple championships can amortise the hefty circuit-hire fees over a number of grids, if they are doing things right in answering members' needs, I worry about the smaller operators who are being squeezed from the marketplace.

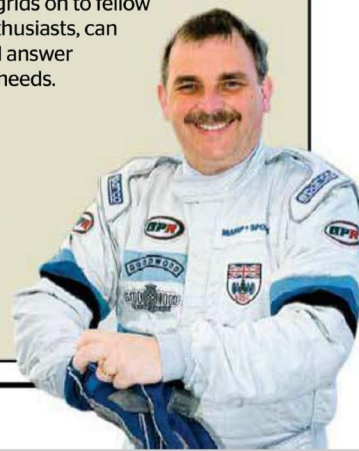
It's a very different landscape from that of the 1960s, '70s and '80s, where dozens of regional

motor clubs and those serving cities like Birmingham and Nottingham, regularly hired Brands Hatch, Mallory Park, Oulton Park and Silverstone. The grandees had a bilateral system, running big events (often of international status) at the top venues and no frills 'clubbies', often through satellite centres, at fairly basic airfields around the islands.

While several marque clubs still promote meetings - some more successfully than others - and 'age-related' groups like the VSCC, HSCC and CSCC plough their own furrows rather well, the 750MC is one of the few offering races for contemporary cars that has grown into the modern 'system'. It still faces its issues, but now operates prolifically alongside the old-school BARC (which, by descent from the Cyclecar Club, celebrates its centenary in 2012) and the BRSCC.

Given that full grids and packed programmes are now requisite to cover circuit hire, should well-supported clubs that can no longer afford to fly solo, and those that battle on with no hope of making events wash their faces financially, not swallow their collective pride? Forming co-operatives to provide affordable fun, or selling a couple of grids on to fellow enthusiasts, can still answer all needs.

"I worry about the smaller operators who are being squeezed from the club-racing marketplace"





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## IN BRIEF



Morris tried Renault

### GINETTA JUNIOR CHAMPION SEB

Morris tested a Hillspeed Formula Renault BARC machine at Brands Hatch last week. The Welsh Racing Driver of the Year award winner was set to drive a UK-spec machine with Atech GP this week, as he assesses his options for 2012.

### KARTER JON MALVERN, YOUNGER

brother of British Formula Ford champion Scott, is hoping to step into car racing in the series next season. The 19-year-old is set to have his first taste of Formula Ford at the category's sampler day at Silverstone on December 2.

### TOP CATERHAM SQUAD DPR

Motorsport evaluated an upgraded Supersport model at Donington Park and Rockingham recently. The car, which will replace the current model in the 2012 championship, features a more powerful Ford Sigma engine with new camshafts, a bespoke Caterham ECU, and a limited-slip differential.

### FORMULA VEE ROOKIE MATT

Tiffin tested a Formula Renault BARC car at Rockingham recently, as he evaluates stepping up next season. Tiffin, 16, who scored a pair of pole positions at a wet Pembrey in his first season of car racing this year, completed over 100 laps with JWA Racing, which ran Tom Walker to 17th in this year's FR BARC title race.

### THE HISTORIC SPORTS CAR CLUB

scooped Club of the Year honours at the inaugural International Historic Motoring Awards in London last week. Other winners included Pre-'63 GTs (Race Series of the Year), the Goodwood Revival (Motor Sport Event of the Year) and Donington Park owner Kevin Wheatcroft (Personal Achievement).

### NORFOLK VENUE SNETTERTON

held its first competitive rally since 2003 last weekend. The Ford Focus of Nigel Mummery and Fiona Scarlett won the inaugural Tamdown Snetterton Stages rally in thick fog.



Ford Focus duo took Snetterton rally glory



Brands Hatch will host EuroNational finale

### Formula Ford 1600

# Club Formula Ford to Croix

Champ of Brands boss Beckett secures French date for new European series

### CLUB FORMULA FORD RACERS

will have the chance to race in France next season, after category guru James Beckett firmed up plans for a pan-European FF1600 series in 2012.

The EuroNational Formula Ford 1600 series will kick off at Kirkistown next April, before visiting Croix-en-Ternois in June and concluding on the Brands Hatch GP circuit in August.

Another round is scheduled to run between Croix and Brands, but Beckett has yet to decide a date or venue. He named Spa as a likely destination when first mooted the concept earlier this year (see AUTOSPORT, May 12).

Beckett said: "EuroNational will give Formula Fordsters from across Europe

the opportunity to race against each other in a series of high-profile events. The calendar has been assembled with careful consideration to allow strong regional series the opportunity to participate and hence make the racing as exciting as possible.

"It's important to have a race in France. I felt it was necessary for EuroNational competitors to have the chance to race in mainland Europe without having to travel for many hours to reach their destination. Obviously the big European circuits are in the plan for 2013 and beyond, but in this first year it is important the series learns to walk before it runs away with itself."

The 500 Motor Racing Club of

Ireland's Richard Young is delighted that EuroNational FF1600 will kick off at Kirkistown. "FF1600 first started at Kirkistown 44 years ago and has been a mainstay of motor racing here ever since," he said. "It is therefore great to have an involvement with what I believe will be a great series."

### EURO NATIONAL PROVISIONAL CALENDAR 2012

APRIL 28	Kirkistown
JUNE 9	Croix-en-Ternois (F)
TBA	TBA
AUGUST 19	Brands Hatch GP

### Britcar

## Woe for Kimber-Smith at Brands

### LE MANS SERIES STAR TOM

Tom Kimber-Smith endured mixed emotions on his return to Brands Hatch for the first time since 2006 last weekend.

The recently-crowned LMS LMP2 champion was drafted into the Barwell Motorsport Ginetta G55 squad and started the British Endurance Championship finale from pole, but a driveshaft failed as he moved away on the warm-up laps.

The crew eventually got the car out after 24 minutes - some 27 laps adrift. The G55 eventually came home 31 laps down in ninth, with Ben De Zille Butler and Barwell boss Mark Lemmer co-driving.

Nursing an injured right hand (the result of breaking a bone falling over a baby gate at home) Kimber-Smith

G55 was fast but fragile



said: "I did a lot of development work on the G50 and on the aero on this car (G55). While the G55 is down on power, the chassis is one of the best I've ever driven.

"Because Brands is so tight and undulating, your lights are never quite where you want them. I enjoyed myself but it was a shame about the start."

### Dunlop M/N Saloons

## Birley quits BARC role

### FORMER DUNLOP M/N SALOONS

champion Rod Birley has resigned as chair of the BARC's South East Centre.

BARC SE, which administers D/MN Saloons, in which Birley races a Ford Escort Cosworth, has appointed Barry Morris as its new chairman, allowing Birley to focus more on his racing.

Birley said: "I've been so busy that I've taken my eye off the ball with regards to my own car. I shall still do things to help, but I'll be able to spend more time on my own racing and hopefully get back to winning ways."

Birley had his second front-wheel drive outing in a week when he shared fellow former D/MN champion Richard Brent's Peugeot 205GTi to a class win in an open saloons race at Brands Hatch last Saturday. Brent later notched his 100th career class win.



