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Robert kubica arm accident

Industryrmpolish officers from GMMPolish officers like the crash that seriously injured Formula One driver Robert Kubica earlier this year. Renault's Kubica suffered horror injuries during a small Italian rally in February when hand-cum-odds contrasted his Skoda. The almost identical Skoda Fabias were used for entertainment in Poland, where they were shot at 110kph against the arm co-at a 20 degree angle, and then compared the same accident on a stretch of hand to co that was properly installed. Watch the video and interview (in Polish) here: Collection: Kubica's remarkable return to Formula 1 This is an updated version of a story that first ran in August 2017 not announcing the power of the story and the flexibility of its subject — Robert Kubica will race in Formula 1 next year after eight years he was nearly killed , and what can only be described as a disability. The 33-year-old pole withering right hand is a testament to the brutal fight Kubica has fought for much of her body on the right side of a road-side barrier that was smashed by the time in February 2011.At entering her car on a rally in northern Italy, she was one of F1's brightest stars, ready to start her second season with Renault , and had already signed on to join Ferrari as Fernando Alonso's team-mate in 2012. But that possible future was torn away from him when he lost control of a chilly mountain road, hit that barrier end and was left fighting for his life, with a partially severed right hand and several fractures. That hand and hand bear the effects of that accident to this day — visibly atrophied, awkwardly held, it clearly has limited strength and partial movement. It's clear from car shots about him driving his Williams into practice sessions this year; He couldn't bend the fingers on his right hand, so like wedges against the wheel to it, don't effectively use more than friction to turn that side. And yet Kubica has now been announced as a Williams driver for the 2019 Formula 1 season. It's one of the most remarkable comeback stories in the history of the game. What happened to Kubica? Kubica suffered life-changing injuries during the high-speed crash, shortly after the start of the Ronde de Andorra rally in Liguria, Italy, in 2011, only those difficulties can imagine in 2011 that Kubica has faced determination and mental patience to reach this point. When he crashed his rally car in February 2011, he was weeks away from starting his fifth full F1 season and was regarded as a talent in the same class as superstar world champions Lewis Hamilton and Alonso. He was driving at the rally because he enjoyed it, but also because he believed it would make him a better driver. But then things went wrong and the pictures after the crash tell their own story. It took him an hour to get out of the car. Once in the hospital, the first operation — he was 17 more since — was seven hours long. Reality was the first big moment I live in, Kubica said Was fighting for. In a BBC Sport interview in 2017. People are just paying attention to my arm because it's the biggest limitation. But the reality is I had fractures from my feet up to my shoulders towards the right hand. I had multiple fractures and so it was so complicated and takes so long to recover. But of course my arm was the most damaged. The first two months were tough. I was lucky I was a player and driving F1. Perhaps that's why my hand is still there. But on the other hand there are moments when you have to forget who you are but you are a human being. This is probably not something where the situation was easy to cope with. Eighteen months after the accident, Kubica was back in a rally car — and she won the first event she attended. People were looking at me and focusing on getting me back in the car as soon as possible, he said. Finally, I first decided that I woke up in the morning happy, so I could start to be a racing driver. It probably took me over two years to get back to a reasonable level. I had for months, even a full year, pain everywhere based on the conditions I was in. You first have to feel good with yourself before doing something that requires being fast or driving a racing car. It's not that I've lost my biggest passion — it's still racing. But it also changed my normal life a lot and it was important. The Kubica WRC Wales rally raced in Great Britain in 2013 (pictured) but the inaugural WRC-2 titledDesa Long Road F1By went on to win back to 2013. Kubica's hand was adequately recovered for him to do some work in the Mercedes F1 simulator, but it wasn't the necessary movement for him to drive an F1 car. He wasn't able to rotate his wrist enough — he could only change the left by lifting his elbow, which isn't possible in an F1 cockpit. Instead, he turned to rally, and spent three seasons competing at the world championships, blisteringly fast and proving brave, but prone to major crashes. By the end of 2015, the money was over. I didn't know I would get a chance to return to F1, but I had a difficult period after the time of the rally, Kubica said. I was weighing 10kg, maybe 15kg, more than normal weight. So I started preparing. Kubica emerged in F1 as Sauber's test driver in 2006, with Jacques Villeneuve (left) and Nick Heidfeld the main drivers systematically tried a series of racing cars to see if he could be competitive in them, exploring the idea of returns at THE DMM German touring cars and the World Endurance Championship. The turning point was around December 2016, when he spent some time in the simulator at Italian racing car constructor Dallara, and realized an F1 return can now be a realistic prospect. I needed to get back into a proper rhythm of my life and if the opportunity comes, I need to get the maximum out of it, he said. In most of the cars I was able to get what was my goal and four months ago no one