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# Jaguar is back – with a view to the future

FOR A BRITISH MOTORSPORT ENTHUSIAST, THERE ARE few more evocative marques than Jaguar. But by returning in Formula E, Jaguar now represents a very different type of British Racing Green. The Formula E sceptics who love the history of the brand might have to deal with a little cognitive dissonance once the Jag is on the grid.

It's also a sign that, love it or hate it, Formula E is gaining traction as a valid category for manufacturers, both in terms of the marketing value and the technological platform. This doesn't mean Formula E is going to be displacing Formula 1, but it's at the very least a proof of concept, and the return of Jaguar to motorsport as a works entrant is fantastic news.

It's tempting to say it's been a year in which the sport has needed good news. While there have been plenty of negative stories, there have also been some performances for the ages, as our annual selection of the top 50 performers of the year proves.

The ranking is always contentious, but it's based on a number of criteria. For one, it's not simply 'the best 50 drivers in the world' – it's about the half-century who starred during the year. And results aren't the only thing factored in, since there are plenty of drivers in the list who stunned despite not winning titles.

These factors are investigated by our series correspondents, who look beyond the points tables and the wins columns to produce what we aspire to be the definitive ranking of 2015.



**EDD STRAW** EDITOR

edd.straw@haymarket.com

@eddstrawF1



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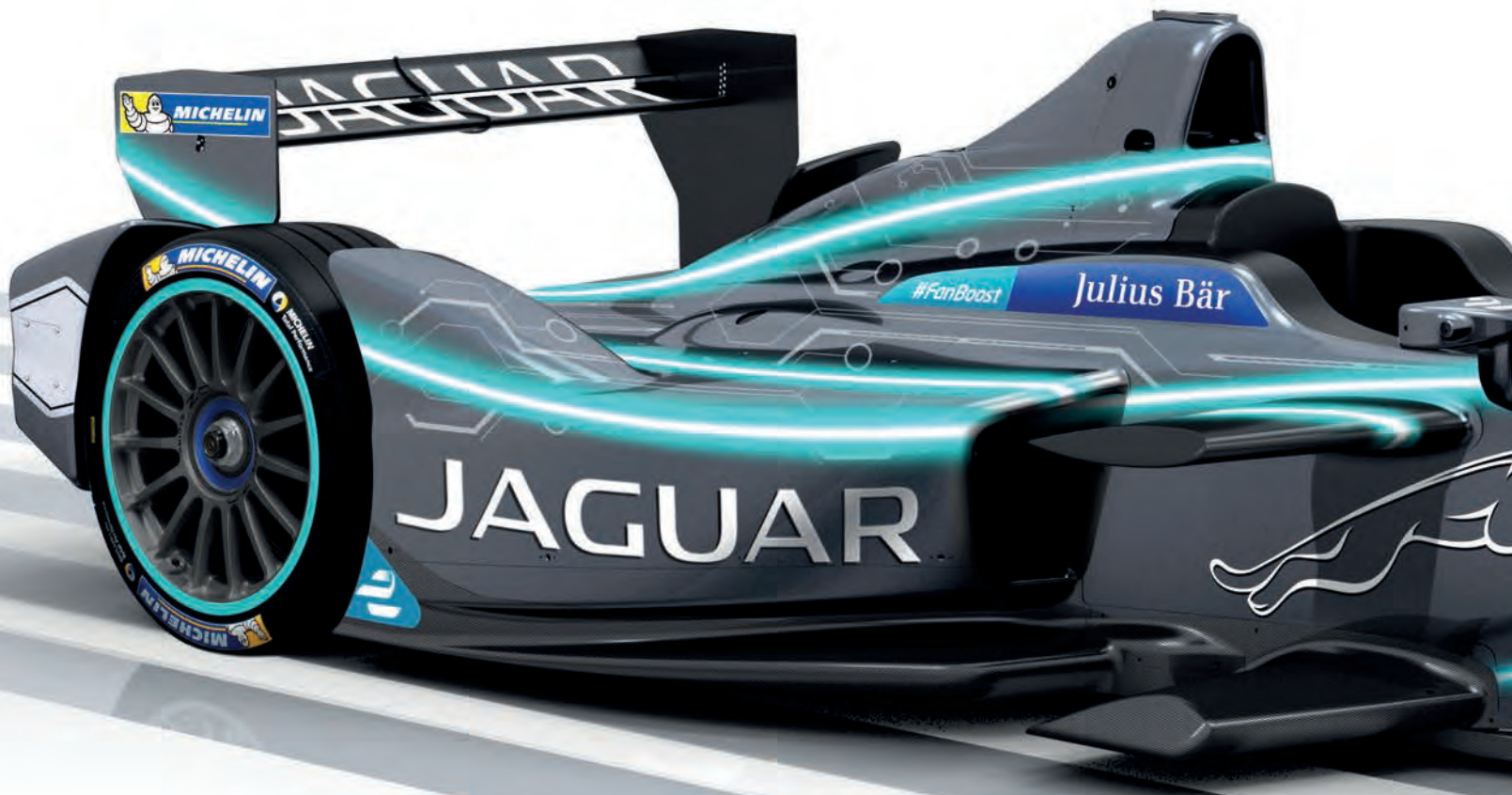
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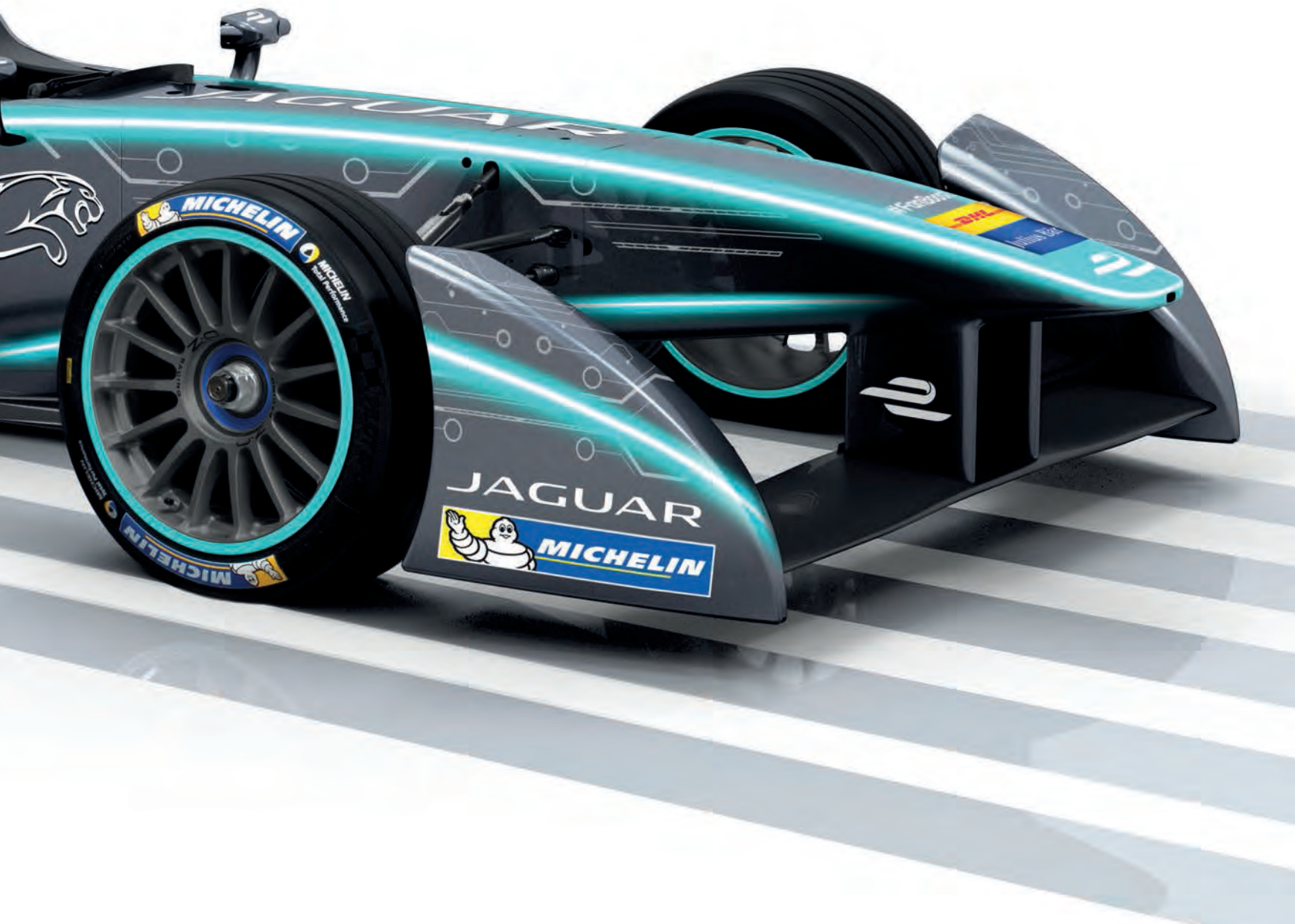


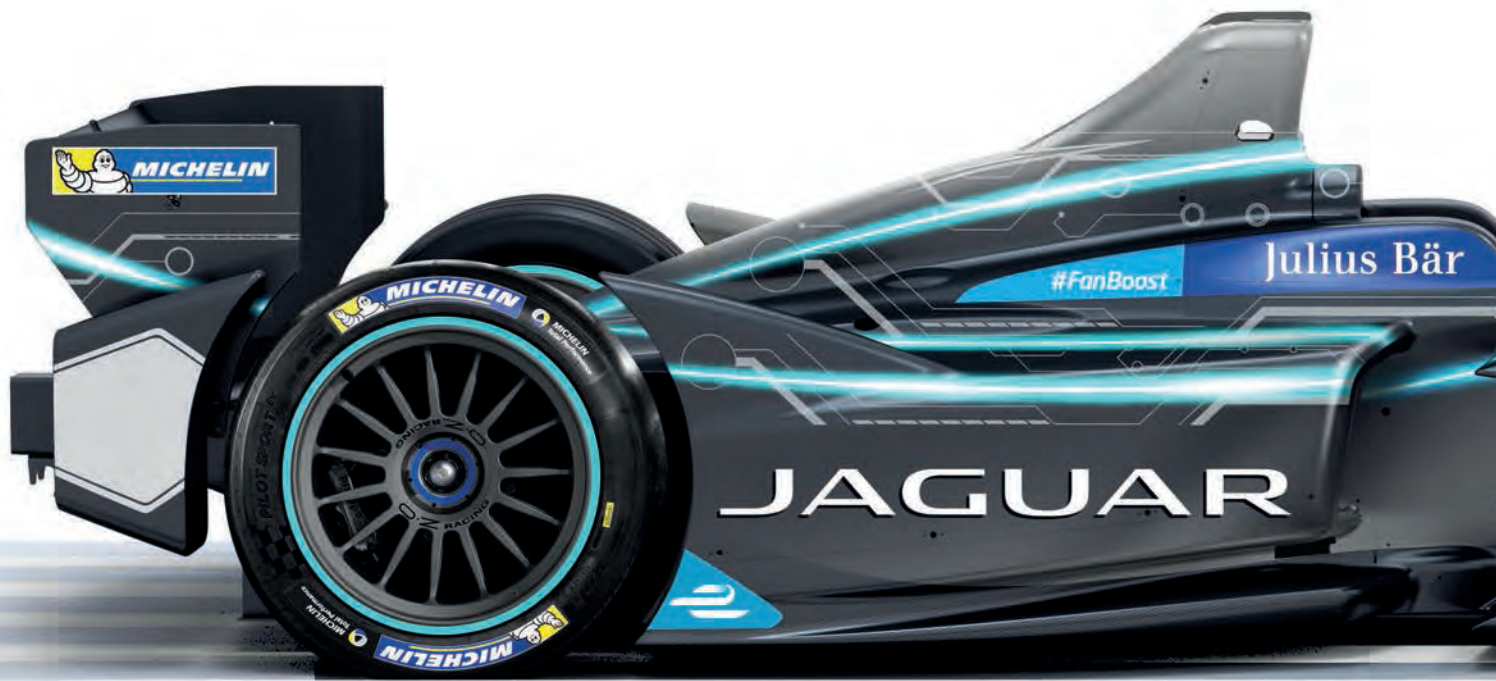
# The cat is back

Jaguar is returning to motorsport, in Formula E of all places. So why has the British manufacturer chosen the fledgling all-electric series?

By Scott Mitchell, Formula E Correspondent

[@ScottAutosport](#)





**BRITISH RACING GREEN IS GOING GREEN RACING. JAGUAR WILL END AN 11-and-a-half-year absence from the cutting edge of motorsport when its cars line up for Formula E's season-three opener in late 2016. The British manufacturer has a rich racing heritage and fate has not allowed the venerable marque – the fourth most successful in Le Mans 24 Hours history with seven wins – to end its association with motorsport with the whimper that marked the end of its five-year Formula 1 programme in late 2004.**

Ever since Mark Webber sat on an Interlagos bank and watched team-mate Christian Klien, who the Australian had crashed into at the first corner, limp to a lapped 14th in the brand's F1 farewell, Jaguar has frequently been linked to a motorsport return.

Speculation has suggested a works project in touring car or sportscar circles, and it was not out of the question. The Rocketsports XKR GT2, which in 2010 put a Jaguar back on the Le Mans grid for the first time since 1995, was factory blessed.

But now Jaguar is really back, and in all-electric form no less. The reason behind it is parent company Jaguar Land Rover's announcement of a new electric-vehicle range: Jaguar is not going racing for the sake of it.

"There's a huge amount of passion to have the brand back in racing, but it had to have the right fit for our ambitions," says new Formula E team director James Barclay. "Clearly our EV strategy is moving forward and is really crucial to us."

This view is shared, excitedly, by Nick Rogers, Jaguar Land Rover's director of group engineering. "It's a real opportunity," he insists. "The way the championship's roadmap is laid out is really going to pull parts of the technology that are going to be incredibly relevant to the real world.

"It's really nice we're going to be pushing boundaries on the track and that those technologies will find their way into production vehicles. The synergy is great. It fits with what we're doing, as well as being great fun."

Little is known about the range of electric Jaguars and Land Rovers due to start rolling out of the Midlands, but the message

is clear: complementing this new real-world venture with a motorsport programme will be key.

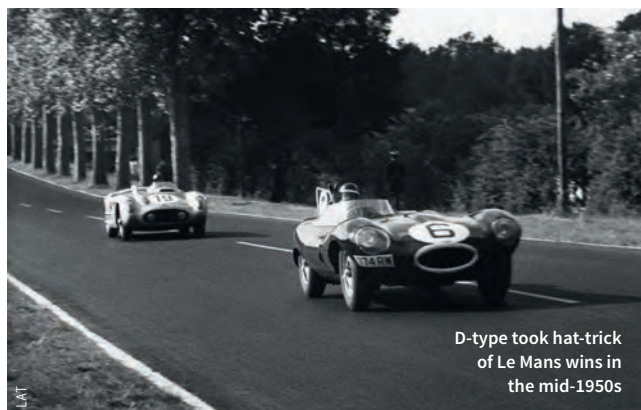
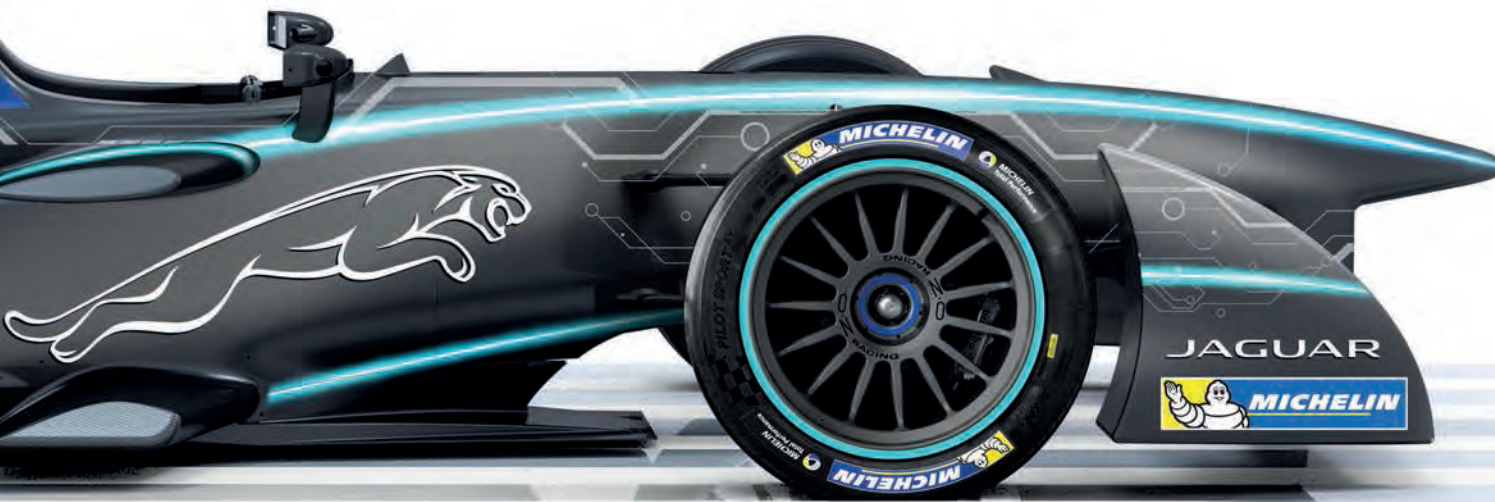
"There's two levels to look at: picking the right fundamental technology – choice of motors, batteries, materials the vehicles are made of – but the next level is incredible attention to detail," says Rogers of the need to blend a racing project with the fundamentals of the new road-car range. "Whether we're working on a Range Rover that has two-feet suspension travel and can go anywhere, but is as quiet as a Bentley on the road, to having the most agile F-type R that's as light and nimble as possible.

"Those are things we just love. It's all about attention to detail, which fits perfectly with the racing philosophy. There isn't a silver bullet that's suddenly going to make a car 30mph faster.

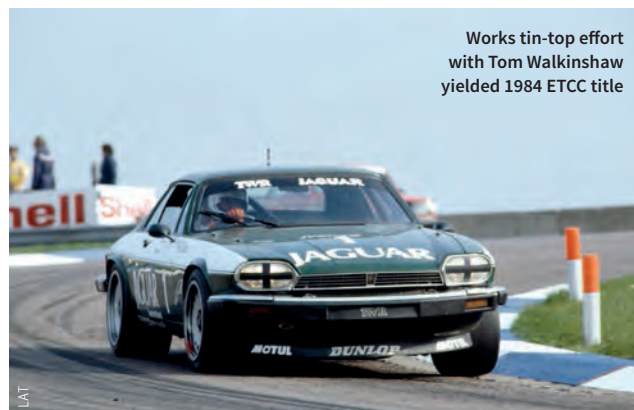
"You're looking for every detail; on CO<sub>2</sub> you're looking at fractions of grams, and with electric cars you're looking at using every watt possible, and when you decelerate the car you grab that watt and put it back in the battery to use it again.

"Where better to try that than in a situation where you'll get incredible current drains at incredible rates, both when accelerating and decelerating?"

Here, the competition element comes in. Formula E limits the amount of energy available – the batteries are capped at 28kWh. Power is also limited at 200kW in qualifying and 170kW in the race. So how efficiently that energy is stored and regenerated, and how efficiently the motor uses that energy, is vital to success. The gains a marque makes in those areas will translate directly into its on-track performance.



D-type took hat-trick of Le Mans wins in the mid-1950s



Works tin-top effort with Tom Walkinshaw yielded 1984 ETCC title

That Formula E teams are able to develop their own electric powertrains, which from a road-car manufacturer's perspective incorporates the electric motor, gearbox, inverter and cooling system, underpins all this. Jaguar says this is why it has chosen to join the championship for season three, because its roadmap allows it to bring in its own technology.

If it couldn't develop its own technology, it wouldn't learn as much to filter into the road-car range it's planning to produce.

In terms of the form Jaguar's powertrain will take, the marque is not giving anything away just yet. Its options are open, though – the current solutions include twin-motor, single-gear powertrains such as those used by DS Virgin Racing and NEXTEV TCR, while the benchmark Renault e.dams Z.E.15 has the complete opposite: one motor and two gears.

The nature of Formula E and the still-fledgling technology means there isn't an established way to do things. Jaguar could go revolutionary, or it could play it safe. Much of that will depend on how confident it is on its electric-engineering expertise and what it feels it will bring to the table.

"One of the exciting things is looking at which is the best

direction to go in and how to hone that," explains Rogers, "as well as being open-minded that as technology develops it can go in other directions."

Once Jaguar has its concept it will be given, like all manufacturer teams, just 15 test days and the official pre-season running to get it working in reality. As Andretti Autosport and Trulli have found, that's far from a formality. So it does not plan to rush from drawing board to the track.

"Like all things, the sooner we can get on track the better, but fundamentally the work we'll be doing is making sure at a concept level we have everything right before we start running," Barclay says. "It will be down to us being confident that when we hit the track we make the best use of the time."

The lead time needed to make such a project a success cannot be underestimated, particularly when Jaguar packs engineering expertise but will still be learning on the job. While the powertrain might not be in its final form on the design table yet, work has almost certainly started, if only on research.

Its intention is to hit the ground running at the start of the 2016-17 campaign, and to that end it has struck a partnership with an >>

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## Trulli's troubles opened door to Jaguar

JAGUAR COULD BED itself into Formula E by running cars in the final rounds of the 2015-16 season because its entry has come at the cost of one of the series' founding teams.

The Trulli team's engagement with the 2015-16 season is over, and a couple of installation laps at Donington Park are all it has to show for its travails with its Motomatica JT-01s.

After a customs issue prevented it from

scrutineering its cars in Beijing and those cars then failed scrutineering in Putrajaya, the plug has been pulled on the embattled project.

Trulli has vacated its entry with immediate effect, leaving Formula E with 18 cars for the remainder of the season. Series CEO Alejandro Agag is open to Jaguar joining the grid before the end of the campaign with unbranded cars to help get its team up to speed, but the marque says it is not a priority.

"Our focus is on season three," insists team director James Barclay. "What's really important is we spend the time we have now to build a solid base from a team point of view and a technical point of view.

"Between now and season three we're going to be absorbing as much information as we can. From a competitive point of view our start will be season three."

As for Trulli, Vitantonio Liuzzi is left without a drive, while

Salvador Duran had already been dropped for an alleged "breach of contract" prior to that non-start in Malaysia.

Agag says he does not hold the problems against Trulli, and would welcome the ex-F1 driver (who claimed pole for last year's Berlin ePrix) and his team back in the future, given the right circumstances.

"It's very sad," he admitted. "Jarno has been fantastic for Formula E, he's a great guy and we've known

him and Lucio [Cavuto, team manager] for years and years. They came to Formula E early, they were really supportive and really believed in the project. It was not their fault, it was a technology supplier that did not deliver what they had to. I really hope we can meet Jarno again along the road. We're going to keep in touch and see if there's a future.

"Jarno is a great friend of Formula E and the door will always be open."

MAUGER/LAT

existing Formula E entity in Williams Advanced Engineering. The Formula 1 team's sister company is currently Formula E's sole battery supplier, but was a key partner in the development of the C-X75, Jaguar's hybrid electric-vehicle project.

Aside from the obvious practical benefits of continuing an existing working arrangement, the C-X75 has more specific relevance to the technology Jaguar will be working with in Formula E: namely lithium-ion battery technology, synchronous permanent magnet motors and control systems.

"The battery and motor [used for that car] is a fundamental foundation of FE," says Rogers. "It's technology that's already within our knowledge base and we're pushing the boundaries. We're looking at how we can improve power density, as well

as improving the ability to rapidly charge/discharge. That technology is what we were pioneering on C-X75. We're effectively part of the [Formula E] DNA."