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**BRITCAR QUICK RESULTS**

→ **BEC** O'Neill/Fletcher  
→ **Production GTN** Clarke/Gibson  
→ **Champions** Wilkins/Scott

**"It felt like  
a long stint"**

Fletcher was tired but happy

BRITCAR BRANDS HATCH, NOVEMBER 19

# Mantis duo prey on Porsche pair



Topcats Marcos took  
hard-fought victory

## IT'S BEEN QUITE A

while since a Marcos won a Britcar race, so Owen O'Neill and Henry Fletcher's victory in the Topcats Racing example in the season finale at Brands Hatch last Saturday turned the clocks back.

A sizeable and appreciative crowd was treated to a thriller, this year run over three hours rather than the usual 90 minutes. The Rod Barrett/Jay Shepherd Porsche 997 was a persistent threat and turned the race into a lengthy sprint.

Their battle was a tonic after the disappointment of the polesitting Barwell Ginetta G55, started by Le Mans Series LMP2 champ Tom Kimber-Smith, popping a driveshaft at the start of the warm-up laps. It eventually started 27 laps adrift.

Also in trouble early was Aaron Scott's race-leading Dodge Viper, which he pitted on lap 10 with low fuel pressure. Luckily for Scott and co-driver Craig Wilkins, just starting the race had been enough to secure the inaugural British Endurance title.

As the order gradually settled down, the other Topcats Marcos (with Neil Huggins driving) took over the mantle of race leader. It pitted on lap 75 of 201, Huggins reporting that the brakes were snatching. Jon Harrison then made a further stop to fix a power steering leak, ruling it out of the reckoning.

The O'Neill/Fletcher Marcos and the Barrett/Shepherd Porsche now put on a great duel for top honours. Things ebbed and flowed, depending on traffic, but Fletcher and

Barrett went on and on: the Porsche didn't stop until the 130-lap mark, while the Mantis charged on until lap 142!

Battle resumed with Shepherd unlapping himself and then setting about reeling in the slower O'Neill. Bit-by-bit, he chipped away and then another safety car period (the fifth) seemingly played into Shepherd's hands.

In reality, it didn't, for as things got underway again, cars between the top two proved troublesome. Trying just a bit too hard, Shepherd spun at Clearways, handing O'Neill a comfort zone that allowed him to take the flag 13.5 seconds clear.

The third-placed Jones family Porsche 997

(handled quietly but efficiently by Morgan, Philip and Gareth Jones) was just a further 15s adrift. The others were two or more laps away.

Run concurrently (but over two hours), the Production GTN honours went to former champions Kevin Clarke/Wayne Gibson (BMW M3) who were a lap ahead of the

Mazda MX5 of Mark Ticehurst/Owen Mildenhall.

Earlier, the inaugural Britcar Production Cup race was comfortably taken by polesitting pairing Adam Hayes/Mark Radcliffe (BMW M3), from Guy Povey/Graham Coombes in another M3. Honda Integra duo Nigel Ainge/Mike Jordan, the latter cheered on by BTCC racer son Andy, completed the podium.

The Smart 4two Cup ended its first year with David Moore and Jake Jackson sharing the spoils. Moore led home sister Sarah in race one, in which Ben Constanduros pitted thanks to tyre valve damage following contact with David M.

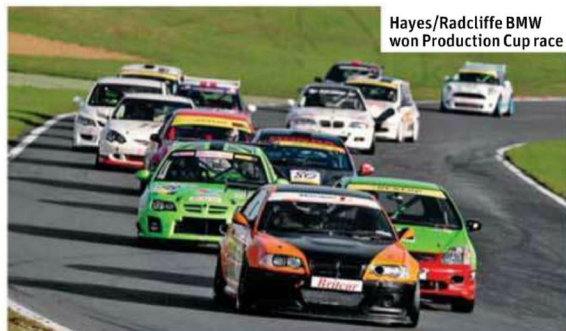
With the Moores and then Constanduros renewing earlier rivalry, Jackson romped clear in the later race.

A brace of Open Saloon races, both won by Colin Gomm's Mercedes SLK hot-rod spec machine, completed the programme. Colin Tester was second both times, but the star was Richard Brent who came from the back in race two to bag third spot.

● Dud Candler



Gomm beat  
Tester twice



Hayes/Radcliffe BMW  
won Production Cup race

## BRITCAR MSA BRITISH ENDURANCE (3 HOURS - 201 LAPS) & PRODUCTION GTN CHAMPIONSHIPS (2 HOURS - 131 LAPS)

**1** Owen O'Neill/Henry Fletcher (Marcos Mantis); **2** Rod Barrett/Jay Shepherd (Porsche 997 Cup) +135.07s; **3** Morgan Jones/Philip Jones/Gareth Jones (Porsche 997 GT3 Cup); **4** Lee Mowle/Joe Osborne/George Murrells (Ginetta G50); **5** Jann Mardenborough/Bryan Heitkotter (Nissan GT4); **6** Paul Bailey/Andy Schultz (Ferrari F430C). **Class winners** Mowle/Osborne/Murrells, Mardenborough/Heitkotter; Neil Huggins/John Harrison (Marcos Mantis). **Production GTN winners** Kevin Clarke/Wayne Gibson (BMW M3 E46). **CW** Dave Allan/Alyn James (Honda Civic Type R); Richard Chamberlain/

Nigel Greensall (Lotus Elise). **Fastest laps** **BEC** Aaron Scott (Dodge Viper) 47.787s (90.99mph); **GTN** Simon Phillips/Ben Gower (Lotus Elise) 50.502s (86.10mph). **BRITCAR PRODUCTION CUP (98 LAPS)** **1** Adam Hayes/Mark Radcliffe (BMW M3 E46); **2** Guy Povey/Graham Coombes (BMW M3 E46) +30.023s; **3** Mike Jordan/Nigel Ainge (Honda Integra Type R); **4** Edward & Harry Cockill (Honda Civic Type R); **5** David Thomas (Renault Clio Cup); **6** Andrew Elliott/Adam Brindell (Honda Integra Type R). **CW** Jordan/Ainge, Cockill/Cockill. **FL** Hayes/Radcliffe 50.959s (85.33mph). **SMART 4TWO CUP (49 LAPS)** **1** David Moore; **2** Sarah Moore +352.6s; **3** Jake Jackson; **4** Tom Mills; **5** Dominique Wroblewski; **6** Silvano Caira. **FL** Jackson

1m01.651s (70.53mph). **RACE 2 (20 LAPS)** **1** Jackson; **2** D Moore +10.157s; **3** S Moore; **4** Ben Constanduros; **5** Mills; **6** James Palmer. **FL** Constanduros 1m01.485s (70.72mph) establishes record. **OPEN SALOONS (12 LAPS)** **1** Colin Gomm (Mercedes SLK); **2** Colin Tester (Ford Sierra Cosworth) +11.343s; **3** Andy Thompson (SEAT Leon); **4** Chris Whiteman (Honda Civic Type R); **5** Rod Birley (Peugeot 205GTI); **6** Steve Rothery (Renault Clio). **CW** Tester, Whiteman, Birley; Jon Wild (Rover Metro). **FL** Gomm 52.065s (83.52mph). **RACE 2 (12 LAPS)** **1** Gomm; **2** Tester +12.649s; **3** Richard Brent (Peugeot 205GTI); **4** Thompson; **5** Rothery; **6** Whiteman. **CW** Tester, Brent, Rothery; Wild. **FL** Gomm 51.692s (84.12mph).