could expect this and so I really appreciate the chance Renault are giving me I want to do my best. People at Renault had kept in touch, and they suggested from a test in a 2012 F1 car. That came to Valencia in June 2017. It was about completing the circle over anything else, just giving him a chance to try it again after so long. But he was so impressed — completing more than 100 laps, quicker than the team's reserve driver — that a second Test, this time much more serious, was arranged. That Test came on Paul's record in the south of France, after which hopes were still alive to return. But then, after a third test in the team's 2017 car in Hungary, Renault cooled — he wasn't done quick enough. Williams, however, was interested, and the talks started. They got him on the verge of signing a contract to race in 2018, but then put a spanner in another test works. Last year in Abu Dhabi, immediately after the end of the season, Kubica drove and so was Williams race driver Lance Stroll and Russian hopeful Sergey Sirotkin. Once they had stripped out the variables of fuel load, tire types and car set-ups, Williams found that Kubica, while faster than a walk, was slower than Sirotkin. And the Russian sponsorship he had more than doubled the amount of the team, which could make decisions easier. Sirotkin had it; Kubica was offered a role as a reserve driver. Kubica drove to Renault in-season testing in Budapest in 2017 What has changed over a year? Kubica has done several tests for Williams this year, as well as worked in the simulator. In the virtual world, the word is that he's a walk and quicker than Sirotkin. It's been less immediately apparent in the real world, but events have turned in Kubica's favor. Stroll and his money are off to forcing India, now run by his father after a mid-season takeover. Sirotkin, meanwhile, hasn't been particularly impressive in his debut season — he's qualified out 12 times in Canada's 20 races, but his advantage hasn't been as great as the team or its supporters had hoped. As a result, he has less money available than last year, and Kubica is able to find more. At the same time, Kubica is well-liked within the team, has excellent technical feedback, his promotion has a feel-good factor about it as well as positive PR effects and hopefully he will be able to recover his former abilities over time in the car. With him, hopes are too high for new signing George Russell, a British driver ready to win the Formula Two title this weekend, jamming a Mercedes and one of the most highly rated prospects in the sport. Why curiosity about Kubica? Kubica won the Canadian Grand Prix in 2008 at 16.495 seconds ahead of his BMW Sauber team-mate Nick HeidfeldKubica won just one race in his F1 career - the 2008 Canadian Grand Prix. So why, some might wonder, is there such a fuss about his return? On one level, the answer is clear. If a man with this kind of disability, after going through so much, can return to F1 after eight And to be competitive, it's awe-inspiring. But beyond that, there's a possibility of mega-talent going back into F1. Robert is one of the fastest drivers I've ever raced against, Hamilton said. He is one of the best drivers I have driven against. Just raw, natural talent, which I think as a game it's not a shame that we're here with us — because there's not a lot that comes through. A lot of great, great drivers don't come through. You have something that's much better than the rest, but still not the greatest, and then you have real special drivers like him. Kubica's last season was his best. At Renault, not a fully competitive car, he put in some stunning performances, the three greatest drivers on the calendar - the best ones in the circuit - Monaco, Spa and Suzuka. He qualified second, third and fourth in those races, having no right to car places. And the Grand Prix was equally impressive. Kubica had to close her TV interview immediately after qualifying in Japan as she found out she could not speak. He walked away to sit by himself for 10 minutes while he considered what he had just done. Renault Sporting director Alan Permane, who was instrumental in organising kubica tests for the team in 2017, says: Qualifying Suzuki in 2010 was like a lap I've never seen from anyone else, ever. He came in absolutely white, fearing life out of himself. From a guy who has been in F1 for over 25 years and has worked with Michael Schumacher and Alonso, that's quite a compliment. How does his limitations affect him? In 2007, Kubica escaped with a slight concussion and sprained an ankle from a catastrophic accident in Canadian GPSeeing Kubica in the paddock, his right hand clearly confined in movement, and looking at on-board footage from his car, it seems incredible that he can drive close to the full speed of F1. But as he says: I drive like my body and my limitations leave me to do it. After my accident, I discovered that to make a roundabout in the road car, you don't need to grab the steering wheel, so you can turn to using friction. F1 is not a road car, but I've been at school too, where they give you a bird in hand and you have to catch it [so] that it doesn't fly away, but you don't catch it too much that it gets scared. This is how you have to catch the steering wheel. When I was racing in the past, on one of the first weekends in Malaysia I did in 2006 [as the BMW test driver], there was footage when you see me driving with three fingers open. And the engineers were shocked. He said, Why? I said: 'I don't know. Maybe you don't have all the power you need to use. You just need to use what's enough. Again, that makes it feel different than 10 years ago and for others, I know. But the result is probably the same or almost the same. Mark Webber, a former opponent, says: He Warrior. Kubica finished third in the 2010 Monaco Grand Prix behind Mark Webber Webber

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