The Williams partnership will also extend into the Formula E programme in an operational manner, and has moved to avoid upsetting existing teams by handing over on-event support to Spark Racing Technologies. WAE will offer research-and-development support, while managing director Craig Wilson will assume a race director role for Jaguar.

Exactly how and to what extent Jaguar's 8300-strong engineering team will be deployed on the project is yet to be

revealed, but it's almost certain they will join the trackside set-up to gain hands-on experience. What is definite is that between the enviable infrastructure afforded by the two companies, the Formula E team will not be found wanting in terms of simulating and validating whatever powertrain solution it opts for.

"Having been with the company for many years, in 2008 we had 2-2500 engineers and we've now got 8300," points out Rogers. "The level of resource is awesome, but so is the passion and drive of that group, the stunning success we've had with some launches and some things we're working on."

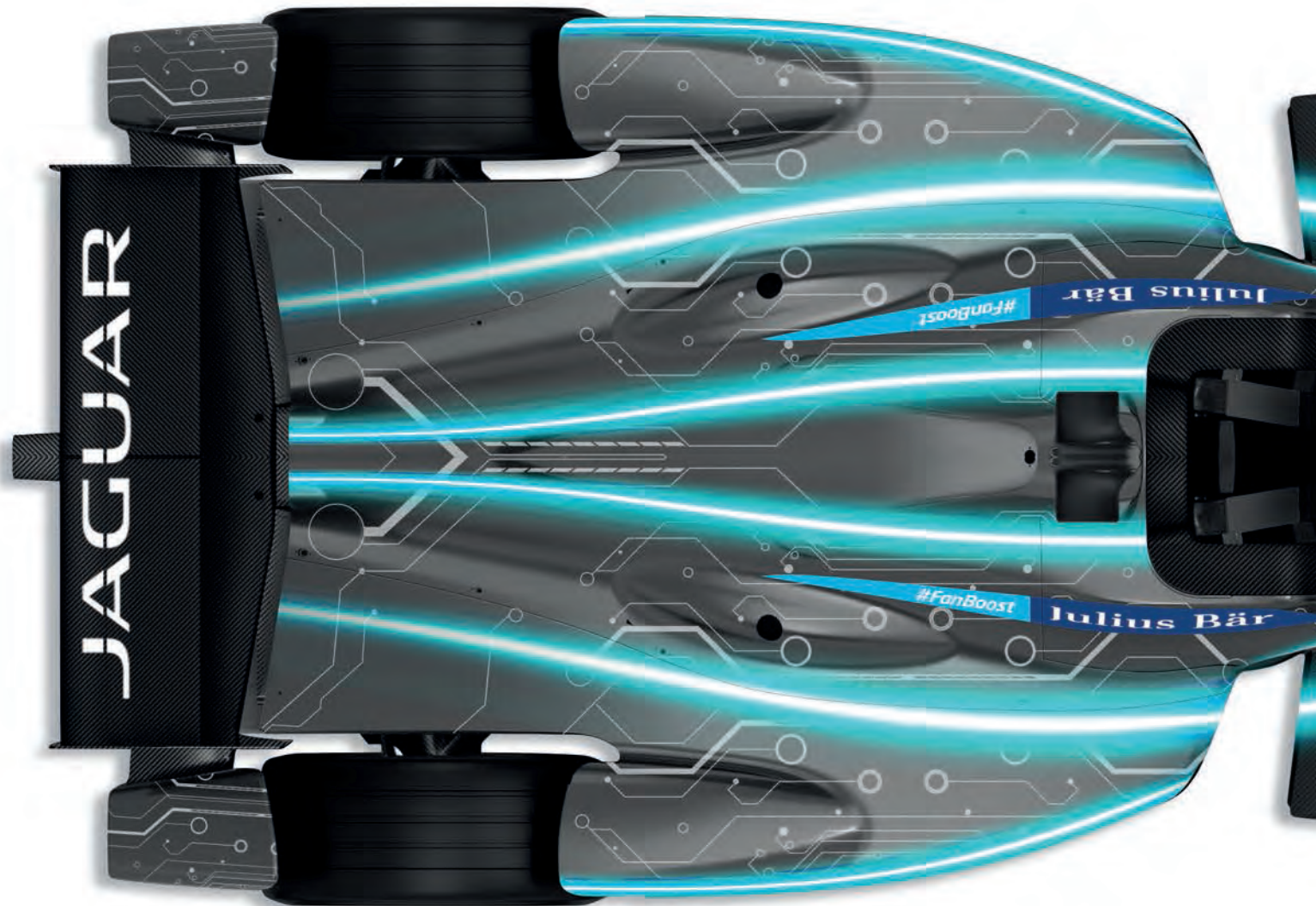
## "Jaguar's partnership with Williams will involve the running of its race team"

Although it looks like the fundamentals for success are in place, Jaguar isn't making bold predictions for its first year in Formula E. Maybe that's wise after the way the F1 initiative

ended, but in many ways this is a different Jaguar — Rogers talks of a new zest for engineering under the Tata ownership — and it's also a very different motorsport programme it is about to engage in.

When the Jaguar name withdrew from F1 at the end of the 2004 season, it was a result of then-parent company Ford reining in costs by pulling its brands, which at the time included engine supplier Cosworth, from the top tier of motorsport.

The Tata group's purchase of Jaguar Land Rover from Ford in 2008 has been a big factor in bringing the brand to the point where it is building up to its racing return. And with paddock rumours putting the required investment from Renault to become the >>



## Jaguar's heritage

### SPORTSCARS

Jaguar's C-type delivered the company's first of seven Le Mans 24 Hours wins in 1951 and triumphed again in 1953, before the D-type clinched a hat-trick from 1955 to 1957. Tom Walkinshaw Racing-run V12-engined Group C XJRs won at Le Mans again in 1988 and 1990, before Teo Fabi won the 1991 World Sportscar Championship in the XJR-14.

### TOURING CARS

In works form, Tom Walkinshaw's XJ-S won the 1984 European Touring Car Championship and the Bathurst 1000 the following year. Customer efforts underpin a sporadic tin-top history, with a 3.4-litre Mk1 winning the first-ever British Saloon Car Championship race in 1957 and the 1960 and 1961 Australian titles. And the S-Type R, XF and XFR brought the marque back to tin-top circles in Superstars.

### FORMULA 1

A few years after the XJ220 brought the factory Jaguar sportscar programme to an end, Ford bought Stewart Grand Prix and rebranded it Jaguar Racing for 2000. British Racing Green returned but the initiative was not a success. It scored two podiums in five seasons and at the end of 2004 the F1 team was sold to Red Bull.

leading Formula E team at round €10 million, the cost of competing in Formula E was a big factor in helping it decide the series in which it would make that return.

"Us coming as a full works team was a really important factor in our next choice in motorsport," says Barclay. "It's crucial to be in control of what we do.

"While Formula E is still a significant investment, in comparison with others out there it represents good value for money. From an investment point of view Formula E is well managed and structured and that's part of the appeal."

Beyond the whys and the hows, this is a new chapter in one of British motorsport's biggest stories. For many, how Jaguar is going racing again won't matter as much as the fact that it simply is – though there's no word on 'Jaguar Racing' or a British Racing Green livery just yet.

"For people who know about our past success it heralds a new era," says Barclay. "Clearly what we'll do is pay homage to the past, but we'll wait to confirm exactly how we'll manifest that in livery and team name.

"The brand returning to motorsport is a big story in its own right. A lot of people have a huge passion for Jaguar; it gets people very excited. The impact as a whole is crucial. Jaguar is a performance brand and for us motorsport is core to our DNA.

"It's an incredible shot in the arm to the business. We have that story to tell and it reminds people we are a hugely successful



Jaguar returned to the Le Mans winners' circle in 1988



Failed F1 stint yielded just two podiums from five years

British manufacturer in motorsport and this is the start of continuing that story and success.

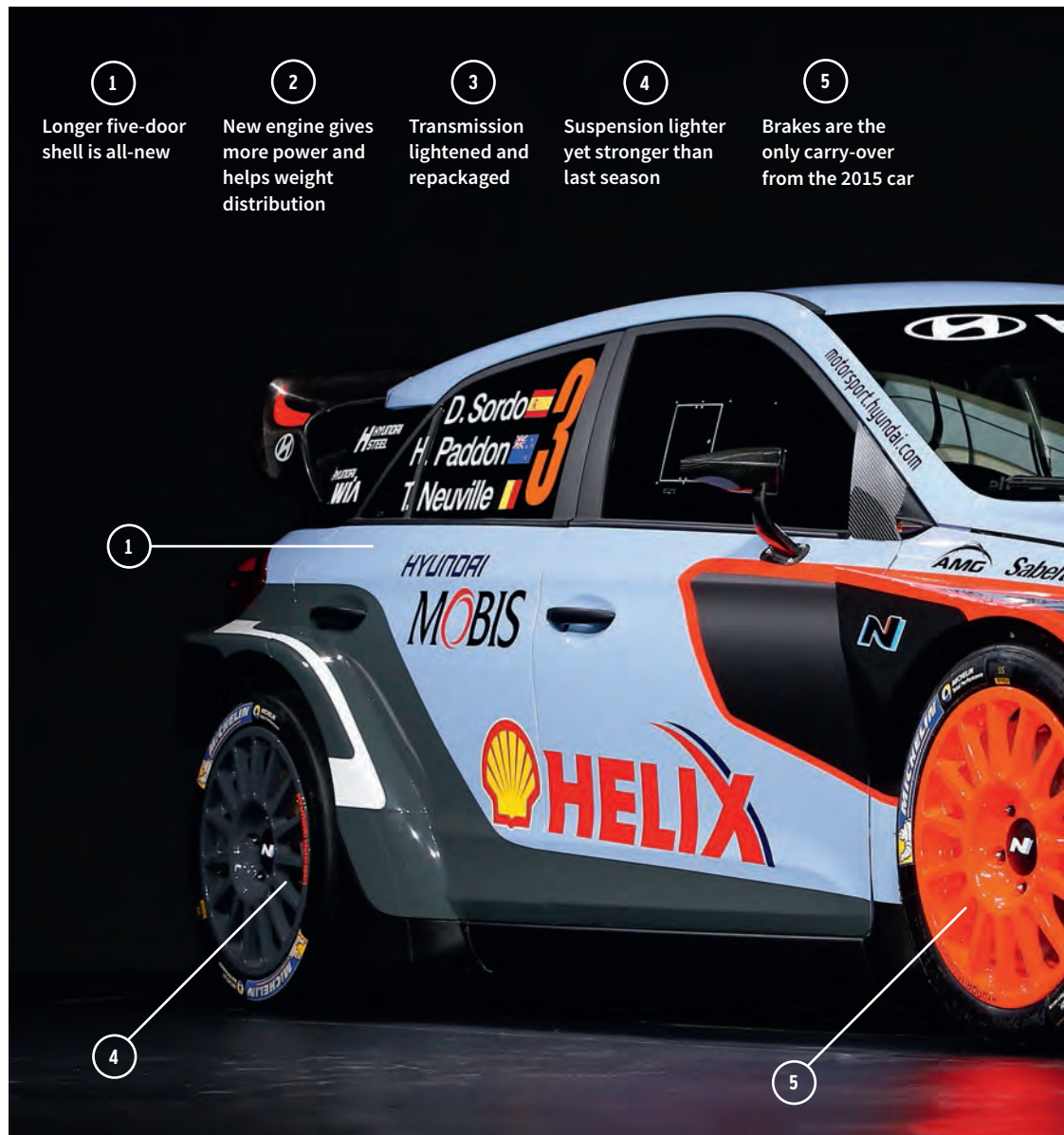
“One of our most-asked questions is when we’re coming back, and to be able to answer that question is hugely exciting.”

It’s not just Jaguar that’s celebrating. From Formula E’s perspective, this is a huge victory. The championship has its detractors but its booming manufacturer interest cannot be ignored, and Jaguar’s arrival serves as the ultimate validation of all-electric racing as a concept.

“The way the world is going to change with electrification, connected car, autonomous car, the opportunity to work in a racing environment gives us an opportunity to stress-test those things and push it to the limit,” says Rogers, “and give some focus to some of the short, high-endurance test cycles you see through racing.

“Also, you can’t beat being part of a racing team. To be involved in racing is just the absolute ultimate.”

When the Big Cat returns, its roar will be replaced with a refined whistle. But make no mistake, this is proper Jaguar to its core. 🐾



1 Longer five-door shell is all-new

2 New engine gives more power and helps weight distribution

3 Transmission lightened and repackaged

4 Suspension lighter yet stronger than last season

5 Brakes are the only carry-over from the 2015 car

### WORLD RALLY CHAMPIONSHIP

## Hyundai reveals its new

THERE'S A LOT RIDING ON HYUNDAI'S 'NEW generation' i20 WRC – revealed in Frankfurt last week – for the Korean manufacturer and the World Rally Championship itself.

Next year's WRC is running in slimmed-down form with Citroen absent as a manufacturer and M-Sport Ford potentially missing rounds of the series too. Hopes of avoiding a Volkswagen whitewash appear to rest with Hyundai.

This is the car team principal Michel Nandan wanted to build from the outset; if he'd had his way, the previous version of the i20 WRC would never have seen the light of day. The old car was compromised in size, shape and timescale – but the Koreans, having committed to the World Rally Championship, wanted a car on stage as soon as possible. It wasn't prepared to wait a year for this new generation car.

The new generation is now upon us and it looks to be everything the old car wasn't. Granted, there had to be some concessions in the middle of the year, when it became clear the road car production run of three-door i20s wouldn't support a WRC effort, and a hasty redesign delivered an extra couple of doors. That was part

of the reason for the late arrival of the new i20 WRC – originally expected last summer.

All such talk was swept under the carpet of Hyundai's impressive motorsport facility in the Frankfurt suburb of Alzenau last week. It was replaced by confident talk of carrying the fight to Volkswagen, the world champion for the past three years.

"We are targeting to win stages and be really at the top," says Nandan. "We want to fight for victory, we don't want to finish second. We are ready to make life difficult for our rivals."

The timeframe Hyundai faced with the development of its first World Rally Car was extreme. Tested for the first time just seven months before it was due to make its debut at the 2014 Monte Carlo Rally, the i20 WRC struggled in its earliest form. However,

**"We have spent more than a year working on this car"**



The new Hyundai i20 WRC is expected to take the fight to all-conquering VW



# WRC challenge to Volkswagen

Nandan is happy to report that this won't be the case with the new car.

"This," he adds, "is the first car we developed completely here in Hyundai Motorsport in what I would say is normal timing. It gives us a chance to go through the car; it's a good moment to invest a lot of time engineering the car."

"This car is completely redesigned and almost nothing to do with the old one. The first roll out for this car was actually at the end of 2014, the end of October, something like that. So we have spent a year, more than a year, working on it. That's good."

Only the brakes remain from the old car, with the engine, chassis, transmission and suspension coming in for a complete redesign.

Nandan explains: "We have worked a lot with the weight distribution with the new car. The engine is as far back as the regulations allow and it's tilted back. It's lighter and more powerful – a completely new global race engine. The transmission is lighter and repackaged, we worked a lot with Sadev on this. It's the same with the suspension – this is also lighter, but this time stronger."

Interestingly, Nandan refuses to disclose the damper supplier for the season ahead. It looks like the i20 WRC will switch between suppliers from surface to surface.

"We are customers," says Nandan, "so why not? What we want is the best performance."

Not to mention the best performance from his drivers. For next season, Hyundai will run Thierry Neuville, Hayden Paddon and Dani Sordo on all 14 rounds with Kevin Abbring focusing on the development of the i20 R5 (due out in the second half of the year) and then the 2017-spec i20 WRC.

Neuville's fall from grace within the team was marked against Paddon's leap into the spotlight. Where Hyundai promoted Neuville as its team leader for the last two years, the Belgian's name appears third behind Sordo and Paddon on the official communication of last week's launch. An asterisk reveals the names are listed alphabetically: Dani, Hayden and Thierry.

Regulations stipulate one driver must be nominated for 10 of the 14 rounds. Nandan said Hyundai would be regularly rotating its drivers between the Hyundai Shell and Hyundai Mobis

World Rally Team in an effort to give itself the best possible chance of stealing VW's thunder.

It's certain that Paddon won't be in the #3 or four car at next month's Monte Carlo Rally. The combination of New Generation i20 WRC availability and the fact that this will be the Kiwi's first run through the French Alps means he will remain in a 2015-spec car – "most probably" the last time we will see this car in official colours.

"There's no number one in our team," says Nandan. "All three drivers will do 14 events. It's equal for all of them. All of them are at the same level with the same, let's say, tools and they can do exactly the same. We are really giving them the same quality of product in term of cars and time of testing – it's not a problem."

After speculation that he would leave Hyundai for Citroen or M-Sport, Neuville said he was happy with his current employer.

"There were many discussions for me join different teams, but I would not leave when the best year is coming," he says. "I feel good. The pleasure and motivation is back."

DAVID EVANS



**WRC**  
**MEEKE OPTS TO STAY AT CITROEN**

KRIS MEEKE HAS CHOSEN to stay with Citroen while turning down an offer to join Toyota's return to the World Rally Championship in 2017.

*Autosport* understands that the new deal – likely to be until the end of 2018 – is to be revealed in the second half of this week.

Meeke, who has driven for Citroen for the past two seasons on one-year contracts, can now look forward to a period of security. The arrival of a worthy offer from Toyota forced Citroen's hand in retaining its only 2015 rally winner. It leaves Toyota WRC team boss Tommi Makinen looking for a lead driver in 2017.

"We would very much like to have seen Kris as part of our team," said Makinen. "It's very clear that our own product is not ready yet and we start a test programme in March. Citroen could offer some programme for 2016 and keep the development for the 2017 car. I totally understand that decision. Now we have to consider our options for 2017."

Meeke will be joined in Citroen's part-programme by 23-year-old Stephane Lefebvre, who started five events in a DS3 WRC in 2015. That programme is expected to start in Monte Carlo and could run to as many as 10 events. The precise details are still under discussion.

The Northern Irishman was unavailable for comment this week, while Citroen team principal Yves Matton insisted no deal was yet signed off.

**DAVID EVANS**



**WORLD ENDURANCE CHAMPIONSHIP**

# Porsche scales back GTE in 2016 to go 'full power' in '17

PORSCHE'S DECISION TO DOWNSCALE ITS GTE assault on the World Endurance Championship next season comes against the backdrop of the introduction of a new 911 GT3-R customer racer – not to mention a bigger commitment in general to GT3 racing – and the need to develop a new car for the higher class in 2017.

"This is mainly a result of what we are doing in GT racing with the new 911 GT3-R and in GTE for 2017," said Porsche Motorsport boss Frank-Steffen Walliser. "We need to step back to go full power for 2017."

Walliser describes the new-rules GTE contender that will be campaigned in the GT Le Mans class of the IMSA SportsCar Championship in 2016 as a "small development step" from the car that won five championships across

the US series and the WEC this year. Its successor will be all-new and based on one of the forthcoming facelifted 991-shape 911 models.

Asked if it will have a turbocharged rather than a naturally aspirated engine, Walliser replied: "Interesting question: it will have a flat-six engine."

Porsche is not turning its back on GTE in the WEC. Richard Lietz will defend his GT drivers' title with the Proton team in GTE Pro. It will also apply for two entries for the Le Mans 24 Hours for the factory Manthey team.

"It is important that we continue to support the GTE class in the WEC," says Walliser. "We have a responsibility to keep the class interesting."

**GARY WATKINS**



**OBITUARY**

# Peter Westbury 1938-2015

PETER WESTBURY IS PERHAPS best-known for his two British Hillclimb titles and a single world championship grand prix start, but his impact went much further than that.

A successful Formula 3 racer, he gave the great Derek Bell his break in international racing. After triumphing on the hills in 1963 with the Daimler V8-powered Felday 1 built in his back

garden, Westbury was loaned the four-wheel-drive Ferguson P99 F1 car for his successful title defence. A series of Felday sportscars followed, after which he moved into F3 under the Felday International Racing & Sportscar Team (FIRST) banner.

Bell was one of the drivers of FIRST's Brabham BT21s and his successes attracted Ferrari's attention.

"That was my big break and Peter provided it," said Bell.

Westbury also achieved success in F3. He triumphed at Chimay in 1967 and '68, and also won at Reims. He finished second in the Monza Lotteria in '69 after his graduation to F2.

Westbury's GP start was in his Brabham BT30 F2 car in Germany '69.

**GARY WATKINS**



## FORMULAE

# Why Formula E works

IN THE WAKE OF JAGUAR'S FORMULA E announcement (cover story, p4), why are manufacturers so keen on the category? The answer is its real-world relevance: the automotive industry is changing and electric cars are becoming prevalent.

It's a bit of a stretch to say that without Formula E Jaguar would not be back in motorsport, because the marque claims there were other serious options. But the point is that it chose Formula E, and electric vehicles. That has huge symbolic significance for motorsport and the wider automotive world.

From Formula E's perspective, the announcement that Jaguar will join the championship is a huge victory. I mean no disrespect to Renault (e.dams), VW/Audi (with Abt) and Citroen (through the DS brand's Virgin tie-up), but they already had significant motorsport programmes elsewhere. Mahindra and Venturi, meanwhile, are electric-vehicle specialists, so their participation is no surprise.

But with Jaguar Land Rover, the championship has attracted a manufacturer that isn't in motorsport and doesn't have a pre-existing EV range.

"It's the biggest announcement we've done," says series CEO Alejandro Agag.

"It's transforming for Formula E; it totally changes the overall appeal of Formula E. I think it's going to provoke almost a landslide of other OEMs."

The idea that Jaguar's participation will kick off something bigger is shared by team director James Barclay.

"There are manufacturers in the championship now and more are looking at it," he reckons. "Our involvement will make others look at it seriously.

"It is the only all-electric championship. There are definitely lessons that can be taken from other forms of motorsport but the USP was this is all-electric."

For manufacturers like Jaguar, Formula E's appeal is obvious. Sometimes it's difficult to detect synergy between a motorsport programme and a car maker's main line of business, but not here.

"It's a real balance of efficiency and living in an ever-carbon-conscious world – it's what the future is all about," reckons Jaguar Land Rover director of group engineering Nick Rogers. "It's really exciting – being an automotive engineer is incredibly challenging but awesomely exciting.

"We're going to solve problems people didn't even know they had, which is what gets you out of bed every day."

Agag says one more manufacturer is already on its way, he just can't say which one. Beyond that, the Spaniard's target is for a season-four entry list populated entirely by teams with manufacturer affiliations.

"We're talking to many, they are waiting to see who is first – and now the first is coming," he adds. "There are three spots left. They'd better hurry, because once these three are gone that's it. I think we could make Formula E by season four with 10 OEMs. That would be amazing."

**SCOTT MITCHELL**

## IN THE HEADLINES

### WEHRLEIN HAS TO WAIT FOR MANOR SEAT

Mercedes reserve Pascal Wehrlein will have to wait until the new year before learning whether he is to be in Formula 1 or the DTM in 2016. Mercedes motorsport boss Toto Wolff has confirmed holding discussions with Manor about securing Wehrlein one of its two seats.

### GIOVINAZZI TO MAKE SPORTSCAR BOW

Formula 3 star Antonio Giovinazzi will make his sportscar debut next month, driving for the Eurasia Motorsport LMP2 squad in the Asian Le Mans Series. He will race its second ORECA-Nissan 03R alongside GP2 racer Sean Gelael.