# Slow & steady wins the race

Well not quite, but as *BEN ANDERSON* found out,  
speed is not the key when it comes to 24-hour racing

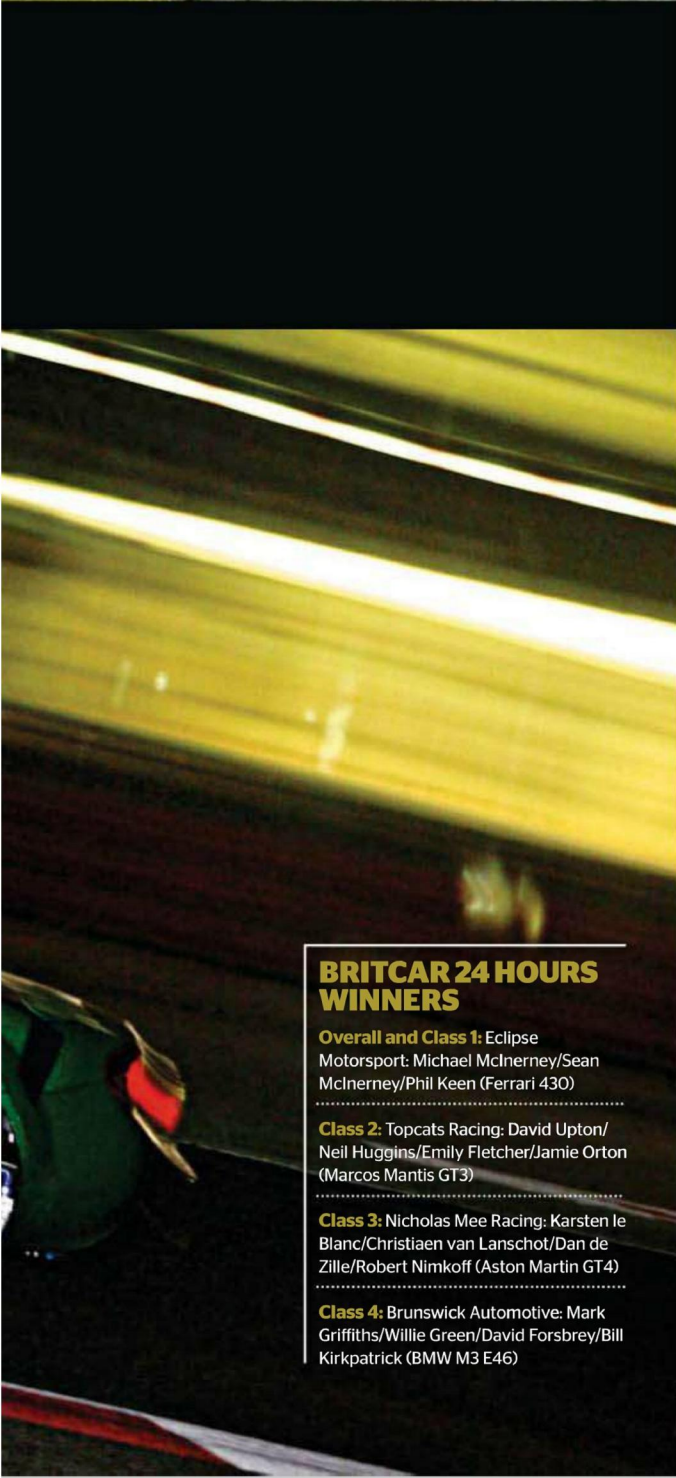


Mazda made good  
progress overnight





Rapid Aquila (6)  
led early on



### BRITCAR 24 HOURS WINNERS

**Overall and Class 1:** Eclipse Motorsport: Michael McNerney/Sean McNerney/Phil Keen (Ferrari 430)

**Class 2:** Topcats Racing: David Upton/Neil Huggins/Emily Fletcher/Jamie Orton (Marcos Mantis GT3)

**Class 3:** Nicholas Mee Racing: Karsten le Blanc/Christiaan van Lanschot/Dan de Zille/Robert Nimkoff (Aston Martin GT4)

**Class 4:** Brunswick Automotive: Mark Griffiths/Willie Green/David Forsbrey/Bill Kirkpatrick (BMW M3 E46)

**T**wice round the clock racing is beyond the majority of most of motorsport's weekend warriors. Proper endurance racing has a loyal following in the UK, but its practice is something normally left to professional drivers and manufacturer teams, or crack privateer outfits with a blend of wealthy wannabes and hired guns.

The Silverstone 24 Hours is UK club racing's attempt at bridging this gap – offering sportscar nuts a first step on the road to Le Mans, while giving amateur GT and tin-top racers a chance to experience true endurance racing closer to home.

AUTOSPORT finished second in class in 2005's inaugural event, in a Mazda RX-8 driven by Marcus Pye, Andrew Frankel, ex-F1 racer Mike Wilds, and UK racing legend Ian Flux. Six years on from Britcar boss James Tucker's first attempt at reviving Snetterton's Willhire 24 Hours, AUTOSPORT has once again joined up with Mazda UK to do battle in Britain's biggest endurance race.

The UK arm of the Japanese marque, working in conjunction with Le Mans Series squad JOTA Sport, has spent the year developing a 'GT4'-spec MX5 in the new British Endurance Championship (nee Britcar). This is a special, faster and lighter MX5 – a tweaked Mk3, which features a six-speed sequential transmission, special race dampers, beefed up brakes, and a more powerful engine. The non-championship 24 Hours will be the ultimate test of the car's progress.

Backing up the works line-up of former Alfa Romeo champion Mark Ticehurst, *Auto Express* journalist Owen Mildenhall, and Wilds, are two near-standard production-spec MX5s – one racing for various armed forces charities; the other with a team of journalists: *Motor Sport*'s Andrew Frankel, *Autocar*'s Matt Prior, and freelance motoring writer Jethro Bovingdon, alongside AUTOSPORT.

Our 24-hour journey begins two days earlier with a test on the Silverstone GP circuit. This is a chance to get to know the car and nail down our pit strategy with Simons Type and Cotterell – the JOTA mechanics responsible for keeping our steed healthy.

"It's very important to get pit discipline right," says Type, who usually spends his days working on the front of JOTA's GT2 Aston Martin Vantage. "Every endurance race, no matter what the formula, is about trying to avoid losing time in the pitlane."

The car handles brilliantly and is very comfortable to drive. The only thing it lacks is enough power to propel it along Silverstone's long straights.

"We were up to 10th overall in that car last year until the engine failed," says Mildenhall reassuringly. "You've

got a good driver line-up and as long as you keep a nice consistent pace, you'll be amazed how high up you can get."