### RUSSELL SEALS HITECH SWITCH

George Russell will switch to the new Hitech GP team for the 2016 Formula 3 European Championship. The 2014 McLaren Autosport BRDC Award winner has tested extensively with Hitech since the season finished.

### PREMA CONFIRMS ARON DEAL

Italian Formula 4 champion Ralf Aron will step up to European F3 with Prema in 2016. He joins Lance Stroll as the second confirmed driver in the team's line up.

### DALY LANDS FULL-TIME COYNE DEAL

Dale Coyne Racing has announced that it will field Conor Daly in the 2016 IndyCar Series and dirt-track star Bryan Clauson in the Indianapolis 500.

### SCHUMACHER TO RUN FORMULA 4 TEAM

Formula 1 race winner Ralf Schumacher will co-run the 2015 title-winning German Formula 4 squad, HTP Junior Team, with long-time Mercedes DTM technical chief Gerhard Ungar from 2016 on a joint-managerial basis.

### TRIPLE 8 MG BTCC DEAL EXTENDED

MG Motor UK has committed to the British Touring Car Championship as a factory team for the next three seasons after extending its deal with Triple Eight Racing. The team plans to field updated versions of the MG6 in the future.

### ESTRE JOINS PORSCHE FROM McLAREN

Frenchman Kevin Estre has joined Porsche's factory GT roster, and is set to partner Nick Tandy in the Le Mans 24 Hours. He is the marque's 10th full factory GT driver.

### WURZ GETS TOYOTA ADVISORY ROLE

Two-time Le Mans 24 Hours winner Alex Wurz will move into an advisory role with the Toyota WEC squad following his retirement from the cockpit. He will also act as an ambassador in a deal that will last at least two years.

### HUGHES SETS PACE IN F3.5 TESTING

Jake Hughes (below) set the fastest time in Formula 3.5 V8 testing with Carlin at the Circuit de Catalunya on Monday.





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# FEEDBACK

## Perez should not beat the Hulk

I've little doubt you're being flooded with protests at your selections for the 2015 top 10 drivers (December 10). I actually think it's spot on, save for the inexplicable appearance of Sergio Perez above Nico Hulkenberg (who apparently deserves only a mention in 'the rest').

Should a couple of headline results really overshadow what was a more impressive campaign by Hulkenberg? Nico outqualified Sergio 13-6 and had a higher average finishing position, despite five retirements (two, admittedly, of his own making) to Sergio's one.

The focus seems to be on Perez's performance after the B-spec Force India was introduced, but he'd been outperformed by Hulkenberg in the 10 rounds before that and didn't exactly shade him afterwards (he was trounced by the Hulk in Brazil). If the same selective logic was applied to the Mercedes rivalry, it would be Rosberg occupying your number one spot!

**Alex Roache**  
Leamington Spa



### Sky's hit a limit

I really enjoyed Dan Paddock's 'The battle of the F1 broadcasters' article. He wrote exactly what I've been thinking all season. I have got to the point where I don't even bother with the build-up anymore. I tune into Sky for Martin's grid walk and as soon as that's over I switch to the BBC when it's available.

Sky needs to lose the matey-matey feel and stop 'Crofty' and Ted Kravitz from thinking they are superstars. Oh and bring back Steve Rider on Tales From The Vault. Now there is a true pro.

**James Proudfoot**  
Isle of Man

### A deserving winner?

I am extremely disappointed to learn of Will Palmer winning the McLaren Autosport BRDC Award. I am sure he's a good driver, but why give the financial support that comes with this award to somebody whose family clearly has the funds to support Will's racing exploits?

With so many young drivers without

Does Hulkenberg deserve to rank higher in our Formula 1 top 10?

the family funding and industry contacts the Palmer family enjoys, the funds would have been better directed to an underfunded but talented driver.

**Mick Glover**  
West Yorkshire

*Mick, the Award isn't means-tested. It's given entirely on merit; Will simply put in the best performance during the assessment — ed*

### Feedback on the feedback

I read with interest the letters in the December 3 issue. Mr Cameron makes some very valid points regarding the new 'Robo-cars'. However, he misses the key point that this series is not intending to replace any other. It could bring a whole new audience to the tracks which can only be a good thing. So embrace it, or focus on series that do interest you; don't knock such an intriguing initiative.

Mr Goodall also made interesting points regarding Lewis Hamilton. I too find it difficult to warm to a driver who gives a balanced view only because he has a chip on both shoulders.

Finally, I also agreed with Mr Padgett's views on drivers being too PR-led and robot-like. As the driver's championship is largely determined by which car the driver is in, and if the driver is not adding anything in terms of personality either, why not remove them altogether and replace them with a robot? Oops, I've just argued myself in a complete circle.

**Ian Henson**  
Tivetshall St Mary, Norfolk

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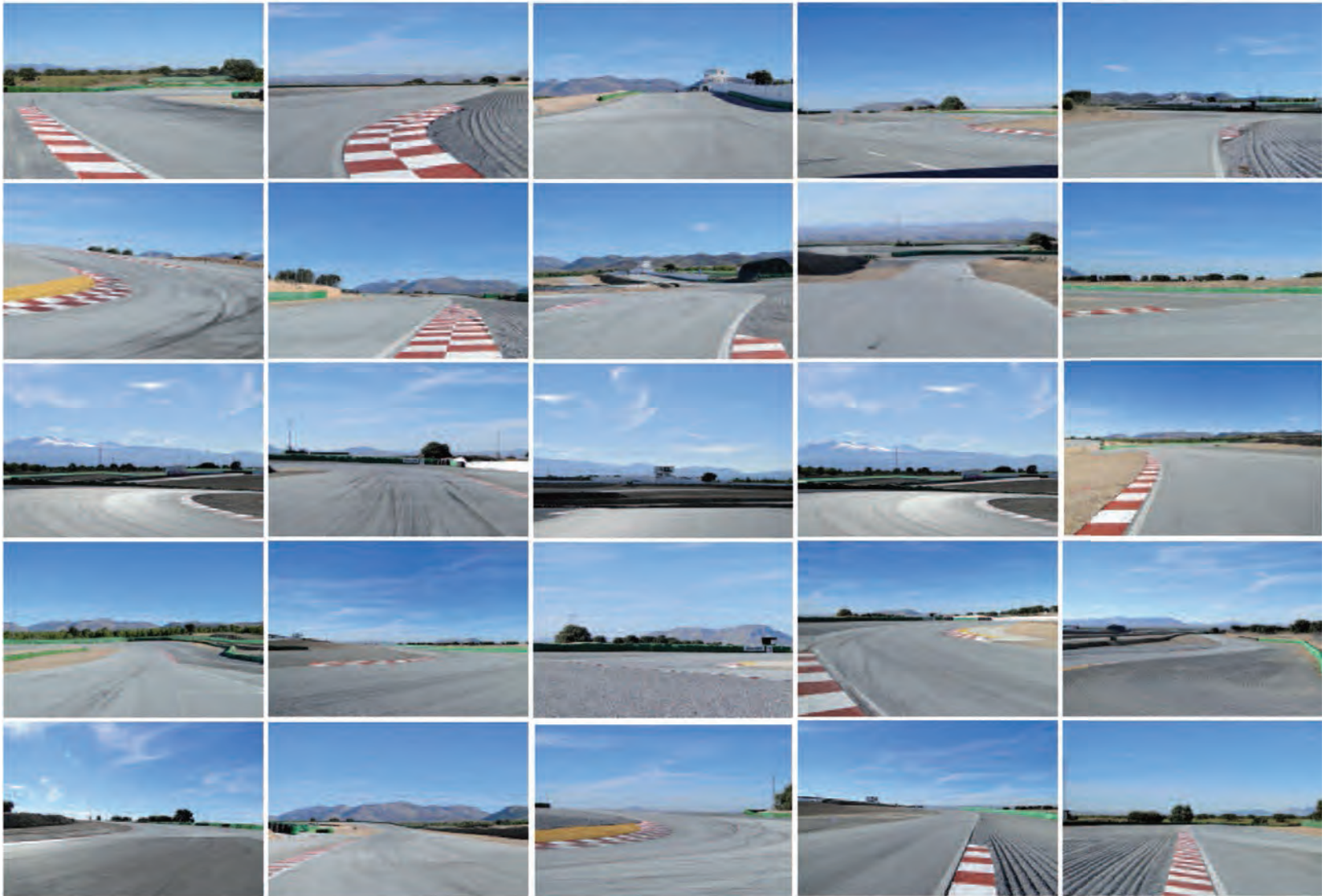
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# Wolff's dilemma

For the good of his team, Mercedes boss Toto Wolff doesn't want his drivers to fight – for the good of the sport, he may have to let them

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

**AT WHAT POINT DOES CONTROVERSY WITHIN A team effectively overstep the mark?**

Mercedes motorsport boss Toto Wolff's remarks of late with regard to his star drivers have raised just such a question. Come the end of what appeared to be a far less contentious season than in 2014, one that certainly appeared from the outside far easier to manage, Wolff has still felt the need to drop a reminder to Lewis Hamilton and Nico Rosberg.

On two separate occasions Wolff has made clear that if the occasionally fractious duo do not contain their animosity towards one another, and it affects the team as a whole, then one or the other will be shown the door. That Wolff felt the need to go public is a surprise in itself, since normally you would expect these admonitions to be expressed in private.

Consider the form in 2014: only when tensions escalated to the extent that Rosberg and Hamilton collided in the Belgian Grand Prix did Wolff publicly condemn their behaviour, even though it was the culmination of a tit-for-tat campaign. With the title very much on the line, Rosberg escalated hostilities and paid the price.

After being disciplined, Rosberg rarely showed the same level of fight, and a fired-up Hamilton thoroughly dominated the remainder of the season to claim his second crown.

For the majority of this season the pair pretty much behaved themselves on track, with barely a wheel out of place, and with little to prompt Wolff to wield a heavy stick in public. But occasionally the fissures in the relationship came into view, such as in Monaco, when Lewis skulked off in a funk after the team's tactical blunder gifted the win to a surprised Rosberg.

Come the Russian Grand Prix, and with an opportunity to get his elbows out as they went wheel to wheel through the opening corners, Hamilton took full advantage of that opportunity by edging Rosberg off track. This proved to be a race-deciding move. A fortnight later at the opening corner of the United States Grand Prix, we had a repeat as Hamilton again showed Rosberg who was boss by running him wide.

The conditions that day played a part in Rosberg's sterling recovery drive, only for a mistake late on to prove decisive as it cost him the win and the title. Rosberg's disgust with himself, and with Hamilton for the Turn 1 incident, were apparent with the cap-flinging incident ahead of the podium ceremony, and Rosberg's suggestions that Hamilton had gone "one big step too far" publicly reopened sundry old wounds.

The inference we can draw from Wolff's recent comments is that the acrimony between the two, off-track and away from the public eye, has intensified and is starting to create a schism between the two sides of the garage. After all, a couple of robust moves from Hamilton, a petulantly tossed cap and a few choice words between the pair hardly seems cause for Wolff to channel fire and brimstone.

Hamilton underlined the 'no-love-lost' feeling that exists between him and Rosberg these days when he stated that for as long as the two of them remain in F1 – be it in the same team or not – they will never be friends. Of course, as proven over the history of F1, team-mates do not have to be friends – although it helps, and it is this to which Wolff alludes.

Rancour eventually corrupts and destroys the dynamic of the team, driving the two sides of the garage apart. They do not necessarily have to work together, but it's best when they do not work against one another. Wolff is undoubtedly working pre-emptively to avoid such a situation arising as the team looks to defend its titles next season.

Wolff's dilemma is that he also recognises – after all, he is reminded of it by Bernie Ecclestone often enough – that his team's dominance of the sport is bad for box office, especially when it appears seamless from the outside.

Intra-team rivalries such as this add to the sport's appeal, or at the very least provide a storyline. The question is where and when you end that story for your own good.

Hamilton and Rosberg do not like one another, that much is clear, and they've already committed F1's cardinal sin of one deliberately running into the other – more than once. So what will it take for it to spill over? A punch-up?

On the face of it there is an easy way out, because Hamilton has three years remaining on a new contract that was signed in May, whereas Rosberg has only one. Perhaps Mercedes will bide its time with Rosberg before settling down to talk over a potential fresh deal, instead waiting to see how the early exchanges of 2016 unfold – perhaps even teeing up a potential successor to keep Nico on his toes. Max Verstappen?

Hamilton remarked at Mercedes' celebratory end-of-season Stars & Cars event recently that he has no issues with Rosberg. From a platform as a three-time Formula 1 world champion, and ahead of a laid-back Mercedes jamboree, that's easy to say. But once battle commences in 2016 the fault lines of their partnership will rub again. Then we'll see... ❄

**“The question is where you end that storyline for your own good”**



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# Power without control

It's become fashionable to blame Mercedes and Ferrari for the lack of engine competition, but who would want to join Formula 1 in the current climate?

By Dieter Rencken, Special Contributor

[@RacingLines](#)

**MUCH CRITICISM WAS HEAPED UPON THE MERCEDES/Ferrari engine duopoly in Formula 1 for supposedly destroying the 2015 season. Indeed, this author has been a vociferous critic of Ferrari's use of its historic veto to block engine-cost capping for commercial rather sporting and technical purposes.**

But while both Ferrari and Mercedes can be accused of placing their interests first, this is surely a fact of life in a competitive, multi-million-dollar global arena. They are hardly culpable for the dearth of engine suppliers in F1.

Is it really the case that the dominance of Mercedes and Ferrari is frightening other potential suppliers off? True, Honda's current travails could be held up as a reason not to get involved, but Honda cannot blame any of its competitors for its disappointing performance this year. You could argue that Honda is playing catch-up after missing the 2014 season; but, equally, the Japanese company had time to develop while the rest were actively competing...

How could a Honda or Audi (or Hyundai or BMW or Toyota, for that matter) have known back in 2011 (when this formula was effectively set) how formidable the Mercedes package would be, or that Ferrari would locate and exploit regulatory loopholes close the gap? In real terms the others are not absent through fear of competition, but for other reasons – and for that F1 has only itself to blame.

While it is convenient to blame the global economic crisis for the mass exits from F1 of BMW, Honda, Toyota and Renault (as a team owner) in 2008/9, the brutal truth is that they did not cut back on other elements of their respective marketing budgets. Indeed, in many instances, they embraced other motorsport genres, which suggests they viewed their F1 campaigns as cost-inefficient.

The bottom line is that under the current structure F1 is arguably the most inhospitable arena of all categories for engine suppliers, and has been for at least a decade now. Not only do even victorious brands seldom receive recognition, but losers are highly criticised – usually by their own partners. In short, teams win grands prix, and engines lose races, making for lose-lose situations – even for winning engine suppliers.

They hold no assigned seats on the Strategy Group, even though engine matters have been near the top of the agenda throughout 2015, and they have only a single representative voice on the 26-strong F1 Commission. So Honda depends on McLaren to represent it on both forums, as Renault relied upon

Red Bull Racing this year and last – and the state of that relationship is well documented.

True, a Power Unit Working Group was originally established (and recently reinstated), but proposals are filtered through official channels – a procedure that led to the current mess in the first place. In any event, the original PUWG failed to entice any newcomers to F1 despite strenuous attempts, *and* the obvious attraction of road-relevant engine technology. That tells its own story.

The engine-token system has been reworded on the fly, yielding ongoing confusion. The homologation process has become elastic, seemingly being dependent upon whoever wishes to run whatever specification at any one time. Is that any way to run £100-million-per-annum engine operations?

Commercially, too, engine suppliers are on hidings to nothing. Despite investing millions in dedicated engine operations and employing scores of top-class engineers, they smell not a penny of F1's billion-dollar income. Instead they are berated by the commercial-rights holder (CRH) and unilaterally instructed to drop their prices.

Nor do engine suppliers derive direct paddock and hospitality benefits, as Renault discovered four years ago after a brief fall-out with the CRH. Not only was the company's hospitality

base banished to the outer edges of Barcelona's paddock, but personnel passes mysteriously produced that ominous 'baaaap baaaap' when presented at the turnstiles, forbidding entry.

For hospitality and guest access, engine suppliers are now beholden to their team partners unless they splash out on \$5000-per-head Paddock Club passes – even after spending tens of thousands of times more than that on development.

Such independent engine suppliers as have tried to enter the sport have received little, if any, official encouragement. According to sources in those loops, both PURE and Cosworth had developed advanced hybrid-engine concepts before pulling the plug. True, funding was an issue, but what investors would align themselves with F1 in the present climate?

F1's controllers have long been masters of illusion, and so it is with F1's present state. It was not created by Mercedes or Ferrari, but by regulatory and commercial environments that systematically view engine suppliers with disdain rather than extending a welcome to them as crucial partners in a global sport. As long as that attitude prevails there simply cannot be an end to the engine crisis. #

**“For engine suppliers, F1 is the sport's most inhospitable arena”**

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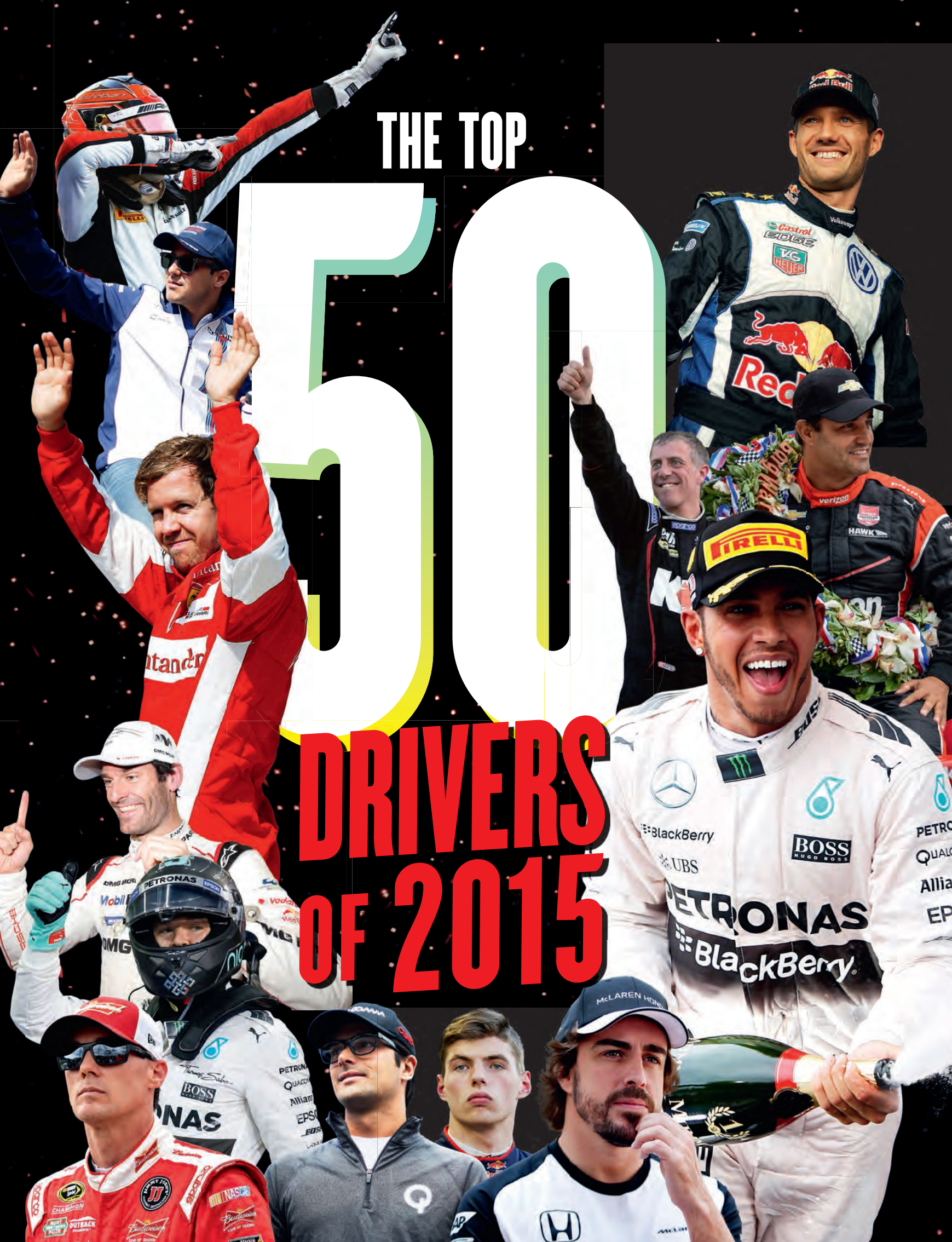


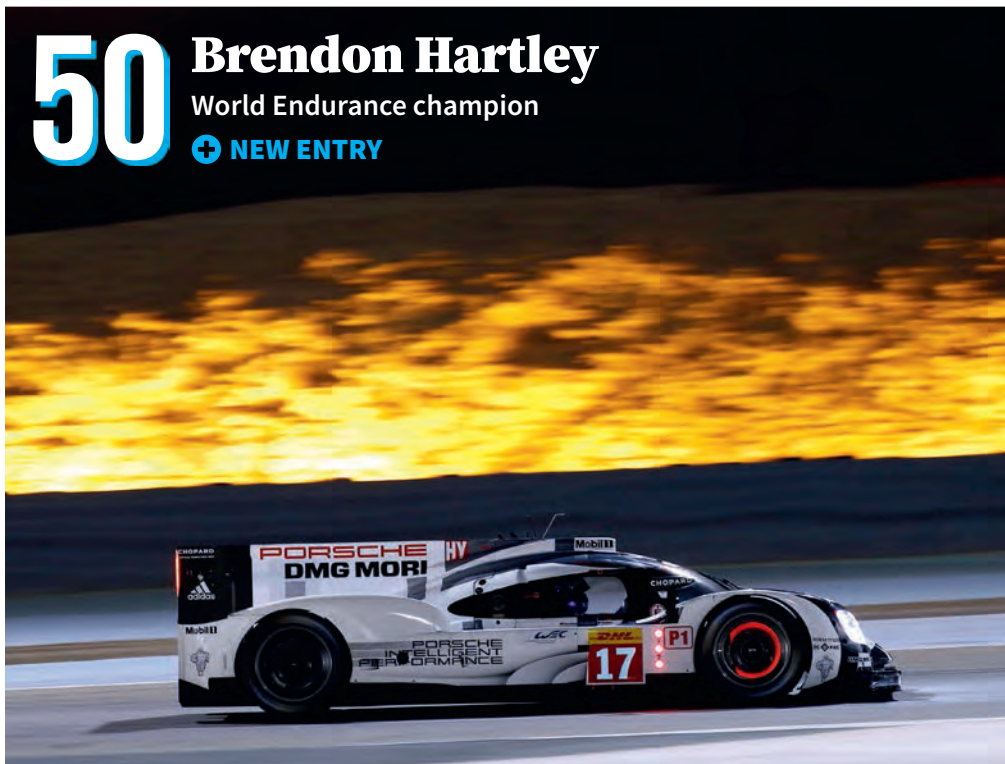
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THE TOP

500

DRIVERS  
OF 2015





# 50 **Brendon Hartley**

World Endurance champion  
+ **NEW ENTRY**

Hartley came of age as a sportscar driver on the way to becoming a world champion with Porsche this season. The Kiwi managed to eradicate the mistakes that had been part of his game during his first campaign with the German manufacturer and even at the start of season two in 2015. That immediately made the 26-year-old one of the star performers in the World Endurance Championship.

There were errors at Spa and Le Mans but, like team-mate Mark Webber, he seemed to raise his game for the start of the second leg of the championship. What's more, he kept getting better through the season. His drive as he strove to make up lost ground in the Bahrain finale was simply stunning.

If that upward curve continues, Hartley is going to be at the forefront of the LMP1 division for a long time to come.

# 49 **Esteban Ocon**

GP3 Series champion

- **DOWN 21**

The calculated approach never hurt anyone. Esteban Ocon is living proof of that. The Frenchman was staggeringly consistent on his way to the GP3 crown, with nine consecutive second-place finishes and 11 straight podiums.

OK, he might have only taken one victory all season, but let's not forget that he lost two wins – in Belgium and Abu Dhabi – to penalties. With back-to-back single-seater titles now on his CV, Ocon is going to be on everyone's radar in 2016. And with a Mercedes F1 deal in place the 19-year-old could be heading to DTM in the footsteps of Pascal Wehrlein.

"I don't know what I'm doing yet but I think the tendency is more towards DTM," says Ocon, who owes the fact that he raced at all in 2015 to Merc's support. "If I had to choose between DTM and GP2 I would go towards DTM."



S.BLOXHAM/LAT



# 48 **Daniil Kvyat**

7th in Formula 1 World Championship

- **DOWN 19**

Last year's standout rookie in Formula 1 made a slow start to life at the senior Red Bull team, but got stronger as the season progressed.

Finishing fourth in Monaco was important psychologically, as Red Bull's early struggles getting the RB11 to work properly, combined with unexpectedly strong displays from Kvyat's former team Toro Rosso, exacted a mental toll.

A second-placed finish in Hungary was a breakthrough result in statistical terms, but Kvyat's best drive arguably came in the Mexican Grand Prix, where he squeaked ahead of team-mate Daniel Ricciardo in qualifying and almost beat the Williams of Valtteri Bottas to the podium.

Although the final points table tells a different story, Kvyat was actually not the better of the Red Bull drivers this season. But he still did enough to justify his early promotion from Toro Rosso, and suggested he can put Ricciardo under serious pressure, if given a smooth enough run-up.

STALEY/LAT

OPENING MONTAGE: S.BLOXHAM/LAT, DUNBAR/LAT, STALEY/LAT, KINRADE/LAT, TEE/LAT, FERRARO/LAT, EBREY/LAT, FRAME/LAT, MCLEIN/LAT

# 47

## Sam Bird

World Endurance champion (LMP2)  
5th in Formula E Championship

↻ RE-ENTRY

The anchoring role that Bird played in the G-Drive/OAK squad's run to the WEC LMP2 title made him the standout driver in class. There were times when it seemed that the first-year sportscar driver was carrying up-and-down team-mates Roman Rusinov and Julien Canal, though the engineering and tactical acumen of OAK Racing played a role too.

There's no hype surrounding Bird; he's a belt-and-braces driver who gets on with his job in a matter-of-fact way and always performs. And that wasn't just the case aboard the lead OAK Ligier in 2015, for Bird showed his talents with Virgin in Formula E. There was a dominant win in Putrajaya and a fortuitous one in Battersea, plus a wasted opportunity in Miami through no fault of his own. A win in Florida might have made him more than an outside bet for championship honours heading into the final round in London.



# 46

## Jason Plato

2nd in British Touring Car Championship

↻ RE-ENTRY

### In his own words...

“Yet again we've proved we can jump in a different car, engineer it and bang! - we win. That's something I'm very proud of. There's not many other drivers in existence that move around different teams and different cars and still produce the goods.

“I can't take all the credit but that's part of my brand. Team BMR has something really special. Everybody is totally motivated and I'm signed for another two years - I'm having a great time.

“Gordon Shedden and Honda performed brilliantly this year - his performance when he's had maximum ballast has been very strong. We've got some improvements to make; we could have beaten them this year and should have beaten them. And we didn't.

“We've got to come back a bit stronger, but I'm pleased with the year. I played a straight bat and gone about my year with a great deal of integrity.”



# 45

## Nicki Thiim

Mr Versatile: a star in Audis, Astons and Porsches

➕ NEW ENTRY

Thiim might unwittingly have played a part in Aston Martin Racing's abject season in the World Endurance Championship in 2015. Strange but true.

The Dane's qualifying lap at Silverstone in April and then a stunning start to his opening stint were almost certainly on the minds of the rulemakers when they gave the Vantage GTE a draconian Balance of Performance hit for the second half of the championship. Or at least it gave Porsche the ammunition it needed when it went into the smoke-filled room to argue its case.

Bizarrely, Thiim was never actually handicapped by the changes. Le Mans has its own BoP and Thiim's Audi commitments kept him out of the Aston Martin line-up

until the changes had been fully reversed for the series finale in Bahrain. The only negative impact it had on his season was the withdrawal of his Danish-funded Vantage at Shanghai when he was due to return to duty at Aston.

It was in a new-shape R8 LMS that Thiim arguably posted a performance that was even more special than the dozen or so mega laps at Silverstone. He was stunning at the Nurburgring 24 Hours, even though he only finished seventh with WRT. He was the fastest on the averages of Audi's drivers aboard the four new-shape factory-backed R8 LMS GT3 contenders. That's no mean feat given he was in the company of Laurens Vanthoor, Rene Rast, Markus Winkelhock and Mike Rockenfeller.

# TOP 50 DRIVERS OF 2014



- 1 Daniel Ricciardo
- 2 Lewis Hamilton
- 3 Fernando Alonso
- 4 Marco Wittmann
- 5 Sebastien Ogier
- 6 Nico Rosberg
- 7 Andre Lotterer
- 8 Will Power
- 9 Sebastien Buemi
- 10 Valtteri Bottas
- 11 Kevin Harvick
- 12 Neel Jani
- 13 Stoffel Vandoorne
- 14 Anthony Davidson
- 15 Jenson Button
- 16 Carlos Sainz Jr
- 17 Jolyon Palmer
- 18 Jose Maria Lopez
- 19 Jari-Matti Latvala
- 20 Helio Castroneves
- 21 Jamie Whincup
- 22 Nico Hulkenberg
- 23 Gianmaria Bruni
- 24 Sebastian Vettel
- 25 Simon Pagenaud
- 26 Felipe Massa
- 27 Oliver Rowland
- 28 Esteban Ocon
- 29 Daniil Kvyat
- 30 Max Verstappen
- 31 Brad Keselowski
- 32 Alex Lynn
- 33 Laurens Vanthoor
- 34 Mattias Ekstrom
- 35 Pierre Gasly
- 36 Yvan Muller
- 37 Colin Turkington
- 38 Juan Pablo Montoya
- 39 Tom Blomqvist
- 40 Romain Grosjean
- 41 Thierry Neuville
- 42 Kevin Magnussen
- 43 Dean Stoneman
- 44 Kazuki Nakajima
- 45 Petter Solberg
- 46 Jules Bianchi
- 47 Nick Tandy
- 48 Scott McLaughlin
- 49 Kris Meeke
- 50 Earl Bamber

## 44 Mark Webber

World Endurance champion  
➔ RE-ENTRY

Webber came alive with the arrival of the high-downforce version of the Porsche 919 Hybrid. By his own admission, he struggled with the understeering original in 2014 and didn't quite look the real deal at the start of this season, but the debut of the new package at the Nurburgring, plus a season and a half of experience, allowed him to hit his stride.

Austin and Shanghai were probably his best races and he looked at those venues to be a match for just about anyone in a 919. They were part of a purple patch in which Webber, Timo Bernhard and Brendon Hartley won four on the bounce.

Webber can't be rated higher in this list because he wasn't quick at Le Mans. Nick Tandy destroyed him when they went head to head in the night, though the Australian did look better than in 2014. Le Mans remains the nut left to crack if Webber is to be regarded as the complete sportscar driver.



## 43 Gordon Shedden

British Touring Car champion  
➔ RE-ENTRY

Shedden turned up at round one with "the paint still drying" on his brand new Honda Civic Type-R and took a win on its debut weekend, setting the tone for the rest of the year. Relentless consistency and sheer pace combined to put him in the pound seats, though he had to overcome a rollercoaster final day to clinch the title in the final laps.



## 42 Matthieu Vaxiviere

2nd in Formula Renault 3.5 Series  
➔ NEW ENTRY



### Q&A

#### You are more competitive since your injury in Monaco last year...

I spent two months in a corset, with no racing. It was a really difficult moment for me. You think about absolutely everything. I thought, 'OK you need to work really hard if you want to continue your career and be a professional driver', so I set about improving myself in every area. I was convinced I could do a good job if we stayed in FR3.5.

#### How do you sum up your season and your future?

I'm really happy about 2015. It was kind of fun in the team because they were all behind me, and it's nice to have this feeling with the mechanics. I haven't had the opportunity to test GP2. My goal is to make a nice, long career. To drive for a manufacturer is my passion.

## 41 Mark Winterbottom

V8 Supercars champion  
➔ RE-ENTRY



For so long, Winterbottom and Prodrive Racing Australia lived in the shadows of the Jamie Whincup/Triple Eight juggernaut. Since 2006, he had finished in the top five in points nine times, but something was missing: a title. He made amends this year. Prodrive's new FG X Ford Falcon was quick and Winterbottom turned his best chance to win a title into an overdue championship. Sure, Whincup had an off year, but Winterbottom made himself the man to beat with a mid-year run of eight wins in 13 races, and then he brought it home.

# 40

## Jari-Matti Latvala

2nd in World Rally Championship

⬇️ DOWN 21



MCKLEIN/DE

Portugal good: on a level playing field, Latvala held Sebastien Ogier off through the final day to take a confidence-boosting win.

Wales bad: what on earth was he doing sliding off the road on an innocuous left-hander in Sweet Lamb with his beloved Myherin waiting one stage later?

Finland mad: Ouninpohja second time through, "I scared myself..." Finnish honour defended from the French again.

Latvala's 2015 WRC campaign was another season of sheer breathtaking brilliance interspersed liberally with the kind of frustrating flaws that still prevent him from spending a significant amount of time at the top of the table.

# 39

## Carlos Sainz Jr

15th in Formula 1 World Championship

⬇️ DOWN 23

Carlos Sainz Jr has come good at the perfect time. His form in junior single-seaters was erratic for the most part, and there were serious doubts (even within Red Bull) that he had what it takes for F1.

But his run to the 2014 Formula Renault 3.5 title, followed by an impressive test for Red Bull in Abu Dhabi at the end of the year, suggested he was ready to make the jump, and the flashes of promise he's shown in an unreliable car this year have fully justified the decision to give him an F1 shot at Toro Rosso.



STALEY/LAT



XPB IMAGES

# 38

## Felix Rosenqvist

Formula 3 European champion

↔️ RE-ENTRY

### In the words of teammate Lance Stroll...

“ He won the championship so that's great for the Prema team, and to me as well just learning from a guy with so much experience in my rookie year was massive. It helped me a tremendous amount and he's also a really cool guy. Since he's seen the game so many times, when he really has to put it on the table he can deliver, and that's very impressive. He never has that slight unsureness - he's always on it because he knows what it takes. ”

# 37

## Alexander Rossi

2nd in GP2 Series

20th in Formula 1 World Championship

➕ NEW ENTRY

Rossi thought his European single-seater career was dead and buried at the end of 2014. Hopes of converting free practice appearances for Caterham and Marussia in F1 came to naught, and his concurrent GP2 campaign was massively underwhelming.

The past 12 months have been much better. Rossi forwent the chance to race in IndyCar to return to GP2 and enjoyed his best season yet. In the meantime he made his F1 debut for Manor Marussia, comparing favourably to regular driver Will Stevens during a five-race cameo.



XPB IMAGES

# 36

## Kris Meeke

5th in World Rally Championship

⬆️ UP 13

Raw speed's never been a problem for Kris Meeke. Understandably for a driver schooled by Colin McRae, there's no shortage of commitment and bravery. Where he's struggled is maintaining that apex-to-exit speed on each and every corner. Meeke crashed down off the winning wave he'd ridden back from Argentina with a terrible run of four events: Sardinia, proper crash; Poland, shakedown crash; Finland, nothing

crash; Germany, rubbish crash.

Click: Australia, Corsica, Spain and GB. All finished, two podiums, never lower than fifth. Mr Quick, meet Mr Consistent.

Meeke had a very different look about him in those last four rallies. He still wanted to attack everywhere to show Volkswagen he could defy physics and common sense. Instead, he brought his DS 3 WRC to the finish and delivered Citroen to second in the standings.



MCKLEIN/DE

35

**Jenson Button**

16th in Formula 1 World Championship

DOWN 20

**Q&A**



DUNBAR/LAT

**How do you rate your own performance this year?**

I feel I've had a good season. I'm quite limited, because there are a lot of races and qualifying sessions I haven't done. Three times I haven't qualified this year. But to us it hasn't really made a massive difference, because you start at the back anyway.

**Was sixth at Austin your best race of the year?**

It was good, but Monaco was pretty good as well. We were strong in qualifying, obviously had the yellow flags and should have easily got into Q3, and then finished eighth. It was a pretty strong performance. After that, I would say for me it was Austin.

**Was it satisfying to compare well against Alonso?**

It doesn't satisfy me. I think next year will be a lot more interesting. The bit I'm happy about is that I feel I've

done a good job with what I've been given.

**Has he pushed you to raise your own game?**

Of course. Before this year he was regarded as the best in F1. It's amazing how quickly people forget. He's very talented – a very rounded and complete driver. A lot of drivers have their strengths, but they also have big weaknesses. I don't really think he has a big weakness."

**How big is the challenge of being Alonso's teammate compared to racing with Lewis Hamilton?**

In a race it's a bigger challenge, a more consistent challenge. He's always there. On some race days Lewis was untouchable, and on other days it was like, 'Where is he?' Fernando is always there, always competitive. If he's in front of you, you're holding on, and if he's behind you, he's pushing you a lot.



33

**Jose Maria Lopez**

World Touring Car champion

DOWN 15

Fair enough, he had undoubtedly the best car at his disposal in a series that has, for the most part, seemed as one-dimensional on track as Formula 1 this season. But what cements Jose Maria 'Pechito' Lopez's place in our top 50 is not only the magnitude of his supremacy in the World Touring Car Championship, but also the fact that he has made other great drivers in equivalent Citroen machinery look rather ordinary.

Yvan Muller and Sebastien Loeb have entire cabinets full of silverware, and yet they have blown hot and cold in the face of Lopez's week-in-week-out consistency – and been accident-prone too.

Lopez is at the top of his game, fast and focused, and blessed with a deftness in avoiding trouble – even when storming through from lowlier positions in reversed-grid races. His opening-lap retirement from race two at Motegi was the exception that proved the rule for a man who was once on the fringes of Formula 1.



XPB/IMAGES

34

**Laurens Vanthoor**

3rd in Blancpain GT and Sprint Series  
6th in Blancpain Endurance Series  
Nurburgring 24 Hours winner

DOWN 1



Vanthoor's season was summed up by the Brands Hatch Blancpain Sprint Series weekend. The WRT Audi driver crashed in second free practice but then banged his rebuilt R8 LMS ultra on pole. The Belgian was then imperious in the race on the way to a pair of victories with Robin Frijns.

It was a season of highs and lows for the 24-year-old Belgian. The highs included five victories in the BSS – including doubles at Brands and Zolder – and a first win in the Nurburgring 24 Hours, all with WRT, and an impressive debut at Le Mans aboard an LMP2 Ligier. But there were mistakes along the way. The Brands accident was followed by another shunt on a drying track in the Spa 24 Hours Blancpain Endurance Series round

and a monster crash at the Misano BSS event that changed the course of the championship battle and left him with fractures to both legs – an injury from which he returned to win the Sepang 12 Hours.

Whether the car-destroying accident in Italy was Vanthoor's fault is a matter of debate, though the stewards decided that it was. But a crash is a crash and the question has to be asked: did he need to put himself in that position?

There's a theory that Vanthoor's rise and rise since his move to GTs in 2012 means that he is now somehow expecting to perform on such a high level every time he gets in the car. Reaching the same super-elevated plane every time out may just not be possible.

# 32

## Nicky Catsburg

Spa 24 Hours winner

**+** NEW ENTRY

This was the season in which Catsburg finally delivered on the promise that had been there since he arrived on the sportscar scene in 2011. The Dutchman's starring performance on the way to a comeback victory at the Spa 24 Hours with the Marc VDS BMW squad proved that he must now be rated as one of the world's top GT drivers.

What changed in 2015? Catsburg is another year older and wiser, but crucially he had a full-season contract with the Reiter Lamborghini squad. That meant he raced across multiple championships with the team aboard its GT3 Gallardos and had significant success: a win in the Blancpain Sprint Series and podiums in the Pirelli World Challenge and ADAC GT Masters. That gave him a foundation



stone, and perhaps new-found confidence.

Catsburg himself reckons that a part season in the WTCC with Lada played a part in his development as a driver too. Some decent results on his first acquaintance with a front-wheel-drive racing car certainly allowed him to showcase his versatility, as did another strong showing on the Nordschleife in the Nurburgring 24 Hours with Marc VDS.

It's no wonder that attracted the interest of the big GT manufacturers and Catsburg now has a BMW Motorsport contract for the Spa and Nurburgring 24-hour classics. There were other approaches but they were rebuffed in favour of another varied season that will include an attack on the IMSA SportsCar Championship with Porsche and a full WTCC campaign.



# 31

## Josef Newgarden

7th in IndyCar Series

**+** NEW ENTRY

This time last year, CFH Racing didn't even exist in its current form – it came together through a merger between the single-car operations headed by Ed Carpenter and Sarah Fisher.

The new entity had its share of teething problems. Off-track, the reorganised team structure took time to settle; on-track, CFH endured so many crashes across Indy and Detroit that it was in real danger of not having enough cars to take to Texas.

And yet Josef Newgarden was still able to emerge as one of the revelations of the season: his tally of two wins was a match for Juan Pablo Montoya, Graham Rahal and Ryan Hunter-Reay. Both of his wins were on road/street courses – Barber Motorsports Park and Toronto – but his oval stats were perhaps the most remarkable of all. There were six ovals on the calendar this year, and Newgarden outqualified team-mate Carpenter, who is a recognised oval specialist, at five of them.

The other thing worth noting is that his results could have been even better because, were it not for mistakes by his pit crew at Milwaukee and Iowa Speedway, there's a very strong chance that he could have won those too.

These weren't championship-defining moments – he salvaged fifth and second at those races respectively – but the very fact that this has come up shows just how much of a breakout year this was, and why he is on the radars of some big teams for 2017.



# 30

## Felipe Massa

6th in Formula 1 World Championship

**↓** DOWN 4

### Q&A

Williams performance chief Rob Smedley

#### How impressive has Felipe been this season?

He's always been that good, but I think he just finds it comfortable here. He's a person that needs respect, needs to be valued, and needs to be listened to. They are three fairly basic requirements, so the better question is not why we can get the best out of him, but why other people couldn't.

#### People talk about his 2009 accident, but what was really behind his slump at Ferrari from 2010-13?

What changed is that the team, rightly or wrongly, became entirely Fernando-centric, and therefore the three basic requirements that Felipe has all of a sudden weren't met, and that's difficult because he's a sportsman, and sportsmen need to be nurtured.

#### The drivers are not just components after all...

Of course they're not. Sebastian Vettel: how much love did he have at Red Bull last year, when they knew he was on his way out? I'll tell you how much – none. And what happened to him? He had a shit season. He's gone to Ferrari, where they're meeting his needs as a driver, and all of a sudden he's delivering. There's no magic to it. Felipe has experienced that since coming to Williams.



# 29

## Nelson Piquet Jr

Formula E champion

↻ RE-ENTRY

ARCA Racing, NASCAR Nationwide, NASCAR Sprint Cup, Global Rallycross, Grand-Am, V8 Stock Cars in Brazil... Nelson Piquet Jr's post-Formula 1 CV reads almost like a Jacques Villeneuve impersonator's. The Brazilian has bounced around a few series following his acrimonious exit from the top tier of motorsport in mid-2009, which came far too

early (he was only 24) and handed him far too much baggage (anyone who believes he was the man responsible for the Singapore GP scandal in 2008 needs to gain some perspective).

When Team China Racing gave him an opportunity in Formula E, Piquet grasped it with both hands. Up against Lucas di Grassi and Sebastien Buemi, who could probably boast faster on-the-day packages, Piquet bounced back from a difficult start, won twice and sealed the inaugural drivers' title in dramatic fashion at the London finale.

The Formula E title has not translated into a successful defence thus far thanks to the heavy powertrain adopted by NEXTEV (the rebranded TCR operation). But the loyalty he has shown to the team that gave him a chance is admirable and Piquet's 2015 should be remembered for that title above all else.



# 28



## Kazuki Nakajima

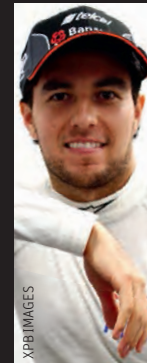
2nd in Super Formula

7th in World Endurance Championship

⬆ UP 16

There was only one piece of silverware for Nakajima on his first full-season drive in the WEC, but he was arguably part of the best – and certainly the most consistent – line-up in the series. The Japanese and Toyota team-mates Sebastien Buemi and Anthony Davidson were phenomenally close on lap averages, something that must bode well for 2016.

The 30-year-old also had another strong season in Super Formula in Japan with TOM'S. Had he not missed one round thanks to the back injury he sustained in the Spa WEC round, he might have successfully defended his title.



# 27

## Sergio Perez

9th in Formula 1  
World Championship

↻ RE-ENTRY

The way Perez got chewed up and spat out by McLaren in 2013 did serious damage to his reputation, but Force India has allowed him to rebuild his career. He improved as the team got stronger through the season, and outshone highly rated team-mate Nico Hulkenberg after making a mid-season set-up breakthrough with the 'B-spec' VJM08 at Spa. After two difficult years, Perez now looks back to his best.

### STATS

PRE-SPA		POST-HUNGARY
7TH	BEST QUALIFYING	4TH
7TH	BEST FINISH	3RD
15	POINTS	63
13TH	CHAMPIONSHIP POSITION	9TH
SP 2-8 NH	QUALIFYING RECORD VERSUS HULKENBERG	SP 6-3 NH



# 26

## Joey Logano

6th in NASCAR Sprint Cup

+ NEW ENTRY

October: Joey Logano wins all three races in NASCAR's Contender stage of the Chase, sailing into the final eight with four rounds to go. Team boss Roger Penske, smarting from his squad's last-gasp IndyCar title defeat, is looking good to make amends. "What we have going for us that other teams don't have is a lot of confidence," says Logano, who started the year with victory in the big one: the Daytona 500. "We got momentum and we're relaxed." One week later he takes pole at Martinsville, but is shovelled into the wall in the race by Matt Kenseth. The dream unravels, and two weeks further on, unthinkable, he's eliminated from the final four.

# 25

## Nico Hulkenberg

Le Mans 24 Hours winner  
10th in Formula 1 World Championship

⬇️ DOWN 3



### Hulkenberg in F1

Given the high standards we've come to expect, this was arguably not one of his better F1 seasons. It was certainly no horror show, but Hulkenberg was overshadowed by team-mate Sergio Perez as the campaign wore on, and seemed to struggle to find an extra gear as the Force India improved.

Some paddock insiders have begun to question whether the competitive fire still burns as brightly as it once did, given how F1's bigger teams have continually overlooked his talents.

There were some uncharacteristic costly errors this year, such as spinning out and causing a collision in Russia, but his drives in Austria (immediately after his Le Mans success) and Brazil were excellent, on both occasions battling with faster cars and finishing inside the top six. They reminded the world that Hulkenberg remains one of the better drivers on the grid when the mood takes him.



### Hulkenberg at Le Mans

Hulkenberg made an impressive and rapid transition to sportscar racing and was rewarded with the ultimate prize in only his second start in the new discipline. But then his programme with Porsche was always set up in that way: the German manufacturer was adamant that all three cars should go into Le Mans with an equal chance.