Apart from a few electrical gremlins with the radio and battery, the car runs faultlessly. It is quickly apparent that our biggest obstacle is going to be staying out of trouble in traffic. Several times I am forced to run off the circuit when a Ferrari or BMW decides it is going to dive for a gap that isn't there. This is only bound to be more unsettling at night.

"The key thing about this event is managing the traffic," agrees Ticehurst. "You'll lose a hell of a lot of time if you don't correctly judge when to say no to the faster cars and take your line. But you've got to make it obvious to them because some of the drivers are not good enough to read the situation and you can easily have an accident."

Amid the bustle, I work down to a low 2m37s lap time (the quickest cars are sub-2m10s!) and return to the pits feeling pretty pleased with myself – until we debrief.

"That's too quick," says Type with a straight face. "The team manager has noticed and if you do another 37 you will have me on the radio saying that's



Sleep is at a premium during 24-hour races

quick enough.

"Allan McNish can try to break the lap record every session because Audi has thousands of pounds worth of spares and 101 mechanics, but if you bin the car, it's only me and Simon – and we'll be working all night!"

This is the first time in my life I've been told to slow down in a racing car, and my sprint racer's brain struggles to compute the logic. I thought motor racing was about driving as fast as you can? Not always so it seems (a fact that would become more apparent later on).

Everyone knows qualifying is almost meaningless when it comes to 24-hour racing (which is just as well, as we end up 50th of the 57 runners!), so Friday's daytime session is merely a box-ticking exercise. Later, we are sent out for night qualifying – a first chance to experience what makes 24-hour racing unique.

Night driving has a strange effect on people; the glare of headlights makes judging distances much more difficult and, despite the addition of helpful cat's eyes at the edge of the circuit, apexes cannot be seen until arrived at. This causes some bizarre behaviour. ▶





Mazdas finished in formation

◀ Ex-Sergeant Will Browning, who shares the sister production MX5 with Major Jim Cameron, Brigadier Mike Hickson and motorsport pundit Tony Jardine, highlights the difficulties by flinging his car down the inside of mine at the tight Village right-hander and flying off the road. "I got completely lost!" he says, having clocked 95mph at the apex. "I was completely out of control!"

Thankfully, Saturday morning's warm-up passes off without drama. Most are predicting a race of attrition in the unseasonably hot October weather, so running is restricted to a minimum. As the late-afternoon start approaches, JOTA team boss Sam Hignett gives our crew a pep-talk.

"Two minutes 40 seconds per lap for the whole race is the target," he says. "Drive within your comfort zone and look after the car. The way this car will do well is by keeping the wheels turning all the way through the 24 hours. I want to see your number on the first of the timing screens by half-distance."

The plan is to run two-hour stints with each driver and change tyres every

### BRITCAR 24 HOURS CLASS SYSTEM

**Class 1:** 2.6 kg/bhp

**Class 2:** 3.0 kg/bhp

**Class 3:** 3.5 kg/bhp

**Class 4:** 5.0 kg/bhp

The weight is calculated as the dry weight of the car plus 90kg for an assumed driver. Power is measured at the wheels, not the flywheel.

four hours. AUTOSPORT is scheduled to jump in fourth, for the first of two night stints at 2230. By this time, the works MX5 GT is out of contention (having suffered alternator failure), while the sister production MX5 has been delayed by a crash at Becketts.

When I jump in, we are already into the top 25 with only a quarter of the race run. I find it tough to get into a rhythm initially, but soon things start to flow better. We rise to 19th as the race moves into Sunday morning and I'm feeling good about the job I've done – until I alight from the car. It turns out I've been brought in 10 minutes early because I've again driven too fast and worn the front left-Dunlop down to its canvas.

"The Dunlops like to run with three degrees of negative camber at the front, but we can only get 2.4 on this car, so the tyre wobbles on the rim," explains Type. "We can just about get away with it at night, and the fact Jethro spent some time behind the safety car helped you, but in your next one you really need to look after the tyres for the whole stint."

Once again my sprint racing mentality has put our prospects in jeopardy, so during my second stint (at 0430) I resolve to focus entirely on protecting our rubber – being patient with the throttle and taking extra care not to slide through the turns. This is an incredibly frustrating way to drive and my only reward is to be told later that the tyres were in excellent condition at the end of my two-hour run. When I hand over to Andrew at 0630, we are up to 16th overall and fourth in Class 4. I decide to head off to bed to get some sleep.

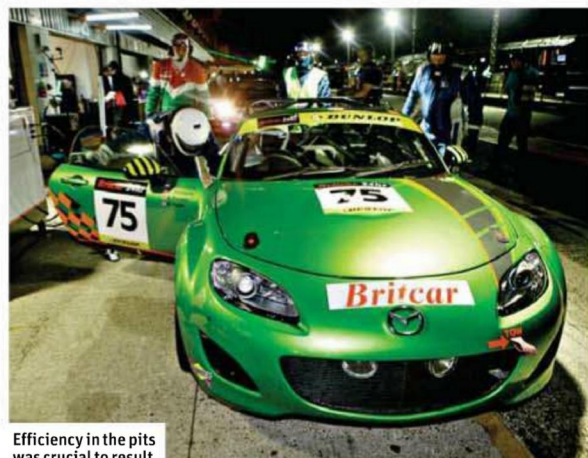
When I wake at 0830 we are running inside the top 15. It takes until the 19th hour for us to suffer our only major

delay, when Jethro is forced into the pits with a front-left wheel bearing failure. Fortunately, a super-quick fix by the JOTA mechanics has us back on track with only a handful of laps lost.

I climb aboard for the final time with just two hours to run and now it's all about stroking the car home. All I can think about during the final 120 minutes is tyre wear. My approach is akin to dancing on eggshells with a crystal dinner set balanced on my head. For a large part of the stint we chase a Honda Integra for position, but a late splash-and-dash stop puts paid to that and locks us into a safe 16th overall. With our position secure, we are able to orchestrate a formation finish with the sister production MX5 and the works GT car, which has been patched up and wheeled out for the ceremony.

When the race finally ends, exhaustion makes it difficult to know how to react. After expending so much time, energy and effort, the end of the race leaves me feeling lost. However, the celebrations going on around me hammer home just how much of a team effort endurance racing is. Motorsport is often such a selfish pursuit: How fast can I go? How high up can I finish? How well can I drive? But endurance racing is all about the long game – working together at all times to get to the end in the best position possible. Our two Simons and the rest of the JOTA crew stayed awake for the duration to ensure our car kept running at its best, and it's this commitment that leaves the biggest impression.

Mazda is understandably delighted; after all, we've achieved the marque's best ever result at the Britcar 24 Hours – in car that set the slowest fastest lap of the entire field! And that is something of which we can all be immensely proud. ☼



Efficiency in the pits was crucial to result



# Viper pairing endures

Aaron Scott and Craig Wilkins won the first British Endurance title. By STEVE WOOD

**T**hey had to wait until the final round at Brands Hatch to seal it, where ironically they suffered their only non-finish of the season, but Craig Wilkins and Aaron Scott, in the GT3 Racing Dodge Viper, claimed the inaugural Britcar MSA British Endurance Championship title, as Britcar entered a new era in 2011.