Hulkenberg was all those things that a top sportscar driver should be: blindingly fast, good on the tyres, decisive in traffic and quick in the night.

He was not as fast as Nick Tandy, however. That might have come as a surprise to F1 luvvies but not to anyone in the know in sportscar circles. The Briton was the one with experience of the Circuit de la Sarthe. There was also a brush with an Aston Martin on Sunday morning. It was Hulkenberg's mistake, but he got away with it.

## TOP 10 TEENAGERS

- 1 Max Verstappen F1 sensation
- 2 Esteban Ocon GP3 king
- 3 Charles Leclerc Star F3 rookie
- 4 Pierre Gasly GP2 pole specialist
- 5 George Russell F3 race winner
- 6 Alexander Albon Almost F3 winner
- 7 Louis Deletraz FRenault 2.0 starlet
- 8 Erik Jones NASCAR Truck champ
- 9 Marvin Dienst German F4 title
- 10 Ralf Aron Italian F4 title

## TOP 10 OVER-40s

- 1 Juan Pablo Montoya Indy 500 winner
- 2 Kevin Harvick NASCAR Chase finalist
- 3 Jason Plato BTCC title battler
- 4 Craig Lowndes Bathurst 1000 winner
- 5 Petter Solberg World Rallycross king
- 6 Jeff Gordon Retiring NASCAR talisman
- 7 Helio Castroneves IndyCar polesitter
- 8 Yvan Muller Quick, French, Citroen
- 9 Sebastien Loeb Quick, French, Citroen
- 10 Johnny O'Connell Over-50 PWC king

# 24

## Timo Bernhard

World Endurance champion

↻ RE-ENTRY

The understated Bernhard always remained a match for his improved team-mates in the world championship winning Porsche at the very least, and there were times when he outperformed Mark Webber and Brendon Hartley in a big way.

Le Mans was one of those races, with an impressive stint on Sunday morning that hinted that the #17 Porsche might still have something for the winning sister car. There was also a blinding first half of a double-stint at Austin when he put victory beyond doubt.

What also shouldn't be underestimated is the role Bernhard played in the development of Webber and Hartley as sportscar drivers before and during the 2015 season. There's no doubt he was a worthy world champion.



# 23

## Kevin Harvick

2nd in NASCAR Sprint Cup

⬇️ DOWN 12

Three wins, 23 top-fives, 28 overall top-10s. The only thing missing from Kevin Harvick's 2015 season was a championship to go with the one he picked up last year and, with the Chase format being what it is, that boiled down to his finishing behind Kyle Busch in the winner-takes-all finale at Homestead.

When a reigning champion has a career-best season and loses the title to a guy who missed the first third of the year while having his broken leg and foot put back together, it's hard to say what more he could have done. (Although the likes of Trevor Bayne and Matt Kenseth, who believed that Harvick deliberately caused the final yellow at Talladega to help himself progress in the Chase, will argue that he shouldn't have been in contention at Homestead anyway.)

### NASCAR POINTS

If the chase didn't exist

Kevin Harvick	<b>1320</b>	Dale Earnhardt Jr	<b>1198</b>
Joey Logano	<b>1299</b>	Martin Truex Jr	<b>1164</b>
Brad Keselowski	<b>1217</b>	Jimmie Johnson	<b>1155</b>



KINRADE/LAT

# 22

## Neel Jani

3rd in World Endurance Championship

⬇️ DOWN 10

If you needed any evidence that Jani was the fastest man in a Porsche 919 Hybrid this season, then it was unintentionally provided by Porsche as the season drew to a close. The Swiss didn't get the chance to qualify the #18 car over the final three races once it had been decided that the focus in the drivers' championship would be on the sister car shared by Mark Webber, Timo Bernhard and Brendon Hartley.

The explanation involves the point that comes with pole position in the WEC. Webber and co needed every one of those in their bid to catch the championship-leading Audi

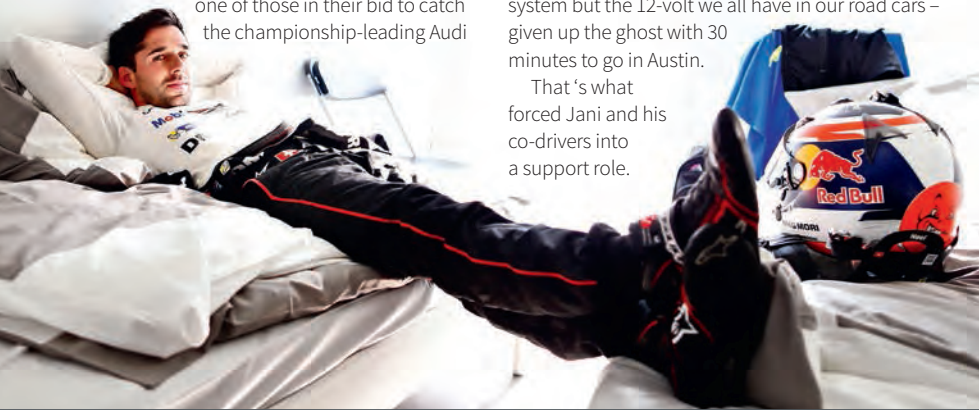
drivers, so Porsche's qualifying hero remained in civvies while team-mates Romain Dumas and Marc Lieb went about their business. Until Porsche's call on team orders ahead of the Fuji weekend, Jani had been in the car for qualifying at every race bar one.

Jani had notched up poles with Lieb at the Nurburgring and Austin, but he really hit the headlines at Le Mans in June with a record-breaking lap that was nearly eight tenths up on the next best lap set by Bernhard in the second of the 919 Hybrids.

But Jani's armoury of talents doesn't just include one-lap pace. It was he who put the victory – and therefore the title for the drivers of the other Porsche – beyond doubt in Bahrain, and it looked like he had the pace to overhaul the sister car at Shanghai.

It was another strong season for Jani, though the rewards were indirect through the successes of the employer that has allowed him to showcase talents, which many of us identified years ago, at the front of the pack. It could have been very different had not the battery – not the high-tech hybrid energy-storage system but the 12-volt we all have in our road cars – given up the ghost with 30 minutes to go in Austin.

That's what forced Jani and his co-drivers into a support role.



# 21

## Lucas di Grassi

3rd in Formula E Championship

4th in World Endurance Championship

➡️ RE-ENTRY



WARNER/LAT

Di Grassi had a strong season in 2015 in both the WEC and Formula E. He might have been a title contender in the electric-vehicle season but his best performances came in the WEC – where he wasn't.

The winner of the inaugural Formula E race in Beijing might also have ended up winning the championship. The points from either of the two victories the Abt driver lost – one with a technical failure, one for a technical infringement – would have given this consistent performer the title.

There wasn't much in the way of silverware for di Grassi and Audi team-mates Loic Duval and Oliver Jarvis in the WEC, but the Brazilian did emerge as a clear team leader in the second R18 e-tron quattro. There were times when he was a match for Andre Lotterer, and one of those races was Le Mans – di Grassi outperformed the three-time winner on the averages through the 24 Hours.

# 20

## Jamie Green

2nd in DTM

### ➔ RE-ENTRY

After two winless seasons with Audi, the Brit was the fastest driver in the DTM in 2015. He finished the year as one of only three multiple winners, with four victories, twice as many as eventual champion Pascal Wehrlein. With an average grid position of 7.0 he was nearly a full place clear of the next best qualifier (Wehrlein on 7.8) over the at-times-random year. But a torrid mid-season run including mechanical problems and first-corner incidents stood between Green and a title.

### In his own words...

#### HIS PERFORMANCE

“From my point of view, I’ve done a good job. There are days when other drivers really don’t understand why they are where they are. I think I’m able to understand it a bit better and therefore repeat the performance more regularly and, if you look at the average qualifying results, then you’ll see that the statistics back that up.”

#### HIS 2015 SPEED

“I think it’s a combination of the way the car’s set up, which seems to suit my driving style. I’m able to understand how to drive it and get the most out of it, consistently. I’m optimistic that I can sustain that in the future.”

#### MISSING OUT ON THE TITLE

“This is a very tough championship, so to be competitive is always tough, and this year I’ve been very competitive. But you can only do your job as a driver; I’m not responsible for reliability and the things that broke are not even Audi parts.”



# 19

## Andre Lotterer

2nd in World Endurance Championship  
3rd in Super Formula

### ⬇️ DOWN 12

There isn’t much to say about Lotterer’s season that hasn’t been said before: it was business as usual from Audi’s star driver. He performed at the consistently high level that we have come to expect over the years, and in 2015 we came to expect some kind of charge from the #7 R18 e-tron quattro whenever he climbed into its cockpit.

The standout moments were perhaps his cheeky move on Romain Dumas to take the lead – and make it stick – at Silverstone, a mega-push on Sunday morning at Le Mans in an attempt to get back on terms with Porsche that yielded yet another fastest lap in the 24 Hours, and then an all-out attack at the Bahrain finale to try to wrest the drivers’ title from Porsche’s grasp.

Lotterer and his team-mates ultimately fell short, just as they did at Le Mans, but 2015 still has to be regarded as a good season for the 33-year-old. The same goes for his extra-curricular activities in Japan. He won more races in Super Formula than anyone else, but had to be content with third position in the final points.



# 18

## Romain Grosjean

11th in Formula 1  
World Championship

### ⬆️ UP 22



### Q&A

Lotus head of trackside operations Alan Permane

#### How impressive has Romain been this year?

One of the things we’ve seen from him this year is his ability to jump in the car and find the limit almost straight away. He’s almost made a point in FP2s, when he’s missed FP1, of making sure he’s quicker than the other driver on the first run. That ability to find the limit really stood out.

#### Showing the sort of form we saw at the end of 2013?

Absolutely. People asked me if Spa [where he finished third] was a surprise and I said no, because if you look at the last

half of 2013 he was on the podium almost every race. He can do that when he’s happy with the car. He’s not a driver who can drive around problems – he needs it to his liking, and when he gets it to his liking he’s phenomenal.

#### Is he the complete package now?

I think he’d be the first to admit he’s got more to do. He can allow silly things to frustrate him still. He says it helps him to deal with them to get riled up and express his emotions. We agree to disagree on that one.

17

## Juan Pablo Montoya

Indianapolis 500 winner  
2nd in IndyCar Series

UP 21

Whatever else happens during Montoya's tenure with Penske, his thrilling win in the Indy 500 has justified the faith the team showed in late 2013 by making room for a guy who hadn't driven an open-wheeler for seven years.

That said, both he and the team will be haunted by the fact that he led the championship from the first race all the way into the finale, only to see the crown slip through his fingers. Many will point to the friendly-fire clash with Will Power at Sonoma as the moment where it got away, but in reality he'd looked slightly conservative right through the second half of the season.



16

## Sebastien Buemi

2nd in Formula E Championship  
5th in World Endurance Championship

DOWN 7

### In his own words...

“Formula E has gone very well and I felt I did a good job – you can always do better! I'm quite happy with myself but always keep in my mind I have to work on myself to try and be better. It's not been a great year in the WEC in terms of results but we're working hard to come back, and it's down to teamwork.

“I felt like I drove even better in the WEC with Toyota, even though the results look completely the opposite to Formula E. Compared to my team-mates or what I was doing in 2014 I feel I've done a better job. At Austin I managed to pass an Audi at the start and keep it behind for a few laps even though it's basically impossible to do that right now!

“In Formula E we finished one season with e.dams Renault and started another one! I've had four wins and four poles so far. Some of the performances were good even if it wasn't a good race. In London I had a good lap in qualifying for the first race, the car was amazing and I was half a second ahead. In Moscow the team kept me 10 seconds too long in the pitlane but the pace was good and I still finished third, then got disqualified and it cost us the championship.”



## 15 Graham Rahal

4th in IndyCar Series

NEW ENTRY



There were lots of reasons why Rahal shouldn't have had the sort of year that he did. The Honda technical package was troublesome. Rahal Letterman Lanigan Racing is a single-car team trying to mix it with the multi-car Penske/Ganassi/Andretti powerhouses. And frankly, after too many seasons of anonymity, there was a growing sense that Graham didn't have it in him.

But RLL's engineering boffins came closer than anyone to unlocking the Honda kit – closer even than

Andretti Autosport, which did all of the manufacturer's aero testing. And Rahal rose to the occasion. He had a couple of lucky breaks to help him along, none more so than at Fontana, where he inexplicably escaped a penalty for driving out of the pits with the fuel hose attached and went on to win the race. That said, he was a genuine threat almost everywhere. The title eluded him but he still took huge strides toward shaking off the 'guy-with-a-famous-dad' tag.

14

## Gianmaria Bruni

2nd in World Endurance Championship (GT)

UP 9

Bruni didn't win a world title in 2015 and nor did he add to his tally of class wins at Le Mans, but the Ferrari factory driver did constantly remind us why he is such a great talent – and arguably the fastest man anywhere in the world aboard a GT car – throughout another WEC campaign with AF Corse. At such a high level did he consistently perform that it is hard to pick out his best drives of the season.

Silverstone, though, was one of them. He and regular team-mate Toni Vilander came from the back to win after



Bruni's Ferrari 458 Italia was forced off course on the opening lap. He was mega at Spa too, and would probably have overtaken the winning Aston but for a late penalty for an unsafe release in the pits. AF Corse's fightback at Le Mans was led by Bruni after an early delay with a puncture and again might have been rewarded with victory had not gearbox problems intervened in the closing stages.

This might be beginning to sound like a list of all the WEC races. It could just as well be, because Bruni was at the top of his game every time out.

Those efforts in 2015 might not have resulted in him having to find much new space in the Bruni family trophy cabinet, but his bank balance is going to be boosted in the future. Ferrari finally woke up to what a talent it has on its hands when it was forced to give him a significant pay hike for what will be his 10th season on the manufacturer's books in 2016. It had to respond to a big-money offer from Porsche, which realised that it didn't get the world's best GT driver when it signed Frederic Makowiecki for 2014.

# 12

## Scott Dixon

IndyCar champion  
Daytona 24 Hours winner

↻ RE-ENTRY

After winning the Daytona 24 Hours, the low-key Kiwi took a typically stealthy approach to his fourth IndyCar crown: he moved to the top of the points table for the first time halfway through the final race.

But aside from a couple of quiet races at the start of the year he was one of the few really consistent drivers in a wildly erratic season, and the only one to clock up three wins.

Had an overheating problem not struck while he was leading the double-points Indy 500, the entire complexion of the second half of the championship battle would have been completely different.



XPBIMAGES



XPBIMAGES

# 13

## Fernando Alonso

17th in Formula 1 World Championship

⬇ DOWN 10

McLaren-Honda was not good enough to allow Alonso to flourish this year, but the Spaniard still stood out in unfamiliar lower-midfield territory.

There were some petulant moments, as Alonso grew frustrated with his Honda 'GP2' engine, but he was still relentless in races where the car ran reliably. His qualifying laps in Bahrain, Singapore and Japan were hugely impressive, and his arrival at the team has forced Jenson Button to raise his own game.

Even in self-confessed "economy mode" the double world champion was still consistently one of the very best drivers on the grid this year.

# 11

## Oliver Rowland

Formula Renault 3.5  
Series champion

⬆ UP 16

In the words of mentor Derek Warwick...

“ Oliver was a bit unlucky not to finish second in the 2014 championship. He was giving Carlos Sainz Jr a run for his money at the end of the year. I think he started this year as favourite and he proved why he was favourite.

“I wouldn't say that he has dominated the championship, but to win with one round to go is pretty dominant. We have a lot of momentum going for Oliver at the moment. People think highly of him. That's not just in 3.5 - we have every GP2 team knocking on our door, and we are talking to a couple of Formula 1 people. Obviously his options next year are very dependent on Racing Steps.

“There is a lot of a belief Oliver can go all the way. We don't want a situation where people like Lance Stroll are the only ones who can afford to do it, unless Red Bull pick you up. ”

LE MANS  
26th-27th SEPT 2015



ROZENDAL/LAT

10

**Max Verstappen**

12th in Formula 1 World Championship

↑ UP 20

Red Bull will feel vindicated in pulling out all the stops to beat Mercedes to Verstappen's signature while the Belgo-Dutch teenager was taking the Formula 3 world by storm in 2014. His first season in Formula 1 with Toro Rosso was a revelation, fully justifying the hype.

Verstappen learned quickly, raced aggressively – usually with impeccable judgement – and grew in stature and confidence as the campaign progressed. It usually takes time for rookies to find their groove in F1 (if they even manage at all), but Verstappen's driving had Toro Rosso insiders enthused from the beginning, according to team boss Franz Tost.

"I was really impressed by his first race, because we were on a different strategy to our competitors, and he controlled with the prime tyres against a much more competitive combination of cars and drivers with option tyres," Tost explains.

"It's not only how he controlled it, but mostly his tyre management. If other drivers pushed a bit more, he immediately reacted and went two or three tenths quicker. They saw they had no chance to overtake. Unfortunately he couldn't finish because of reliability, but from then I knew he could do it, so it wasn't a surprise anymore."

Of course there were raw moments, especially early on, but Verstappen generally drove with maturity far beyond his years, and his experience. For the most part, you wouldn't have known he was 17-18 years old, or that he'd only raced single-seaters for one season before F1.

"You can see there was a very good increase of performance over the season," adds Tost. "He was able to read the races much better – his understanding of how to set up the car, his understanding of how to do the first lap, the starts, it's all very good."

As were his breathtaking overtaking moves, notably driving around the outside of Felipe Nasr's Sauber at Blanchimont during the Belgian GP, or passing the Force India of Sergio Perez with expert precision at Interlagos. "Knowing how far behind from the power side we were, his overtaking moves – especially in Austin and Sao Paulo – were really impressive," says Tost. "What impressed me most, there was no action where you thought he did not have it under control. There was no locking of fronts, no touching wheels with others in an unfair way, and he pulled back when he saw it wouldn't work."

All in all, this was undoubtedly an outstanding start to Verstappen's F1 career.





## 9 Pascal Wehrlein

DTM champion

**+** NEW ENTRY

BMW's Marco Wittmann set up his 2014 DTM title with four wins in the first seven races, in a 10-race season. One year later Mercedes starlet Pascal Wehrlein claimed two wins from 18 starts, but took the big trophy through sheer, bloody-minded consistency. How else do you win a title in a season with 13 different winners with a race to spare?

Despite not claiming a pole position, he was 2015's second-best qualifier. Those revamped 20-minute sessions defined your day, and getting it right was mighty tough, but Wehrlein did so more often than most. In the races he scored points 15 times. The next best was 12.

Oschersleben summed up Wehrlein's year, and was really where he won the title. The BMWs were running light based on performance weights and swept the top four in both races. Wehrlein had a heavy Mercedes, as he did for much of the year, and was the only driver to get close, finishing fifth each day. That earned him 20 points, while the Audis of title contenders Jamie Green, Mattias Ekstrom and Edoardo Mortara – all also loaded with weight – were buried down the order and/or caught up in incidents. They scored four points between them and Wehrlein's eventual margin over Green was 19...

## In the words of DTM team-mate Gary Paffett...

**“** Pascal did the best job of anyone all year. He was very strong. In a lot of the races he was the best Mercedes, but not all of them, and when he wasn't the best Mercedes he was close. You always seemed to be looking at his data, trying to figure out what he was doing differently.

**“** He very rarely had a bad day, and he's a fighter in the races as well. People think maybe it came easily and he just got in the car and did the job, but you'd go into the engineering office at night and he'd be in there talking to the engineers. He definitely deserves it.

**“** Sometimes you have that year where you know what you want from the car and your engineer knows how to give you that and it just works. And that's the year he's had – he turned up and every time he managed to get the best, or nearly the best, out of the car. **”**

## 8

### Nick Tandy

Le Mans 24 Hours winner  
Petit Le Mans winner

**UP 39**



## Q&A

### What's the secret to switching back and forth from different types of racing car?

The more you do it, the better you become. It becomes second nature, but it also helps you be a better driver. At the top level you need to be driving subconsciously, so you can think about other things. The more you drive different types of stuff, the less you think about the car and the more you think about the speed you need to get out of it or the manoeuvres you need to pull.

### Was the transition to LMP1 straightforward?

I wouldn't say I found it easy, but it wasn't difficult. The most difficult thing is getting used to your environment in the car, but luckily I am used to a

cramped cockpit because I'm testing MSA Formula cars for my team, JTR. That helped me in the P1, because it's basically a formula car with a roof.

### Why was your car so quick in the night at Le Mans?

I haven't looked into it too closely, but I can only imagine that from a set-up point of view the conditions really suited our car as the temperatures came down. The set-up was the only difference between the Porsches, and even then it was marginal. That quadruple stint in the night was the first time I really felt part of the car. You get to the point as a driver where the car becomes an extension of yourself. You're in a zone where you feel that you can do anything with the car, knowing that it's not going to bite you. It was a magical time.

### How do you compare your performances at Le Mans in the 919 Hybrid and Petit Le Mans in the 911 RSR?

You could say that as a driver I played a bigger part in the victory at Petit because we were always on the limit, always closer to crashing basically.

### Did you drive better this year than in the past?

No. I had better cars and better opportunities. The best drivers get themselves in the best cars. I credit what I have done in previous seasons for the success I've had this year.

### When will we see you full time in LMP1?

I hope soon, but I am in no rush.



7

## Valtteri Bottas

5th in Formula 1 World Championship

UP 3

The past two seasons have firmly established Bottas as one of the leading lights of the 'next generation' of top F1 drivers, ready to take over the mantle from the established world champions.

This year was more difficult for the young Finn's Williams team, as it slipped behind Ferrari (and latterly Red Bull) in the pecking order, but Bottas was still consistently impressive, scoring two podiums and 11 top-five finishes (from the 13 races in which he scored points), and almost beating Ferrari's Kimi Raikkonen to fourth in the drivers' standings.

Williams team-mate Felipe Massa is one of the most experienced drivers on the grid, and the 11-time grand prix winner reckons Bottas is one of the best team-mates he's faced. "For sure I would put Valtteri at the high level," he says. "I had very strong drivers [as team-mates], from which I would put Fernando [Alonso] and Michael [Schumacher] as the strongest team-mates I had. I had many other team-mates, like Kimi [Raikkonen], [Jacques] Villeneuve, [Giancarlo] Fisichella, [Nick] Heidfeld, and after Schumacher and Alonso I would put Valtteri and Kimi.

"I think, for the experience he has, he's a really good

driver – very strong, very quick, consistent. He works really, really hard – maybe even harder than the other team-mates I had. The work helps him a lot as a driver."

At one stage Bottas was heavily linked to Raikkonen's Ferrari seat for 2016, until the 2007 world champion's deal was extended for one more season.

Massa pushed Bottas hard in the Williams intra-team battle over the first part of the campaign, and the Brazilian reckons this was a major factor in Ferrari's decision not to prize Bottas out of his Williams contract. "For Ferrari to get him would cost money, and I think they were not 100 per cent sure because I was in front of him [earlier] this year," Massa adds. "So maybe I didn't help Ferrari to really put the money and commit to get him. To be honest, Valtteri was the first option for Ferrari, but maybe not including the amount of money they were supposed to spend."

Nevertheless, Bottas rebounded over the latter part of the season, and ended the year with the best qualifying and finishing record of the two Williams drivers again, further enhancing his burgeoning reputation. Ferrari will no doubt be keeping a close eye on his progress, even if it wasn't quite ready to take a chance on him just yet.



6

## Daniel Ricciardo

8th in Formula 1 World Championship

DOWN 5

### Q&A

Ricciardo's Red Bull race engineer Simon Rennie

**Are there particular elements of Daniel's driving that stand out to you from what you've seen?**

He can definitely feel the limit of a car, and get to that limit quickly. As soon as we get into a session he's going to go as quickly as the car can go pretty much straight away, and you know if he has problems they are real problems. And they're not blown out of proportion; the feedback is very focused. If he's moaning about understeer or oversteer in a particular corner, you know if you fix it he will go quicker.