With few cars scoring points in Class 2, they had to show up at every round to keep class rival, the #26 Topcats Marcos Mantis, which started the season with Sam Head and Kyle Tilley in charge, at bay. Blighted in the opening rounds by a glut of early-race penalties and punctures, Scott/Wilkins were continually fighting back and dealing with the Viper's thirst. At Spa they had to give best to the Marcos, driven there by Henry Fletcher/Raphael Fiorentino, but the ex-British GT racers often strayed into Class 1 territory, and frequently mounted the overall podium.

Reigning Britcar champions Witt Gamski and Keith Robinson started the season with a win in the MJC Ferrari 430, but thoughts of a repeat of 2009/10 were quickly dispelled when the similar Eclipse-run machine of Sean and Michael McNerney won the next two races. Donington produced desperation for MJC, and they withdrew to focus on the Britcar 24 Hours at Silverstone.

MJC's return for that non-points race ended in disappointment. Various issues afflicted the re-fettled Ferrari, while honours went to the previously luckless McNerneys, joined in the Eclipse 430 by Phil Keen. The economy of Class 3 machines showed through here, with the class-winning NMR Aston Martin battling for second overall with Cor Euser's Lotus Evora line-up right into the final hour.

Calum Lockie, sharing Paul White's Strata 21 Mosler, also lucked out in the 24 Hours but had a better run in the championship. They took the honours at a rain-shortened Thruxton round



Viper had trouble but still came out on top

and were in contention for the Class 1 title, which eventually went to the similar Azteca car of Javier Morcillo/Manuel Cintrano, which often led races outright. Also up there was the championship's only prototype, the Rapier SR2 of Mike Millard/Ian Heward. Improved reliability helped them claim victory at Spa, before they tripped over a backmarker at Castle Combe while heading for the win.

High summer brought the reign of John Gaw and Phil Dryburgh, running as invitees in a Scuderia Vittoria Ferrari 458. They stamped their authority over the rest with back-to-back wins at Combe and Snetterton. The works-backed Aquila CR1 showed a marked improvement, an angry Bob Berridge

convinced that his comeback drive would have won Thruxton had the race gone the distance, while the MacG Racing Ultima was able to mix it with the frontrunners come the late summer, after a shaky start to the season.

Class 3 was the most competitive group, and Topcats' less-developed Marcos, with Owen O'Neill joined by a variety of co-drivers, scored at each round, ending the season with a dramatic win at Brands Hatch. Henry Fletcher partnered O'Neill in securing the class title and second overall in the championship at the finale, while Paul Bailey, assisted by Andy Schulz, hauled his Ferrari 430 Challenge car up to second in class by season's end.

The Britcar Production GTN title went to Alex Osborne and James May in the APO Sport SEAT Leon, who took the overall and Class 2 fight down to the wire with lone driver Tim Saunders (Honda Civic).

Third in the overall standings, and taking the Class 1 title, was the Motionsport Lotus Elise. This was a great first season for Simon Philips and a variety of co-drivers, though the statistics didn't show the dominance at the front of Kevin Clarke and Wayne Gibson, in the Intersport BMW E46.



APO Sport SEAT Leon took the Production GTN crown



# FINAL DRIVE

LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



Thanks, Pirelli, for this year's tyres

### F1 is best when it's not perfect

How many more letters are you going to get from people who only know F1 from the Bridgestone era and think a race should be 60 qualifying laps? For the first 40 years F1 was about managing fragile cars, tyres and the fuel load. Only recently has technology made them virtually bulletproof. Sixty qualifying laps might sound exciting, but it just results in the polesitter winning every race.

We need the fastest cars to wear their tyres out (thank you Pirelli), we need KERS systems to fail, we need wheelnuts to stick and gearboxes to break, otherwise we may as well hand out the prizes on the Saturday and all go home.

**Steve Morris**, Walthamstow

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Motorsport** has a big problem: it's letting down its most talented drivers. It's alone among the world's top sports in that money comes ahead of talent.

This means that the pinnacle of the sport, F1, only features *some* of the best drivers in the world.

We have a situation, as stated in your Auto GP review (autosport.com), where an immense talent such as Adam Carroll can't get a drive, while drivers that he's made look mediocre do.

**Gary Dowsett**  
By email

**I read with** interest *Revved Up* last week and the comment about a "burly grease monkey".

Having worked in motor racing all my professional career, I've found the diffidence motorsport writers have towards mechanics increasingly frustrating. These guys devote endless hours to preparing race cars.

I'd love to see more positive articles on these devoted servants to motor racing. Without them none of us would get to enjoy the sport that we love.

**Mark Grain**  
McLaren Racing

**It always amazes** me that some of the brightest brains in F1 have still not figured out the lack-of-overtaking conundrum.

India and Singapore won't have overtaking due to the simple fact they have slow hairpins before long straights. The car following can't get up to speed quickly enough to take advantage of the slipstream before having to brake again.

What you must have is a medium to fast challenging corner preceding a long straight.  
**Paul Stewart**  
Timperley, Cheshire

**If Premier Sports** wants to encourage people to subscribe to its NASCAR coverage, then it needs to learn how to treat its potential customers.

Allowing the free-to-view allocation of the Sprint Cup title decider to expire mid-race, as a result of the rain delay, is not good PR.

I will be sticking with Sky Sports' highlights again next season.

**Brian Graves**  
Maidstone, Kent

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. PETROV LAUNCHES ATTACK ON RENAULT
2. ECCLESTONE READY TO AXE TEXAS GP
3. WILLIAMS SILENT ON PDVSA INVESTIGATION
4. TEAM AMAZED BY BUTTON'S DRIVE
5. DRIVERS SLAM 'INCONSISTENT' PENALTIES

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

WHY KUBICA'S RETURN MAY NOT BE WITH RENAULT

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://autosport.com/plus) and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

**WIN!**



### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com). Please ensure that your full address is included on all correspondence.

FROM THE FORUM - [forums.autosport.com](http://forums.autosport.com)

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

De la Rosa back at HRT

New circuit to be built in Wales

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

## F1 RETRO HUNT T-SHIRT/CAP/DVD

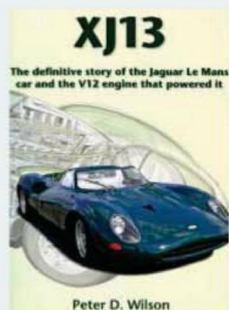
£39.95

retroformula1.com

The guys at retroformula1, who we're happy to report still wallow shamelessly in fat-slicked, DFV-powered 1970s F1, have created this special bundle of James Hunt goodies for AUTOSPORT readers.

The reproduction T-shirt featuring the classic 'Sex: Breakfast of Champions' logo made (in)famous by the 1976 world champion comes with a Hesketh Racing cap and a copy of Duke's Champion-series profile DVD. And all for just £39.95 – that's 25 per cent less than the normal price.

The sets are limited to just 50 so log on sharpish for plenty of festive F1 fever.

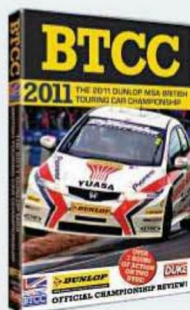


## JAGUAR XJ13 HISTORY

£75 (978 0 9566857 1 1)  
paulskilleterbooks.com

Former Jaguar Competition Department engineer Peter Wilson recalls in detail the story of the never-to-race Jaguar XJ13 sports-racer.

Packed with first-hand accounts, period pictures, and technical drawings, this is a definitive and authoritative work that, despite the price, will appeal to all Jaguar fans.



## BTCC 2011 OFFICIAL DVD

£24.99 (7 hours)  
dukevideo.com

The tyre-squealing and door-banging of Britain's biggest motorsport series is over for another year, so it's time for a recap with this seven-hour tin-top marathon. This official BTCC DVD features full commentary from Ben Edwards and Tim Harvey, with tonnes of on-board and interview action.



## PORSCHE 935 1:18 MODEL

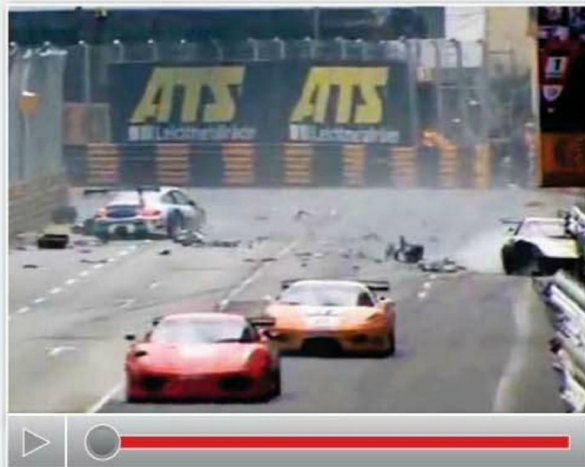
£125.99  
autosport.com/shop

This TrueScale Miniatures 1:18-scale Porsche 935 comes resplendent in the Jagermeister livery of the Max Moritz-run machine driven to second in the Nurburgring 1000Km of 1978 by Jacky Ickx and Manfred Schurti.

The model reeks of detail, in the cockpit and in the engine bay.

## HOT ON THE WEB THIS WEEK

YOUTUBE: GT RACE MADNESS AT MACAU



**SEARCH FOR:** Massive GT Cup crash at Macau 2011 (1:03)

The narrow streets of Macau resemble a bit of a supercar scrapheap as a chain-reaction smash unfolds early in last weekend's F3/WTCC-supporting GT race. Fortunately, it was only the cheque books that got badly injured.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



FF1600 is on the bill for Anglesey winter warmer

## ANGLESEY

BRSCC

November 27

Admission £10

Tel: 01407 811400

It's getting cold and dark, but that won't stop some intrepid club competitors trekking to Anglesey this weekend for the BRSCC's final meeting of 2011. There are winter series races for Caterham-type sportscars, Sports/Saloons, Formula Ford 1600, plus a two-driver enduro on Sunday's bill at this picturesque North Wales coastal venue.

## FORMULA 1 WORLD CHAMPIONSHIP

Rd 19/19

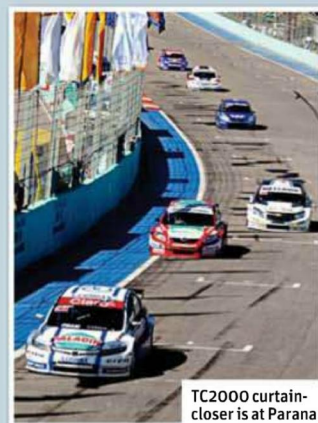
Interlagos, Brazil

November 27

formula1.com



Interlagos hosts this weekend's F1 finale



TC2000 curtain-closer is at Parana

## TC2000

Rd 13/13

Parana, Brazil

November 27

tc2000.com.ar

## GT3 CUP BRAZIL

Rd 16/18

Interlagos, Brazil

November 26-27

porscheGT3cup.com.br



## Television

### THURSDAY NOVEMBER 24

0730-0800 **Eurosport**  
Inside WTCC  
1055-1125, 1655-1725 **ESPN Classic**  
F1 British GP 1977  
1125-1155, 1725-1755 **ESPN Classic**  
F1 British GP 1978  
1415-1515 **Motors TV**  
WRC: Rally GB Highlights  
1600-1700 **Eurosport 2**  
Moto GP: Brno GP Rerun  
2000-2030 **ESPN Classic**  
F1 British GP 1979  
2030-2100 **ESPN Classic**  
F1 British GP 1980

### FRIDAY NOVEMBER 25

1155-1335 **BBC Red Button**  
Formula 1: Brazilian GP Practice 1  
1555-1735 **BBC Red Button**  
Formula 1: Brazilian GP Practice 2  
2000-2030 **ESPN Classic**  
F1 Japanese GP 1976  
2030-2100 **ESPN Classic**  
F1 British GP 1969

### SATURDAY NOVEMBER 26

0755-0855 **ITV 4**  
Motorsport UK  
1230-1300 **ESPN Classic**  
F1 British GP 1973  
1255-1405 **BBC Red Button**  
Formula 1: Brazilian GP Practice 3  
1400-1430 **ESPN Classic**  
F1 British GP 1974  
1430-1500 **ESPN Classic**  
F1 British GP 1975  
1445-1725 **Motors TV**

Formula Renault 3.5: Season Review  
1500-1730 **BBC 1 LIVE**  
Formula 1: Brazilian GP Qualifying  
1500-1530 **ESPN Classic**  
F1 British GP 1977  
1530-1600 **ESPN Classic**  
F1 British GP 1978  
1725-1905 **Motors TV**  
V8 Supercars: Symmons Plains  
1900-2015 **ESPN Classic**  
Graham Hill: Driven

### SUNDAY NOVEMBER 27

1130-1200, 2115-2145 **ESPN Classic**  
F1 Japanese GP 1976  
1200-1230, 2145-2155 **ESPN Classic**  
F1 British GP 1969  
1330-1400 **ESPN Classic**  
F1 British GP 1975  
1500-1815 **BBC 1 LIVE**  
Formula 1: Brazilian GP  
1805-1915 **BBC Red Button**  
F1: Brazilian GP post-race forum  
1650-2000, 2205-0115 **Motors TV**  
British F3: Season Review  
2000-2100 **Motors TV**  
WRC: Rally GB Highlights  
2300-0000 **BBC 3**  
Formula 1: Brazilian GP Highlights

### MONDAY NOVEMBER 28

0500-0600 **ESPN**  
WRC: Season Review  
1700-1800 **Eurosport 2**  
WTCC: Macau Highlights  
1800-1900 **Eurosport 2**  
IRC: 2011 Season Review

## Online

## AUTOSPORT.COM

Coming up on the web this week

### BRAZILIAN GRAND PRIX

After a long season the Formula 1 World Championship comes to an end at the legendary Interlagos circuit for the Brazilian Grand Prix, where everyone will be hoping to end 2011 on a high. As ever, AUTOSPORT.com will be there to bring you the latest news, opinions and session reports from the paddock. Plus read our in-depth reviews of the World Rally Championship and Intercontinental Rally Challenge.