**It seems his mental attitude has always stood out, even going back to his F3 days – always quite level-headed and not too emotional...**

When he's driving he's very focused and calm. On the radio sometimes it's surprising that even in the heat of battle he can sound so calm he could be sitting still in the garage! He definitely doesn't get flustered when he's driving. I know a lot of drivers who would strive to be like that, but he's able to do it quite naturally.

**It sounds as though he has a lot of spare capacity.**

Yeah. And that's normally the sign that the driver is going to be good. Some drivers that are not as good seem to use all of their brains driving, and can't think about other things like strategy or managing things. Daniel's definitely got a good amount of spare capacity to be thinking about those other things that top drivers think about.

**How does he stack up against the other top drivers you've worked with, the likes of Fernando Alonso, Kimi Raikkonen, Robert Kubica?**

I've been quite fortunate. All drivers are different in the way they approach things, so it's difficult to compare, but one thing that stands out is Daniel's attitude and the way he carries himself. Out of the car he's quite light-hearted – there's a lot of fun going on – but once he gets in the car that stops and it becomes very focused. That ability to switch on when it really matters is very important, but if you're like that all the time then it might not be such a fun environment. The fact that he can switch between the two makes him very easy to work with. It's a good way of dealing with the stress of what he has to do.



# 5

## Stoffel Vandoorne

GP2 Series champion

UP 8

Sometimes it's not what you win but the way that you do it that really matters. Stoffel Vandoorne went into the GP2 season as clear championship favourite, but McLaren expected far more than 'just' winning the title.

"The only way for him to have a chance to be picked up for Formula 1 was to behave like a dominating force," says McLaren racing director Eric Boullier. "He has to be the boss of the series and win it - and win it in the right manner."

This was exactly what Boullier, when boss of the Lotus team, told Romain Grosjean to do in GP2 in 2011, with great results. Vandoorne trumped even that, winning a record seven races and clinching the title with four races to spare. This was crushing dominance of the like not seen before in GP2, with records tumbling in the wake of the Belgian and his ART Grand Prix team. As for Vandoorne, he just took it all in his stride.

"To be honest, I didn't really feel that much pressure," he says. "I've always wanted this myself and there's always pressure when you are in the car - it just comes with it. But I don't really feel that it disturbed me at all. If anything, it almost helped me to perform this season a little bit."

The numbers, incredible as they are, almost don't do Vandoorne justice. He scored nearly twice the points of his nearest challenger - Racing Engineering's Alexander Rossi, who managed just 53 per cent of Vandoorne's total - and four times in the 11 weekends followed up a win in the feature race with second in the reversed-top-eight-grid sprint. The only thing that was missing was two wins on a weekend, something achieved only seven times in GP2's history.

There were no weaknesses in Vandoorne's game. He was the strongest qualifier and racer. In fact, his racecraft stood out, as GP2 often requires a quick driver to carve through the field after an early stop for fresh rubber. While others occasionally tripped up, Vandoorne was unstoppable and always minimised the time lost. His tyre management was excellent and he didn't make mistakes. He was very much the boss.

"From the start he was impressive," says Boullier. "He took loads of podiums, winning on Saturday and on the podium on Sunday, which is a challenge. The way he managed races was impressive - you could watch him gaining positions slowly and then in the final 10 laps he could pass anyone."

# 4

## Nico Rosberg

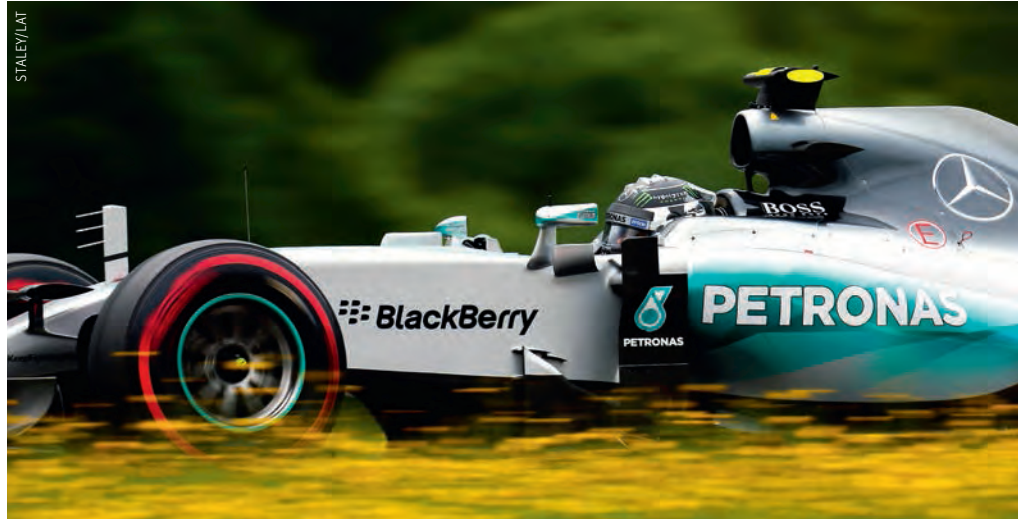
2nd in Formula 1 World Championship

UP 2

Rosberg was made to look distinctly second-rate for a large part of the 2015 F1 season. It's never going to be an easy task to defeat a driver as able as Lewis Hamilton, so it's to Rosberg's enormous credit that he eventually found a way to fight back.

Yes, it's true the championship was pretty much out of reach by the time Rosberg hit form, and therefore his devastating late run of six consecutive pole positions and hat-trick of wins counted for little other than personal pride.

But that doesn't mean they counted for nothing. Whether or not the post-Singapore iteration of the W06 suited Rosberg better than Hamilton, and regardless of whether Hamilton eased off a little after clinching the championship with three races to spare, Rosberg's performances over the final



part of the season were superb.

They stand as a stark reminder that Hamilton, as good as he undoubtedly is, cannot afford to let up in his pursuit of excellence, because if he throttles back at all (even subconsciously, as Mercedes boss Toto Wolff intimated he might have done after winning the title), Rosberg will be there to capitalise.

It's a testament to his mental resilience and relentless appetite for self-improvement that he continued to get better throughout the year, even in the face of the disheartening battering he received at Hamilton's hands early on, and the painful disappointment of dropping out of title contention well before the final race.

This season also featured some potential landmark moments in Rosberg's personal duel with Hamilton – moments that could prove pivotal in his quest to become

a world champion rather than 'just' a grand prix winner. They all came during October's US Grand Prix in Austin, where Rosberg took pole but was beaten off the startline by Hamilton. Having been bullied out of the way in Japan a few weeks earlier, Rosberg refused to yield this time and they collided as Hamilton tried to snatch the lead.

This was psychologically important for Rosberg, proving he will be no pushover in future combat. Yes, Rosberg eventually lost the race and the championship that day, but he also finally made a proper pass on Hamilton stick as he recovered from that early incident, showing that he can race wheel to wheel with the champion and come out on top.

Rosberg got angry in Austin – at himself, at his team-mate, at the world. But as soon he got angry, Rosberg drove brilliantly...



# TOP 50 – THE BEST OF THE BEST

Since *Autosport* started rating the top 50 drivers of the season in 2002, Michael Schumacher and Sebastian Vettel have both topped the table three times. Here are the most successful drivers in the 14 years the top 50 has been running



## Top 50s

Jenson Button	14
Fernando Alonso	13
Mark Webber	13
Sebastien Loeb	12
Lewis Hamilton	11
Jimmie Johnson	11
Nico Rosberg	11
Kimi Raikkonen	10
Sebastian Vettel	10
Rubens Barrichello	9
Helio Castroneves	9
Scott Dixon	9
Yvan Muller	9
Sebastien Bourdais	8
Dario Franchitti	8
Nick Heidfeld	8
Nico Hulkenberg	8
Felipe Massa	8
Juan Pablo Montoya	8
Jarno Trulli	8



## Top 20s

Fernando Alonso	13
Sebastien Loeb	11
Mark Webber	10
Jenson Button	10
Lewis Hamilton	10
Kimi Raikkonen	9
Nico Rosberg	8
Rubens Barrichello	7
Scott Dixon	7
Sebastian Vettel	7
Marcus Gronholm	6
Giancarlo Fisichella	6
Jarno Trulli	6
Nick Heidfeld	6
Jimmie Johnson	6



## Top 10s

Fernando Alonso	12
Sebastien Loeb	10
Lewis Hamilton	9
Kimi Raikkonen	8
Jenson Button	8
Sebastian Vettel	7
Mark Webber	6
Michael Schumacher	5
Scott Dixon	5
Marcus Gronholm	4
Juan Pablo Montoya	4
Petter Solberg	4
Dario Franchitti	4
Will Power	4



## Top 5s

Fernando Alonso	11
Sebastien Loeb	9
Lewis Hamilton	7
Kimi Raikkonen	6
Sebastian Vettel	6
Michael Schumacher	5
Jenson Button	4
Jimmie Johnson	3
Sebastien Ogier	3
Marcus Gronholm	2
Petter Solberg	2



## Number 1

Michael Schumacher	3
Sebastian Vettel	3
Fernando Alonso	2
Lewis Hamilton	2
Sebastien Loeb	1
Kimi Raikkonen	1
Robert Kubica	1
Daniel Ricciardo	1

# 3 Sebastien Ogier

World Rally champion

UP 2

Eight wins and a third title (with three rounds still to run) weren't enough for Sebastien Ogier this year. He wants perfection. He wanted and pursued the kind of mistake-free season his idol Ayrton Senna wanted and pursued. Only a final-stage shunt in Spain spoiled that for Ogier this year. He was disappointed and angry all at the same time. Just the same way Senna was in Monaco, 1988.

Ogier's co-driver Julien Ingrassia aside, one man lives and breathes rallies with him. Gerard Jan de Jongh is the world champion's engineer at Volkswagen. De Jongh is his first telephone call out of the stage and his first cup of coffee in the morning. They strategise, theorise and realise rallies together.

One of the toughest elements of Ogier's 2015 was a rule change that meant he would be first on the road for the first two days of all rallies (the rule actually stated the championship leader would be first on the road, but nobody else led the championship this year...). Midway through the decision-making process for this change, Ogier admitted he actually considered walking away from the WRC.

With a victorious two-fingered salute to the governing body, he showed the FIA it would take

more than a tweak of the rules to beat him.

"Seb's a very determined, very professional and very precise driver," says de Jongh. "And he has the ability to know what is important to him at any one time and, if it's not important at that time, then it's discarded. He simply won't be distracted. His focus is incredible."

As is his ability to deliver an undamaged car to the top of the podium on pretty much every rally. "Watch him on the powerstages," says de Jongh. "You can watch his lines from the helicopter. He doesn't go deep into the cut of a corner; he doesn't let the car run wide to outside on the exit. Unless it's absolutely necessary, he doesn't drive the car sideways. He looks after the car and he looks after the tyres. He has a feeling for the tyres and for the grip which you don't see in all drivers."

"I have one of the easiest jobs in the service park. I trust Sebastien in his feedback - I know that he knows how to make the car fast. When he's happy and confident, my work is done."

"Of course, there was the moment in Spain when we saw the crashed Polo in the powerstage. It took me a good minute, maybe two to realise that had actually happened..."



# 2 Sebastian Vettel

3rd in Formula 1 World Championship

UP 22

Sebastian Vettel's first season as a Ferrari driver was full of highlights, but there is one race that stands out above the rest: Singapore. Vettel took the third of his three grand prix victories of 2015 at this race, of course, but what really set him apart that weekend was the pole position lap he produced in Q3. He was over half a second faster than Daniel Ricciardo's second-placed Red Bull, and nearly eight tenths quicker than Ferrari team-mate Kimi Raikkonen. It left a serious impression on everyone watching, especially Ferrari...

## In the words of Ferrari technical director James Allison...

“It's interesting. You look through that weekend and you'll see there were points where Kimi was actually quicker than Sebastian, and not just because Sebastian was hiding his pace and mucking about.

“Kimi was genuinely faster than him. For whatever reason we found a combination of set-up, tyre, track temperature, balance in his car – and he felt comfortable pushing hard up against the walls and manoeuvring, in a nimble way, a car through what's quite a tight threading circuit, where you get punished instantly for a small mistake.

“In those points Sebastian was looking at Kimi's data and wanting to know what it was that had put Kimi in that condition. We had some problems from Saturday morning onwards with Kimi where that feeling was lost and, once that feeling is lost at a circuit like that, the confidence to lean on the car is crucial for the laptime, and I think you could see that almost in the joy with which Sebastian did that last lap in Q3.

“It was a lap we didn't need to do, and in fact halfway round the lap the engineers on the pitwall were telling me, ‘Let's just stop, save the car’, and I just thought, ‘No way!’ It was obvious that lap meant something to Sebastian and it was going to mean something to all of us when it was over as well.

“I think confidence is the key thing that made him so quick for qualifying and then in the subsequent race. We'd got the car absolutely in the sweet spot that weekend for him.”



# 1



## Lewis Hamilton

Formula 1 World Champion

UP 1



Britain's second triple world champion of Formula 1 is now well on his way to becoming one of its all-time greatest drivers.

Hamilton will seemingly always have his critics, those who mistake his aloof nature for arrogance, who want F1 drivers to be 'personalities' but bemoan his celebrity lifestyle, who think his success is purely down to the machinery at his disposal.

It's true that Hamilton has driven unquestionably the best car in F1 for the past two seasons, but the car only presents opportunities; it is still up to the driver to grasp them. There are plenty who have squandered similar chances in the past. Hamilton is not one of them.

The Brit has always been blindingly fast, but increasing maturity has made him more thoughtful, more methodical, more disciplined in his approach, and consequently more devastating

on the circuit. There were times across the first two thirds of this season when Hamilton was simply untouchable. His qualifying lap for pole position at the Hungarian Grand Prix (nearly six tenths faster than Mercedes team-mate and chief title rival Nico Rosberg) was truly exceptional, the standout effort among 11 secured over the first 12 races of the campaign.

Rosberg is a superb driver in his own right, but he had no answer to this early onslaught and, when he did finally start coming back at Hamilton, the Briton called on his formidable wheel-to-wheel combat skills to repel the challenge.

Hamilton has also added serious mental resolve to his armoury. In his younger days, disappointments and setbacks seemed to knock him off his stride, but he has greater fortitude these days. Witness this year's Monaco Grand Prix,

a race Hamilton was desperate to win. He produced arguably his most dominant Sunday performance of the season around the streets of the Principality, leading by nearly 20 seconds until the mistaken decision to pit under the safety car.

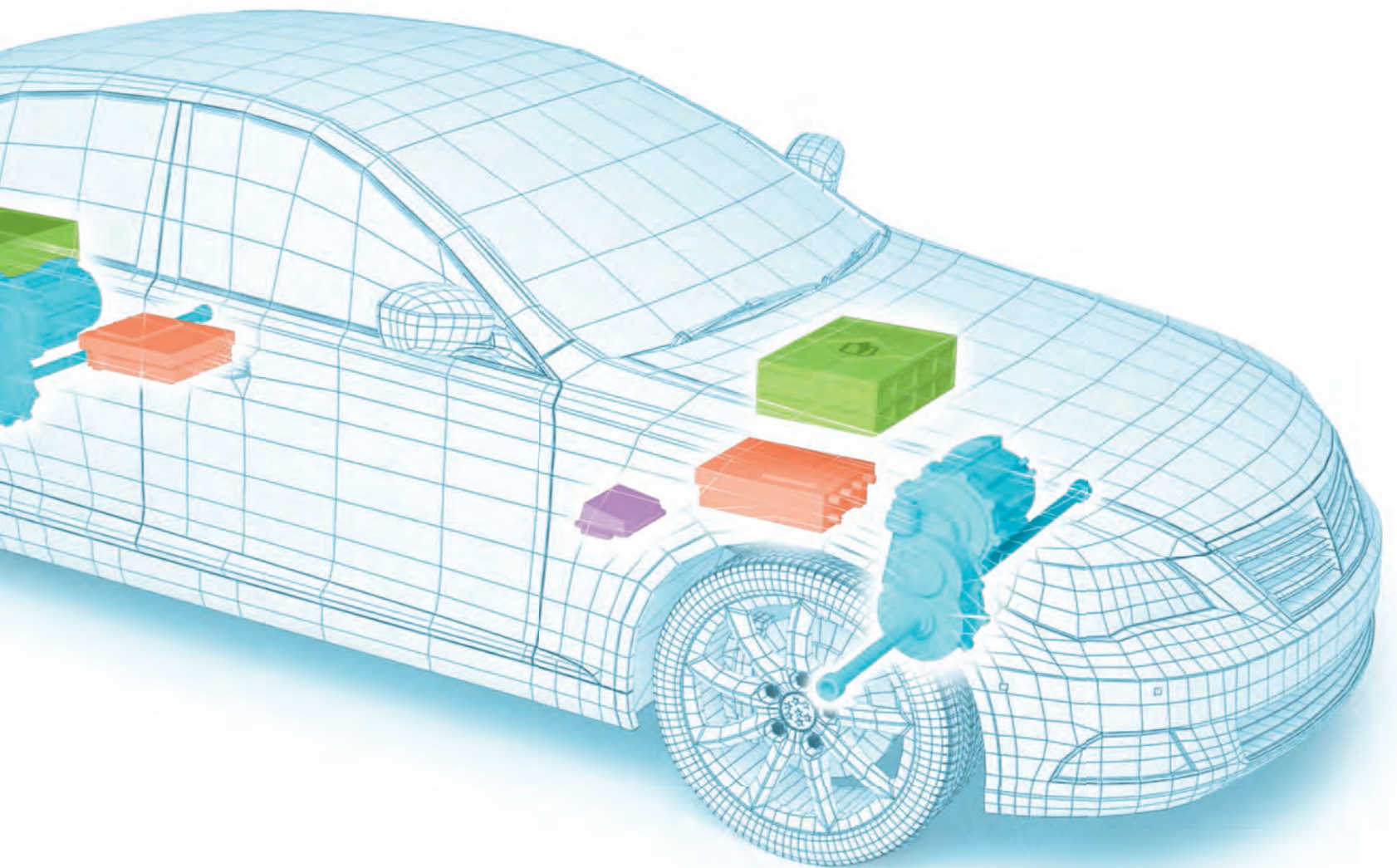
Finishing third in a race he should have won easily must have been enormously disappointing, but Hamilton dealt with it, regained his composure, and simply won the next race in Canada to get back on track.

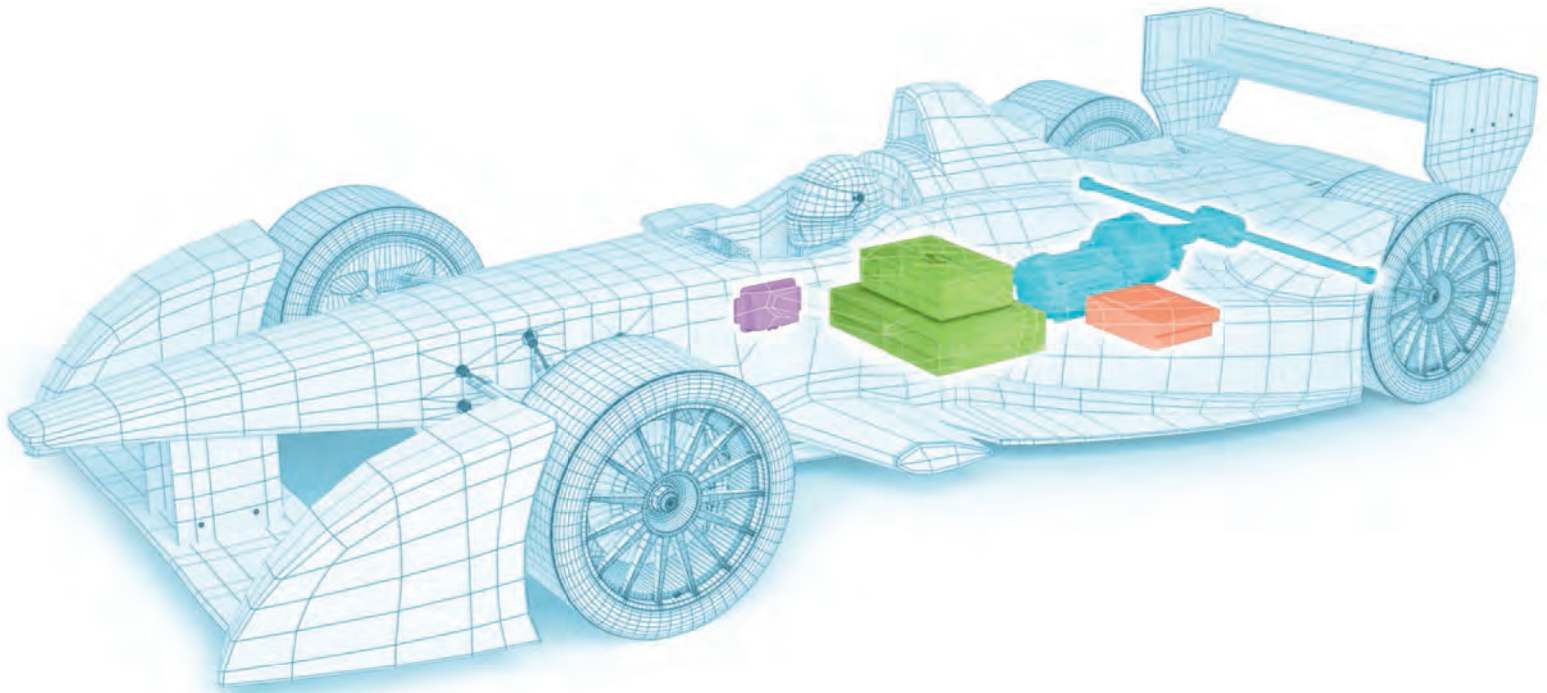
Beyond the superfluous criticism, you could argue he went off the boil a little after clinching the title, but the damage was already done, so what was left to fight for?

After another superb season overall, Hamilton is now a winner of 43 grands prix and three world championships. And he's only 30 years of age, so there is potentially plenty more to come. ❧

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# Memories of 2015

Autosport's journalists reflect on the moments of 2015 that most stick in the mind

[@autosport](#)



## Edd Straw

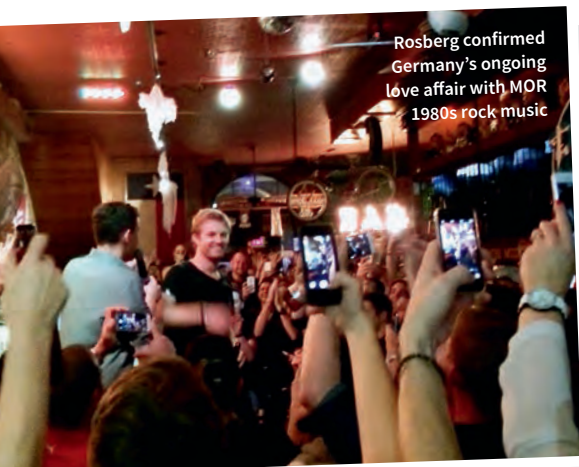
Magazine Editor

[@eddstrawF1](#)

The European Le Mans Series opener at Silverstone was won by four tenths of a second after four hours and featured two controversial moments in the dying laps as Greaves Motorsport driver Jon Lancaster took a great win. But it's the post-race press conference that stands out.