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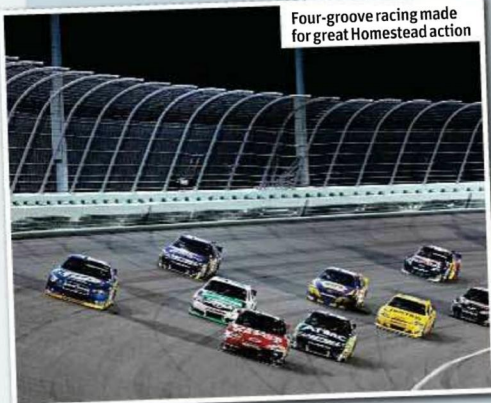
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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV deals

Four-groove racing made for great Homestead action



(To the camp '60s *Batman* theme) Na-nah, Na-nah, Na-nah, Na-nah, Na-nah, Na-nah NASCAR! NASCAR! NASCAR!

Yes, Revved Up went all-American last weekend thanks to Premier Sports showing live coverage of all three races – Trucks, Nationwide and Cup – from the season finale at Homestead.

Given that the Truck race took place at night (US time), I decided to Sky+ it and watch it with a bacon sarnie and cup of tea on Saturday morning rather than with a Miller Lite and corn dog on Friday night. However, when commentator Michael Waltrip said: "I want to

invite everyone who can hear me to come to my trailer for a nice cold beverage – I have enough beer for the world," I did get a bit of a thirst on.

While the truck race featured a tense battle for the title, there wasn't much left to play for in Nationwide, aside from ticking off the number of retirements required for Ricky Stenhouse Jr to be assured of the title and then let off the leash.

With Homestead offering three or even four racing grooves, it made for an action-packed finale, and offered a taste of what was to come in the Cup race.

For a while, Revved Up

has employed the tactic of recording the Cup races, tuning in 90-minutes or so after the start and fast-forwarding through caution periods. If you time it right, you go 'live' for the final 20 minutes, when races are won.

On Sunday I popped out of 'warpspeed' while the race was still 'under red' following a mid-race rain shower. What should have been the final 20 minutes of action was instead the start of the second half of the race.

Unfortunately for Premier, and all the fans it had attracted with its free-to-view offer, it was also the cut-off point for its non-subscriber coverage.

This provoked indignation from the Twittering masses, convinced it was a conspiracy to extort money from them. It wasn't, but what should have been a great way for Premier Sports to show off its wares ended up backfiring spectacularly. *Revved Up*

"The cut-off provoked indignation from the Twittering masses, convinced it was a conspiracy to extort money from them"



# THE WEEK IN PICTURES

Our lensmen pounding the beat from Miami to Macau, via London's East End

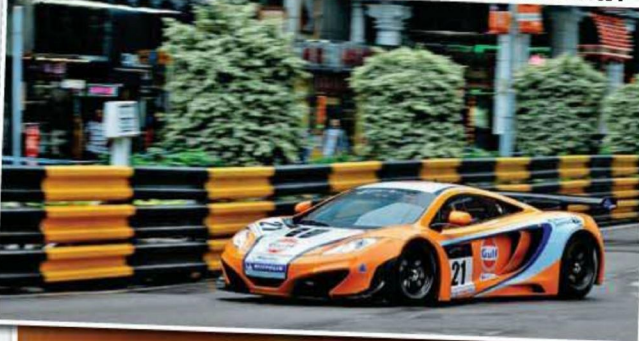
## THE FIRST LADY MAKES HER FIRST VISIT TO A NASCAR RACE

Michele Obama, wife of US President Barack Obama, visited last weekend's Homestead NASCAR finale. Hordes of heavies not shown.



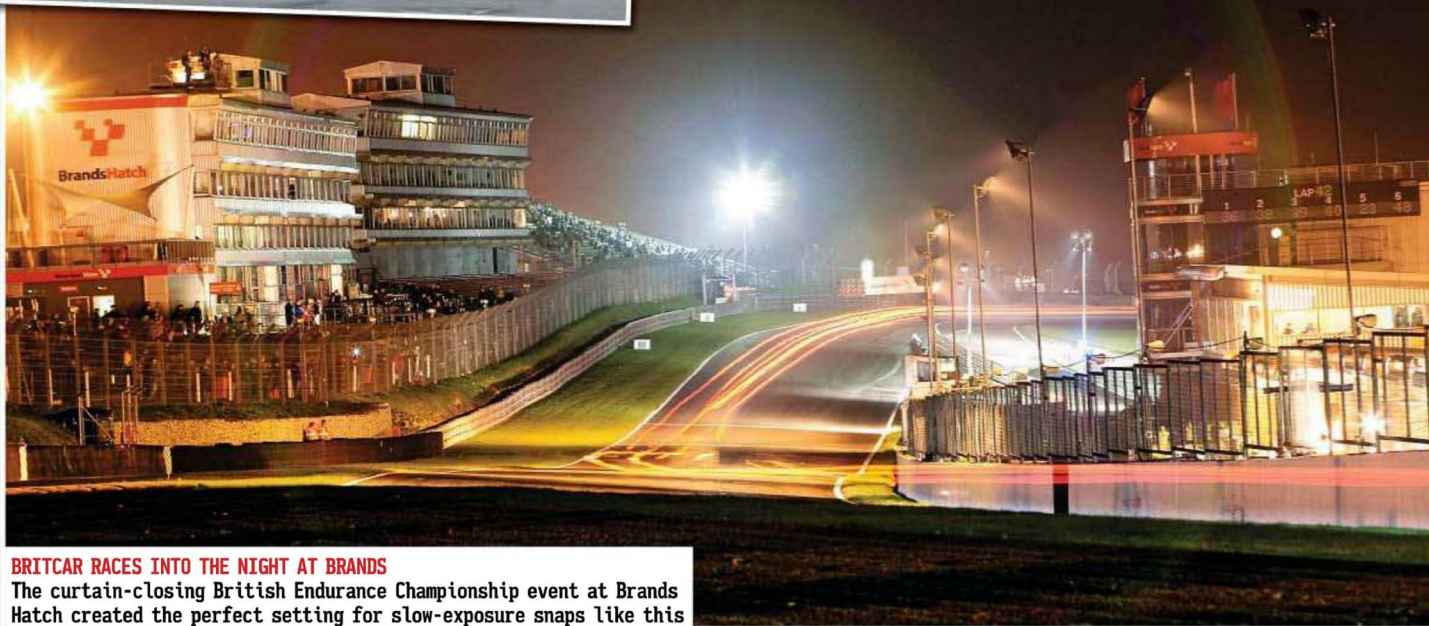
## McLAREN HARKS BACK TO CAN-AM GLORY DAYS

British sportscar star Danny Watts raced this Gulf-liveried MP4-12C in the Macau GT race. Massive fever!