TDS Racing driver Tristan Gommey, who had been leading with just five minutes remaining when he clashed with Lancaster and spun at the corner leading onto the National Straight, sat with a surly expression and faced away from the rest of the press conference participants. Harry Tincknell had had several run-ins with Lancaster before spinning at Becketts while trying to hold him off for second, and had some negative things to say. As for the winner, he was unrepentant and the stewards agreed that he had nothing to be repentant about.

So expressive was the body language of the three principal participants, even someone watching with no sound and no knowledge of racing would have had an idea of what had just taken place.



## Lawrence Barretto

F1 Reporter

[@lawrobarretto](#)

Losing the world championship to your childhood friend for a second successive year is pretty disappointing.

When you've gifted it to him on a plate, after being caught out by a gust of wind (allegedly), it must be sickening. So Nico Rosberg's downbeat demeanour in the immediate aftermath of the United States Grand Prix, as Lewis Hamilton celebrated his third title win with a Union Flag draped around his shoulders, was no surprise.

What was a shock, however, was when he got up on stage in a piano bar in downtown Austin a few hours later, smiling and looking relaxed, and proceeded to belt

out Bon Jovi's *Livin' on a Prayer*. It was, seemingly, a very un-Nico thing to do. The bar went crazy for him, chanting 'Nico, Nico, Nico' and singing along with him.

Mercedes had booked out the top floor of the bar and both Hamilton and Rosberg made an appearance, waving to fans below when they made their entrance.

Rosberg didn't have to come down on stage and take the microphone considering the day he had had, but he did. And after his performance, he spent time chatting with fans and posing for photos. It was a nice touch and a rare glimpse of another side to him.



XPI IMAGES

## Mitchell Adam

International Editor

[@DrMitchellAdam](#)

I actually missed it. When Timo Scheider hit the rear of Robert Wickens' Mercedes DTM car, also punting Pascal Wehrlein off track at the Red Bull Ring, I was tidying up the end of my *Autosport.com* race report. It was the final lap and I figured everything was settled. I was wrong.

Commotion from the German journalists alerted me to the fact that the two Mercedes drivers had not simply fallen off the road separately. There was a genuine buzz in the (very slick – nice work, Mr Mateschitz) media centre post-race, as the story developed.

Audi motorsport boss Wolfgang Ullrich had apparently taken responsibility for the “push him out” comment on German TV, but then denied it point blank in a press

conference, which added to the confusion. Of course, that would be clarified several hours later in an Audi release.

I was told when I started covering the DTM that it was most fun when the manufacturers hated each other. And on this rainy Sunday afternoon in Austria, Mercedes hated Audi. Its DTM chief Ulrich Fritz was livid during the press conference, Wickens had not confirmed the ‘team orders’ element so was slightly reserved, but Wehrlein unloaded with an emotion I’d not previously seen from him.

The youngster was pissed off, and unfairly copped flack in Germany for his strong comments. That was a shame, because he could have easily gone into boring robot mode, and war was good for the DTM. Thanks, Pascal.

## Ben Anderson

Grand Prix Editor

[@BenAndersonAuto](#)

Kimi Raikkonen is enormously popular with Formula 1 fans. I think this has as much to do with his no-nonsense attitude to its media and political circus as it does his on-track exploits.

Some drivers are quite generous with the media, prepared to answer any number of bizarre and pointless queries. Raikkonen is not such a driver. If he doesn't like your question, he will let you know in no uncertain terms. I've witnessed him break off mid-answer to heckle a particular journalist (for writing that Ferrari was on the verge of sacking him), and shoot down respected colleagues if their facts are not quite straight.

I was on the receiving end of Raikkonen's acid tongue in Canada. I'd been asked to gather quotes for our Goodwood Festival of Speed preview, and knowing Raikkonen attended in 2014, thought he would be perfect for the job.

I was wrong.

Opportunities to interview the top drivers are limited, so I took my chance during Thursday's designated briefing, where Raikkonen faced repeated questions about Ferrari team principal Maurizio Arrivebene's suggestion he needed to ‘do his homework’ in qualifying.

Unfortunately for me, Kimi wasn't up for the change of subject.

*Me:* Kimi, you attended the Goodwood Festival of Speed for the first time last year, what did you make of the event, and is it something you'd like to go back to?

*KR:* “What is it to do with this? Nothing. I answered those questions last year, so if you want to know, you can find out on the internet.”

Occupational hazard I guess...



HAWKINS/LAT



DUNBAR/LAT



## Anthony Rowlinson

Group Editor

[@Rowlinson\\_F1](#)

If the 2015 US GP turns out to be the last ever held at the Circuit of the Americas, well, what a way to bow out. So much came together to make it a truly unforgettable race weekend, it almost feels that its like may never happen again.

F1 being F1, however, that notion is ludicrous hyperbole. Something will come along to top it.

Nonetheless something very special began, of course, with the rain. The rain, the rain, the incessant rain that just rained and rained and carried on raining down, for three days solid, Thursday thru Saturday, prompting emergency weather warnings to be issued in Texas and eventually forcing the abandonment of Saturday qualifying.

From there were laid the foundations of the race day of the year. First: an intense Sunday morning qualifying session – just Q1 and Q2 as Q3 was rain-abandoned – then a few hours of rain-watching. Would there be a break in the weather or might

the race – unbelievably – be cancelled? That latter, apocalyptic, outcome seemed a real possibility as late as Sunday midday, but by 2pm (how does Bernie do it?) the clouds had lightened, the circuit was drying. Not yet dry, of course, but dry enough for F1 to go racing without even a Safety Car start.

What followed in greasy, though not sodden conditions, were 56 of the most breathless laps of racing we've been treated to all year. Hamilton vs Rosberg; Ricciardo for the lead (!); brilliant Max Verstappen running as high as P4; stunning Vettel looking like he might sneak an unlikely win; four safety car periods (both real and virtual)... It was hard to keep up, and all this with a championship narrative over-arching a 'mere' grand prix result.

The big prize, and the win-on-the-day, both went Lewis's way. But perhaps the greatest reward went to Formula 1 itself for producing a race for the ages. We shouldn't be surprised: the sun always shines on F1.

## Ian Parkes

Chief F1 Correspondent

[@ianparkes1](#)

We all know when rain falls in Formula 1 a grand prix can be transformed, but the drama that unfolded in Austin was on another level.

As Hurricane Patricia flirted with Texas, so the state's capital was battered by a number of torrential downpours, the first of which soaked the Circuit of the Americas an hour before first practice. The session escaped relatively unscathed, but this was only a prelude to the atrocious conditions that followed; FP2 was cancelled, not only because of the water on track, but also because the lightning made it unsafe for the marshals to work.

On Saturday, FP3 somehow went ahead despite the rain continuing to fall – sadly in front of empty stands, since the fans were not being allowed in until after the session.

Come qualifying, the worst of the rain fell, resulting in numerous postponements – and then outright cancellation until Sunday morning. This, though, forced the drivers to create their own entertainment in the pitlane.

Daniel Ricciardo and Daniil Kvyat danced together; Max Verstappen pretended to go fishing; Nico Rosberg played football; and a pair of Sauber mechanics paddled around in a makeshift canoe. Still, for the fans it was misery because they saw no action.

Mercifully the rain abated in the nick of time on Sunday and a classic race ensued. Paddock cynics enjoy complaining about F1 and yet it always seems to deliver when it counts...



DUNBAR/LAT



XPB IMAGES

## Dieter Rencken

Special Correspondent

[@RacingLines](#)

For the 20th time I attended the British Grand Prix at Silverstone, but it was a special race because it marked my 250th Formula 1 race as an accredited journalist.

Simply driving up the A43 brought back memories of my first "official" event, coincidentally at this very venue back in 1997, when SATV first agreed to take a chance on this self-proclaimed F1 "expert" and apply for media credentials on my behalf.

I recall thinking that, if a repeat forever eluded me, I at least rubbed shoulders – if only in the media "scrum" – with the many journalists I had oh-so envied after digesting their every word for over 30 years.

Instead of sating my desire, that visit sparked a determination to report on another and another, until, in 2000, this rural South African with no connection to F1 other than deep-rooted passion, felt confident enough to commit his own funds to following the world's fastest cars and drivers across the planet.

Many scribes have hit 250 – indeed some are well north of double that – but my tally marked 249 more than I believed possible back then. Swiping my FIA pass as I entered the (relocated) paddock on Sunday morning reminded me of that, and I make no apologies for the tears that welled up at that moment.



XPBIMAGES

## Gary Watkins

Special Correspondent

[@gazzasportscars](#)

Time and time again Marcel Fassler would squeeze his Audi past Neel Jani's Porsche into Village, only to be outgunned down the Wellington Straight. And if he was still ahead by Luffield, he wasn't by Copse. The prolonged battle for the lead of the World Endurance Championship opener was as breathtaking as it was unforgettable.

The Audi R18 e-tron quattro and the Porsche 919 Hybrid achieved their phenomenal lap times – more than three seconds quicker than at the previous year's British round – in different ways, particularly at Silverstone. That was why we had such an enthralling fight either side of the halfway mark of the six-hour race. The high-downforce Audi had the edge in the corners, but the Porsche enjoyed

an advantage on acceleration courtesy of its eight-megajoule hybrid system.

The excitement couldn't last, however, but it took a bit of cheeky driving from Andre Lotterer to make a move stick on Romain Dumas after they'd taken over their respective mounts. The Audi driver ran the Porsche out wide on the exit of the Village righthander. He was still ahead at Copse, and after the Becketts sweepers he was gone.

Audi dominated the Silverstone 6 Hours thereafter, but we were left with a fantastic memory. Fassler reckoned he wouldn't be forgetting his duel with Jani any time soon. It was, he said, "one of the best fights I have had in my whole career".



## Stuart Codling

Executive Editor

[@CoddersF1](#)

Monaco, third practice. From the bowels of the press room I'd reported for *Autosport.com* on Max Verstappen's astounding performance in FP1 – second fastest to Lewis Hamilton on his first acquaintance with the circuit – but now I wanted to see it for real, up close, in a manner only Monte Carlo can provide.

A shuffle around the dock, past the basking plutocrats in their yachts, brings you to Tabac and almost to within touching distance of the cars as they spear the apex. FP2 had been a washout, but Saturday morning brought both sun and a sense

of urgency as the teams scrambled to get their programmes back on track. Moments after the green light Max hustled by, then again and again, respecting the track – and the proximity of the barriers – but at the same time feeling out the boundaries of his Toro Rosso's abilities with palpable confidence.

I filled several pages in my notebook with purple prose that morning, but, looking back now, my eye is drawn to one word, written in capital letters for emphasis, then given added clout with a double underline: **SWAGGER.**

SBL0XHAM/LAT

## Robert Ladbrook

Group National Editor

[@LaddersMN](#)

The clock reported the time was just before midnight, and it was a crisp and cool French night, but not where I was standing.

The Le Mans press room can often be a stuffy and uncomfortable place, but it can also be one of the most warming environments for a journalist. There's a wonderful sense of camaraderie across all factions of the media, with the overriding goal that we're all in the 24 hours together.

The press does tend to organise its seating arrangements by nationality, though, with each nationality finding their own sections and gravitating toward them. That night was a great one to be occupying the British corner.

I made my spot next to famed snapper Jakob Ebrey and Formula Ford 1600 guru James Beckett. We knew the moment was coming, but none of us knew how to react.

Nick Tandy was about to lead Le Mans for the first time, on his first top-flight race appearance at La Sarthe. We all knew about Tandy and his talents. We'd all worked with him since the start, and watched tribulations while climbing the ladder – but this was it, a pinnacle in a career we'd all followed so closely.

Jakob set his lens at the timing screen, and we all focused our phones on it too, keen to catch the graphic change to '1 Tandy'. When it happened there was a collective cheer from all the British journos, and many others too. It's a sound I won't forget.



Brit contingent cheered on Tandy

## HIGHLIGHTS OF THE YEAR

### Glenn Freeman

Web Editor

[@glenn\\_autosport](#)

“Question for Nico?” The other eight drivers sitting in the top-three press conference after the Le Mans 24 Hours did their best to see the funny side of the attention being directed at Nico Hulkenberg, who had just accomplished the now-rare feat of winning the French endurance classic as an active Formula 1 driver.

After 24 hours of racing it was perhaps understandably jarring for those sat up there with Hulkenberg that he was reluctantly holding court, hence the sarcastic comment used at the beginning of this piece that came from one of his fellow podium finishers during a brief pause.

There was a moment in the early hours of the Sunday at Le Mans when Porsche's third car, which Hulkenberg shared with Nick Tandy and Earl Bamber, began to emerge as a legitimate victory contender. That bleary-eyed realisation was momentous: not only the prospect of a first Porsche overall victory since 1998, but the fact that an F1 driver was in the car too. Things like this don't happen very often any more – and it can't happen in 2016 due to calendar clashes, so it was a moment to savour.

Did the fuss around Hulkenberg undermine the World Endurance Championship? Of course not. The fact that a 'proper' F1 driver wanted to cram Le Mans into his busy schedule should be celebrated, and he deserves praise for stepping outside of his comfort zone and becoming part of the history of a phenomenal event.



MCKLEIN



SRBLOX/HAW/LAT

### David Evans

Rallies Editor

[@daveevansrally](#)

Memory of the year? It's not rocket science is it? Kris Meeke's first win.

The weekend was a fairly trouble-free one for the Northern Irishman. His DS 3 WRC gave no trouble over what were increasingly rough conditions. And the sun was shining. It was a great time to write some history and that's what Dungannon's finest and fastest did.

And there was no hiding the joy that victory gave him. Crossing the flying finish, he waited for the time. Then slapped me on the knee and said: "There you go... fastest!"

We shook hands, even managed a quick hug, and I was away. Of course I was: there was a Porsche 917 being fired up at the bottom of the hill and I wasn't about to miss that.

That's Goodwood for you. A festival indeed...

Oh, you thought I meant Meeke's other win this year. Sorry, I was talking about my guiding him to the fastest time ever through West Sussex's finest forest stage.

Yeah, I suppose that South American thing was pretty special as well.

In fact, it was crazy. Thirteen years we've waited for a British WRC winner since Colin McRae celebrated victory on the 2002 Safari. And it felt like another 13 from Meeke taking the lead in Ascocchinga on Friday morning until a champagne Sunday afternoon followed by a beery Sunday evening.

I held it together until... "Yeah, this one's for Colin."

Then I lost it.

Meeke's celebrated mentor did a good job. And made a fantastic memory.

### Scott Mitchell

Features Editor

[@ScottAutosport](#)

When something contentious happens in a British Touring Car race, or there's a storyline that would benefit from a quote or two, I tend to have the ITV stream running on my laptop, which I dip into when they interview a driver.

My colleague Matt James does this too. And when Jason Plato and Colin Turkington were fighting for the title in the season finale, and their Team BMR team-mate Aron Smith didn't drop back in race one in order to promote them and cause trouble for eventual champion Gordon Shedden, it was definitely a case in point.

"I think he's probably got himself the sack." In unison, we shouted back at Plato (through our screens): "You can't say that!" It was remarkable.

The 2015 BTCC title fight was engaging, but the proverbial blue touchpaper wasn't really lit until the finale. And even then the pyrotechnics came from drivers not fighting for the titles. What Plato said was calculated. He never really operates in any other way. Smith was well and truly called out. Whatever shreds of a working relationship that remained after Knockhill 2012, when then-Motorbase driver Smith turfed Plato off, disappeared entirely.

Team BMR backed Smith on the day, then performed a bizarre U-turn in the week by issuing a statement piling the blame onto Smith's shoulders. And it meant the BTCC signed off with off-track fireworks that were probably more entertaining than what we saw on-track.



EBREY/LAT



## Peter Mills

Group Picture Editor

[@Peter\\_Autosport](#)

Tony Robinson is a legend among racing mechanics, having been closely associated with Stirling Moss, before turning his hand to designing. He also, as it turns out, lives nearby...

It was a pleasure to hear, over a coffee, Tony recount tales of how he ended up drawing a grand prix-winning BRP for Innes Ireland, and an Indy 500 special for Masten Gregory.

Tony remains sharp and active. Remarkable, considering he competed in trials against Colin Chapman before Lotus existed.

"After the war I was working as a mechanic for Dave Price, one of the biggest glass retailers in South of England," he recalls. "I was supposed to be

sorting out his lorries after I came out of RAF, but spent more time working on his Allard and trials cars. The first time I met 'Chunky' [Colin Chapman], I was on an event with Dave. We were lost but had a torch, and Hazel and Colin were without a torch but had a map – we ended up in a pub..."

Famously, Tony would go on to work alongside Alf Francis as mechanic for Moss, and was on hand to cut him free from his Lotus after his career-ending Goodwood crash.

"If I had started out working for Jim Russell or someone, no one would remember me. I was lucky in that I got a chance to work for Moss. He really could win, even driving rubbish."



## Marcus Simmons

Deputy Editor

[@marcussimmons54](#)

I've got to confess: I've been cheating at a game for years. The nerdiest of us at *Autosport* 'collect' circuits like a badge of honour and celebrate milestones of tracks visited, but I'd been hoarding some I wasn't entitled to.

You see, the rules set by game policeman Gary Watkins are that you have to have seen competition cars in action at each venue – or been behind the wheel of one yourself. So three or four that I'd visited were, under Watkins rules, invalid. This year I culled the rogue tracks, only to reinstate one in May – and it became my 50th. I'd driven the classic Ahvenisto circuit, on the outskirts of the Finnish town of Hameenlinna, in a road car in 1998, but this time I was back to see the launch – and test session – of Koiranen GP's new SMP Formula 4 Championship.


For those who don't know, Ahvenisto is like a fantasy track from *Gran Turismo*, except with less runoff and a Suzuka-style crossover. As an unexpected treat, SMP F4 driver mentor Mika Salo gave hot laps to a few of us in a Mercedes GT. "Just a warning – the rear tyres are going," he smiled as I climbed aboard. 'Great,' I thought, 'at least we'll hit the barriers rear-first.' But he didn't, and it was brilliant.

As we chatted at that evening's launch party in Helsinki, Salo's mobile rang – with the same quacking-duck tone as my phone. Top bloke! 🦆

# Pictures of the year

Whenever a car turned a wheel in anger anywhere in the world,  
our photographers were there to capture the moment.  
Here's their best work of 2015

By Peter Mills, Group Picture Editor

 @Peter\_Autosport





### **DAKAR GAUNTLET**

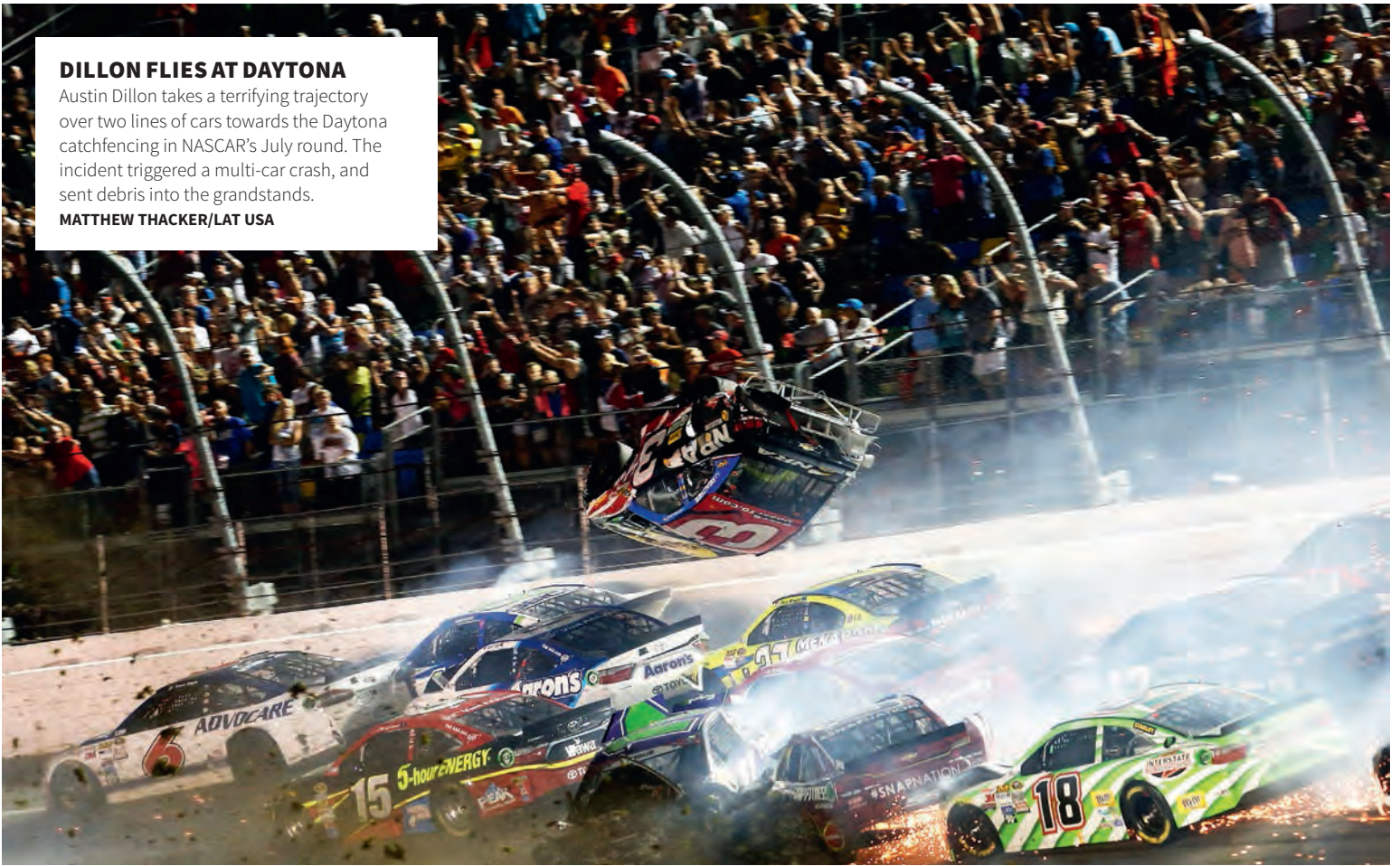
Nasser Al-Attiyah and co-driver Matthieu Baumel negotiate the barren landscape of stage nine, Iquique to Calama, on the Dakar Rally. The Qatari went on to take his second victory in the event for the X-Raid Mini team.

**MCH PHOTO**

**DILLON FLIES AT DAYTONA**

Austin Dillon takes a terrifying trajectory over two lines of cars towards the Daytona catchfencing in NASCAR's July round. The incident triggered a multi-car crash, and sent debris into the grandstands.

**MATTHEW THACKER/LAT USA**



**PEREZ'S HUNGARY SCARE**

Sergio Perez's world turned upside down in this Friday crash at the Hungaroring. A rear suspension failure at Turn 11 gave 'Checo' scant chance to control his Force India before it rolled, fortunately without injury to him.

**ACTION PRESS/REX SHUTTERSTOCK**



## **GOLDEN GATE WILSON TRIBUTE**

Marco Andretti leads IndyCar's tribute to Justin Wilson, by piloting the #25 Andretti Autosport machine across San Francisco's Golden Gate bridge. The hugely popular Wilson had died after a crash at Pocono.

**CHRIS JONES/IMS PHOTO**







### **TANAK'S IMPROMPTU SWIM**

Ott Tanak and co-driver Raigo Molder swim to safety after their plunge into a reservoir on Rally Mexico. Remarkably, M-Sport repaired the Fiesta, allowing Tanak to rejoin the rally after the car had spent 10 hours submerged.

**JAANUS REE/RED BULL**

## NEUVILLE'S POLISH ROLL

Thierry Neuville's status as the WRC's coming man took a serious dent, along with his Hyundai i20, following this spectacular shunt on Rally Poland.