## BRITISH HEROES KEEP US IN SUSPENSION

Damon Hill and Jackie Stewart with a Sebastian Vettel-signed wishbone at the Springfield Club



## BRITCAR RACES INTO THE NIGHT AT BRANDS

The curtain-closing British Endurance Championship event at Brands Hatch created the perfect setting for slow-exposure snaps like this



# FROM THE ARCHIVE

April 7 1980, Wilson wins in F1 machinery

"After retiring from the opener at Oulton, Brands would see Wilson ascend the top step and enter the history books"



Wilson's Wolf WR3 on the Brands grid

**DESIRE WILSON CARVED OUT A SMALL PIECE OF** motor racing history on April 7 1980 at Brands Hatch when she became the first ever woman to win a race in Formula 1 machinery. More than 21 years later, and as Wilson's 58th birthday approaches, the feat has still not been matched.

Wilson had made a name for herself in Formula Ford, winning back-to-back South African titles in 1975 and 1976 before graduating a year later to the Dutch, Benelux and European FF2000 championships, in all of which she finished third. In 1978 she stepped into F1 machinery by progressing into the now-defunct British Aurora FX Championship.

In 1979, driving an ex-Patrick Depailler Tyrrell 008 Cosworth, she led in the wet at Zolder until a late spin dropped her to third. She would score three more podiums, at Oulton Park, Brands Hatch and Thruxton, providing the basis for a move to Teddy Yip's Theodore team in 1980, where she drove a Wolf WR3 Cosworth.

After retiring from the opening round at Oulton Park – a CV joint issue ending her challenge after 17 laps – the second round at Brands Hatch would see Wilson ascend the top step of the podium and in the process enter the record books.

A small field of 10 cars – just seven of them F1

chassis – entered for Brands, with 15-time motorcycle champion Giacomo Agostini, competing in a Bracey Price Motorsport Williams FW06, and Emilio de Villota in a Williams FW07 among the early pacesetters. It was the Spaniard who eventually captured pole, but Wilson had been in contention until her DFV let go 100 yards from the timing beam, leaving her second.

That, however, proved something of a blessing in disguise, as it gave Wilson the favoured outside of the front row. At the start she took full advantage and snatched the lead, but behind a clash between her team-mate Geoff Lees and Norman Dickson caused chaos and led the race to be stopped.

Wilson's second start was again exemplary, and as a four-way quarrel for second developed she was able to build a lead of more than four seconds by only the sixth lap. She extended that by around half a second per lap for the remainder of the race, sealing a dominant victory over Dickson by more than 15s.

Further podiums followed – she finished second at Thruxton and third at Mallory Park – only for her team to run out of money and her campaign to dissolve. But Wilson had left her mark, her standout victory the first – and thus far only – win ever scored by a woman in F1 machinery. ❧

## THIS WEEK IN...



NOVEMBER 20, 2005

**JACQUES VILLENUEVE'S F1 FUTURE** hung in the balance as contractual issues with BMW led to speculation he might be replaced for the 2006 season.

With BMW having already confirmed a three-year contract with Nick Heidfeld, Villeneuve's name was one of many being linked with the team's second seat – with Sebastien Bourdais, Heikki Kovalainen and Anthony Davidson also rumoured to be in the frame. BMW eventually elected to keep the 1997 world champion, but after scoring just

seven points in the opening 12 races he was replaced by Robert Kubica from the Hungarian GP. As Villeneuve pondered an uncertain future, across the pond Tony Stewart secured his own as he clinched a second NASCAR Cup crown at

Homestead. It would be the last time any driver beat Jimmie Johnson to the title until Stewart repeated the feat last weekend, when victory at Homestead allowed him to pip Carl Edwards and secure a third championship.



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# ANDY WALLACE

■ Grand-Am ■ Homestead-Miami ■ September 19, 2004 ■ Crawford-Pontiac DPO3 ■ Ice cool in Florida heat



Wallace summoned the energy to celebrate win

**WELL, I COULD HAVE CHOSEN** my Le Mans win for Jaguar in 1988, or my wins at Daytona or Sebring, but that would have been a bit obvious, wouldn't it?

The race I'll choose is the second Homestead Grand-Am race in 2004 in the Crawford DP car. I won both with Milka Duno that year, actually, but the second one was amazing.

It was stinking hot that September at the Miami 'roval'. There was high humidity and blinding sun – as well as a load of mosquitos – so it was pretty grim.

The race was 2h45m and I knew I was going to have to do most of it, as Milka wasn't quick enough, although she did bring the Citgo money to the team.

The rules stated that who ever qualified the car had to start the race, so Milka set the time so we could pull her in soon after the start, usually at the first yellow. She qualified quite far down which meant it would be a busy race.

I got in the car at about the 20-minute mark and it was sweltering. There was a bit of airflow through the car on the banking, but in the tight corners with heavy braking there wasn't

**"I pulled a gap on Max Angelelli and pedalled like a madman – the ice had melted by then, but the adrenaline kept me going. I reckon I really earned that one!"**

any. There's masses of heat soak in a Grand-Am prototype because of the steel chassis tubes and front-mounted radiators.

I connected up my drinks bottle and headed down the pitlane, drinking and drinking. There was 2h25m to go and I was only going to stop for fuel and tyres.

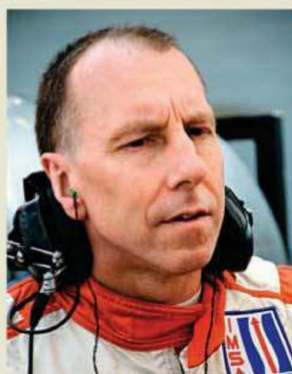
The car was set-up pretty well and I managed to make up a few places from my 20-something position, but the heat soon became horrendous – my eyes were filling up with salt and I was knackered! I got on the radio to ask how long to go. '1h40m,' they said. It felt like I'd been out there for hours!

Just before my next stop I radioed again and said, 'Right, I want you to tip ice all over me and down my suit'... They obliged and I rejoined, feeling good again.

Max Angelelli was leading and I hunted him down with 40 minutes to go. When I caught him on the banking at 165-170mph, a GT car had a wobble in front of us. Max went low, I stayed high and went round the outside of him. I pulled a gap and pedalled like a madman – the ice had melted by then but the adrenaline kept me going.

I crossed the line to win and had to be pulled out of the car. I reckon I really earned that one, but God knows how I managed to stand on the roof to celebrate! ✖  
*Andy Wallace was talking to Henry Hope-Frost*

## IN PROFILE



**ANDY WALLACE ROSE UP QUICKLY** on the junior single-seater ladder, through Formula Ford and British F3, winning the title in 1986. A spell in F3000 and as an F1 tester was as far as he got, but he carved a niche in sportscars and became one of endurance racing's all-time greats. Wins in the blue-riband Le Mans 24 Hours, Daytona 24 Hours and Sebring 12 Hours, as well as in WSPC, FIA GT, ALMS and Grand-Am prove it. Wallace, now 50, still races from time to time on both sides of the Atlantic.

**NEXT WEEK**

**Ricardo ZUNINO**





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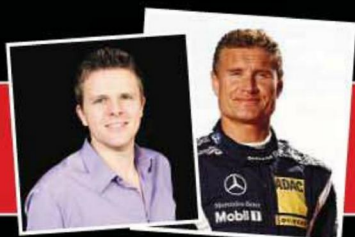


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