MCKLEIN



**RICCIARDO'S TARGA BLAST**

Daniel Ricciardo handles a Targa Florio Alfa Romeo T33 around Palermo in Sicily. In 1972, Red Bull's Helmut Marko starred on his way to second in the great event. Daniel's dad, Joe, emigrated to Australia from nearby Ficcaro.

**JIM KRANTZ/RED BULLETIN**



**STICK A BIT OF DUCT TAPE ON IT**

The Porsche 911 of Madison Snow, Jan Heylen and Patrick Dempsey suffered a spectacular engine failure during the Sebring 12 Hours.

**SCOTT LEPAGE/LAT PHOTOGRAPHIC**





**CARPENTER'S RIDE**

IndyCar encountered a series of incidents in the build-up to Indianapolis where cars became airborne. Here, Ed Carpenter, who would eventually qualify 12th for the big race, grazes the wall after taking off at Turn 2.

AP PHOTO/GREG HUEY



**SILVERSTONE BTCC BATTLE**

Jeff Smith three-wheels his Honda Civic in a bid keep up with the British Touring Car Championship pack at Silverstone.

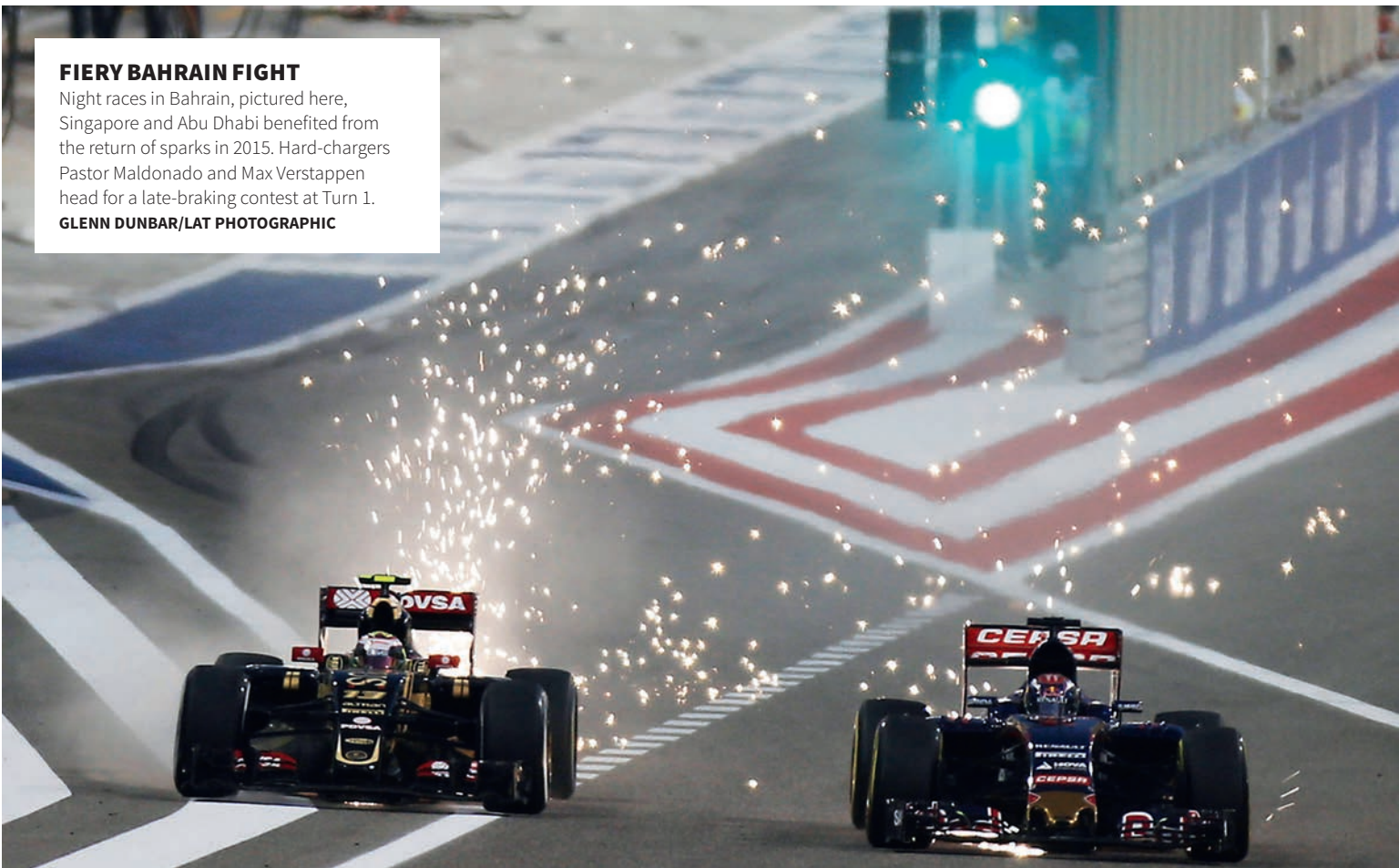
JAKOB EBREY/LAT



**LAVANT CUP SMOKECREEN**

James Bond would be proud of this effort from the Goodwood Revival. Jason Yates's Ferrari 500 TRC billows smoke in the Ferrari-only Lavant Cup.

**JEFF BLOXHAM/LAT PHOTOGRAPHIC**



**FIERY BAHRAIN FIGHT**

Night races in Bahrain, pictured here, Singapore and Abu Dhabi benefited from the return of sparks in 2015. Hard-chargers Pastor Maldonado and Max Verstappen head for a late-braking contest at Turn 1.

**GLENN DUNBAR/LAT PHOTOGRAPHIC**

## PICTURES OF THE YEAR

### MENEZES' "FUNKY ONE"

Driving standards were a hot topic in this year's European Formula 3 Championship. Gustavo Menezes' rollhoop was torn off in this frightening aerial incident, which also involved Brandon Maisano, at Spa.

**VAN DENSEN/ESSAY PRODUKTIES**



### TURF'S UP

Richard Westbrook had starred in this Coyote Corvette Daytona Prototype at Petit Le Mans, but Michael Valiante and Mike Rockenfeller both suffered time-consuming incidents.

**RICHARD DOLE/LAT USA**



### HAMILTON GOOD SPORT

A week after winning his third world championship, Hamilton takes on a high-flying challenge. Nico Rosberg may have been hoping that Mexican wrestler Mistico wasn't quite such a good catch.

**BABIRAD PICTURE/REX SHUTTERSTOCK**





y Emirates



#### **SAINZ'S PARABOLICA SLIDE**

Carlos Sainz Jr might not have garnered as many headlines as Toro Rosso team-mate Max Verstappen, but the FR3.5 champion provided plenty of action. Here, the Spaniard steps a little over the limit at Monza.

**DPPI/RENAULT F1**

# Number crunching

Which race numbers did the most winning at the top levels during 2015? The bigger the number, the more wins

By FORIX, Statistics Supplier



This is based only on outright wins (so no class winners) and ignoring qualifying-race victories, with a total of 556 races included across the following categories: F1, GP2, Formula Renault 3.5, GP3, European F3, Formula E, IndyCar, Indy Lights, Super Formula, Japanese F3, Macau GP, F3 Masters, Euroformula Open, Formula Renault Eurocup/ALPS/NEC, WEC, ELMS, DTM, BTCC, NASCAR, NASCAR Xfinity, NASCAR Trucks, WTCC, TCR International, Super GT, V8 Supercars, United SportsCar Championship, Porsche Supercup, Blancpain GT, GT World Cup, WRC, ERC and World Rallycross.

**KEY**

- 133** CAR NUMBER Some feature the number style used by one of the winning drivers
- WINS** Circle size is proportionate to number of wins, from 50 down to 1

13 TWO DRIVERS HIT GOLD RUNNING THE UNLUCKIEST NUMBER: ANTONIO FELIX DA COSTA IN DTM AND ANDREAS BAKKERUD IN WORLD RALLYCROSS



13

67



74



911



51

9 OUT OF 27 WINS FOR #3 WERE BY JACK AITKEN



84



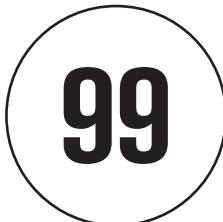
77



111



38



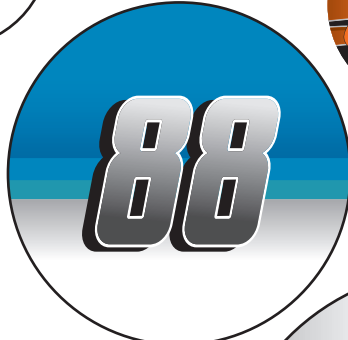
14 OF THE 50 WINS FOR NUMBER 1 WERE BY FELIX ROSENQVIST



LEWIS HAMILTON IS RESPONSIBLE FOR ALL 10 VICTORIES RECORDED BY THE NUMBER 44 THIS YEAR



#5: SEVEN OF 32 WINS CAME FROM STOFFEL VANDORNE



10 OF 19 WINS TAKEN BY JOSE MARIA LOPEZ



THIS IS THE LOWEST NUMBER THAT HAS FAILED TO WIN A RACE IN 2015



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The world-famous *Autosport International* show is heading to Birmingham's NEC from 14-17 January, and motorsport fans have more reason than ever to be excited. See triple FIA World Champion Petter Solberg drift his FIA WRC machine in the Live Action Arena, get up close to some of Williams Martini Racing's most famous Formula One cars and listen in awe to the heroic stories of motorsport legends like Damon Hill OBE.

The centrepiece of *Autosport International* 2016 is a tie-up with Williams that brings all of the glamour of a Formula One race weekend to the Autosport Stage. For the first time ever, the eight-metre-tall Williams Martini Racing motorhome will be constructed away from a race circuit to form part of the exciting new Autosport Stage, which will be packed full of insightful interviews and features with famous faces from motorsport.

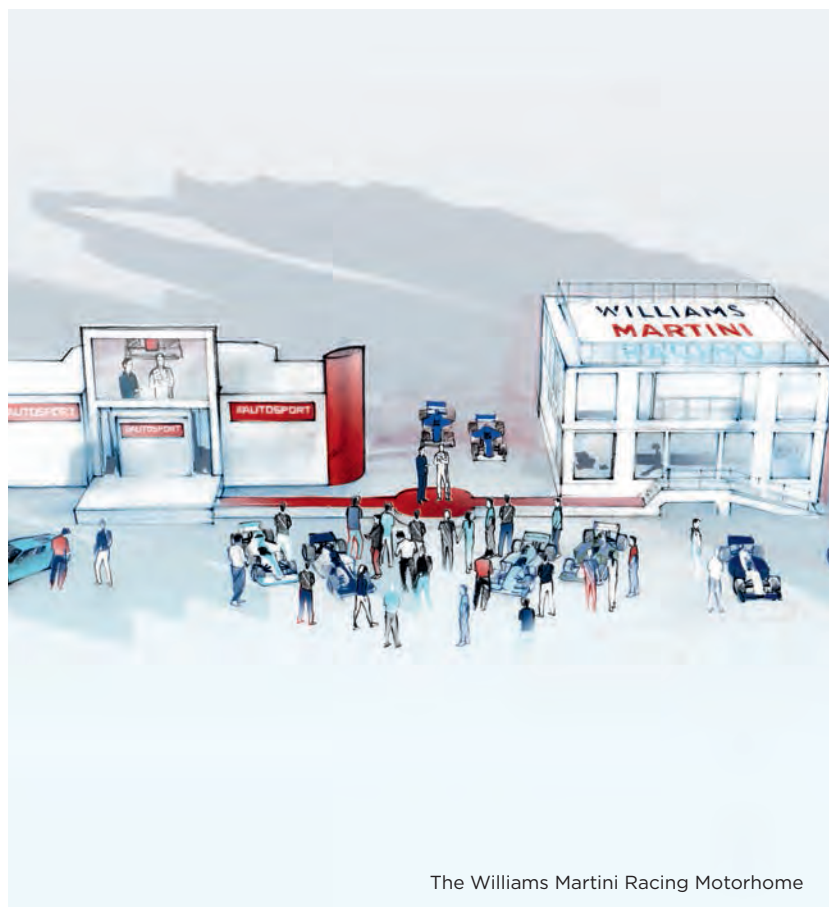
What's more, Williams will be bringing an incredible selection of its most famous Formula One cars to the NEC, from the very first Williams-Ford FW06 to this season's Williams-Mercedes FW37. Among them will be the team's greatest ever car, the Williams-Renault FW18, which won 12 of 16 races in the 1996 season. As well as interactive features focusing on Williams' F1 activities, visitors will also get an insight into the

world of Williams Advanced Engineering, the division that transfers technology from Formula One to market sectors as diverse as defence and renewable energy.

Elsewhere at Autosport International, the 5,000-seat Live Action Arena gives showgoers the chance to experience all of the raw sights and sounds of pure racing machines. Reigning FIA World Rallycross Champion, Petter Solberg, is just one of the highlights, drifting his Citroën Xsara WRC within centimetres of the track barriers. Fans will also be able to see incredible driving stunts and insightful interviews with legendary racing drivers across the weekend.

*Autosport International* features every form of motor racing from karting to Formula One, allowing visitors unrivalled access to racing machines from across the world. The MSA Dunlop BTCC and F1 Racing displays immerse fans in a gridwalk of current racing cars from each championship, while a new historic racing display entitled 'When We Were Kings' brings together some of the most iconic models from the golden eras of racing.

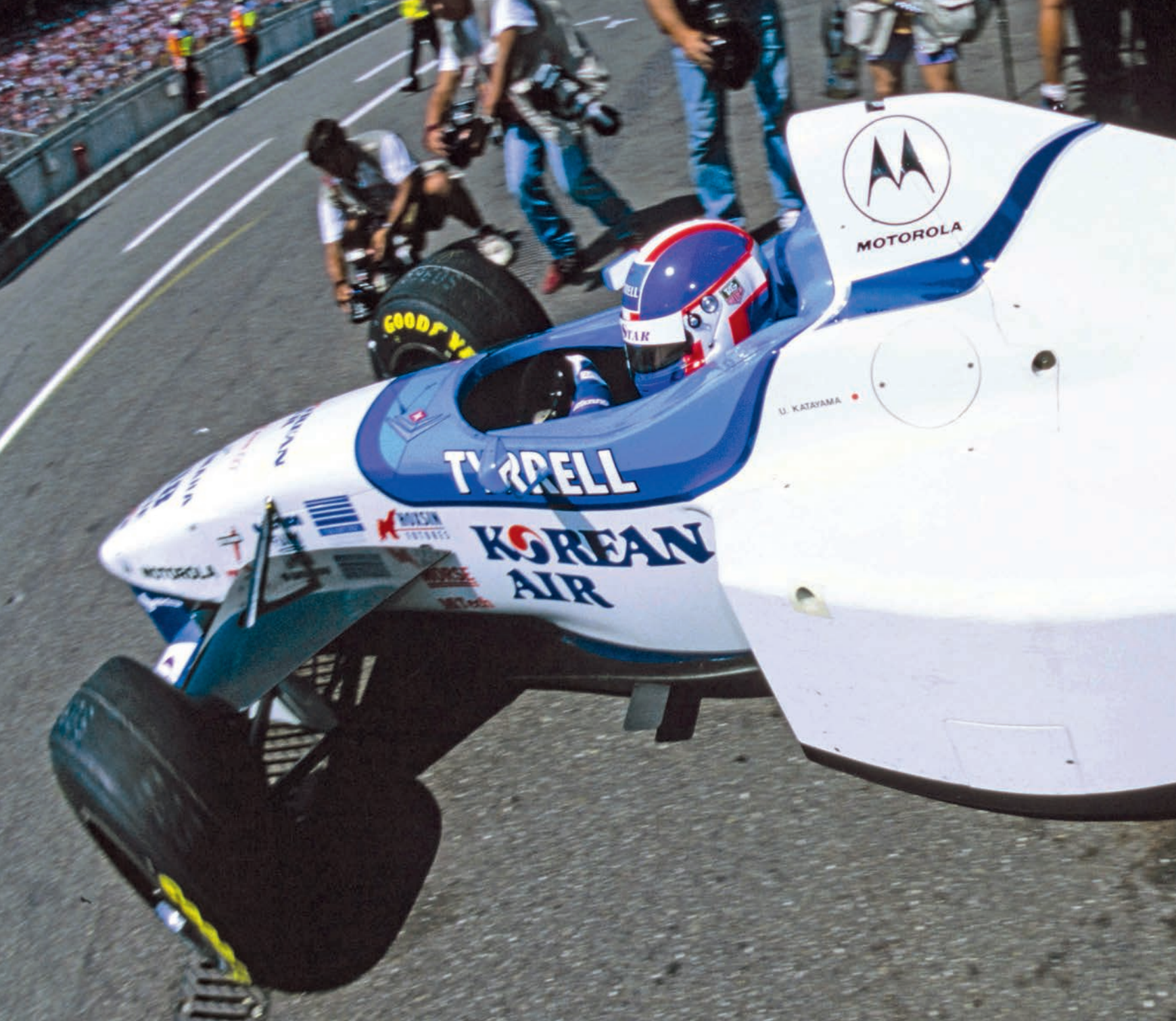
Tickets to *Autosport International* are on sale now, and can be purchased from [www.autosportinternational.com](http://www.autosportinternational.com) or on **0844 581 1420**.



The Williams Martini Racing Motorhome



Damon Hill: 1996 Formula One World Champion



# Bodge it, bend it, wrench it, mend it

Sometimes you just have to make the best of what you have to solve a problem. Here are some of motorsport's more innovative solutions

By Gary Watkins, Special Correspondent

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## GOING FROM FRONT TO BACK TO GO FORWARD

Tyrrell tried front tyres on the rear to gain straight-line speed at Hockenheim in 1996

TYRRELL HAD BEEN STRUGGLING to break into the top 10 in qualifying during the 1996 Formula 1 season and there wasn't much chance of that happening at Hockenheim with the Judd-built Yamaha V10 engine in the back of the 024 chassis. The team needed to find some speed from somewhere on the four one-mile straights that dominated the former layout of the German circuit. Someone suggested in jest the idea of putting narrow front tyres on the rear, and it went from there.

"We were discussing all sorts of things," recalls Tim Densham of a late-night brainstorming session in the drawing office involving designer Mike Gascoyne and fellow engineer David Brown.

"Someone said we could take the brake ducts off for qualifying. The reply to that was that we needed a four-litre engine or

to put the front wheels on the back. It all started as a bit of a joke really."

But the idea of running the front wheels, which were three inches narrower and slightly smaller in diameter, took hold. "Mike said the hubs were the same and we had the correct offset, so it was possible," explains Densham. "We had a windtunnel test coming up so we tried it on the model, and it made an enormous difference, though I can't remember the figures."

Tyrrell came up with a dual plan for the single qualifying session – 1996 was the first year of that, remember – at Hockenheim. Mika Salo, whose turn it was to have the spare, had an optimised specification for a one-lap run with four front tyres all round.

Ukyo Katayama's car would be converted after a banker run in conventional configuration. That would

mean no time to change the gear ratios, so a bigger rear wing had to be fitted to stop the engine from overrevving.

Salo didn't get a run in this trick configuration courtesy of a water leak. Katayama did, however, and gained a tenth over his first run to line up 16th on the grid behind his team-mate.

"Ukyo only got one go at it and he had to be very careful with the tyres on the out-lap: it was a bit like a hillclimb run," says Densham, who engineered the Japanese driver. "He had to tank into that first corner at Hockenheim in the hope that there was grip there. He was a bit on the conservative side, and rightly so."

Tyrrell never had a plan to race the car with the narrow rears, and no one else would get the opportunity to try it again. It was up for discussion at the next Technical Working Group and quietly banned. >>



**BOXING CLEVER AT THE 'RING**

RJN Nissan squad takes an angle-grinder to a gearbox to make the finish of the 24 Hours

YOU WON'T FIND INSTRUCTIONS for sawing the sides off a gearbox bellhousing in the Haynes manual and they don't teach you it at college. But that was the novel course of action the plucky RJN squad took to get its Nissan 350Z to the finish of the 2008 Nurburgring 24 Hours in a quick fix that involved the use of a ratchet strap.

The only spare sequential racing gearbox for RJN's Nissan had given up late in the race, but the idea of the team doing likewise wasn't on the agenda. They happened to have a road-going 350Z 'box in the truck. The problem was modifications to the SP6 class car's exhaust system meant it wouldn't fit.

"Because we had a proper, big racing exhaust system on that car, there wasn't

room for the standard 'box," recalls team boss Bob Neville. "So we took an angle-grinder to the bellhousing and chopped the sides off. That meant there weren't as many bolts as there should have been to hold it onto the engine."

Which is where the ratchet solution came in. "We used a little strap to help hold the gearbox up and sent Frank Eickholt out to take the flag with no clutch and the car permanently in fourth gear," continues Neville. "We were meant to do one lap, but didn't get the timing quite right and ended up doing two."

RJN's reward was a finish down in 131st place, and more importantly a ninth position in class for drivers Eickholt, Kurt Thiim and journalist and now Porsche LMP1 press supremo Holger Eckhardt.

"It was a real belt-and-braces job," remembers Neville, "but we weren't about to roll over and retire the car."



**CAR-PARK CANNIBALISATION**

The JQF/Fina BMW team had a donor car to provide spares at the Willhire 24 Hours

PRODUCTION SALOON TEAMS competing in the Willhire 24 Hours at Snetterton tended not to carry full complements of spares for their near-standard racers back in the 1980s. So it was fortunate that the team manager of the JQF squad running a pair of BMW M3s in 1988 had one of the marque's rocketships as his company car.

Weekend-warrior team manager Rod Vickery's standard M3 became a donor car after Steve McHale went backwards into the barriers at the old super-quick Russell Bend on Sunday morning.

"Our only option was to take bits of my car," recalls Vickery. "I remember the bootlid, the rear valance, some rims and various bits and pieces coming off it. We needed some more parts even later."

The car retired from sixth place with a fuel leak. But it wasn't the only M3 that wasn't running on Sunday evening: Vickery would need a lift home.

His company car went back to JQF's workshops on a trailer, but he reckons it was as good as new when returned. He worked for the Virgin Group and swears that Richard Branson never found out.



**LOLA PLOUGHS ON WITH HIGH-DOWNFORCE CAR**

The parts store had to be raided to make the T610 Group C car competitive at Brands Hatch

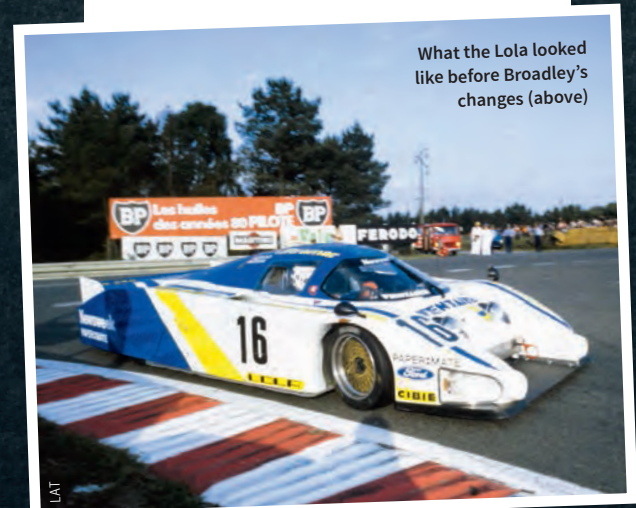
LOLA BOSS ERIC BROADLEY HAD designed the 1982 T610 Group C car as a low-drag special for Le Mans. That set-up was never going to be much use when the World Endurance Championship visited the Brands Hatch Grand Prix Circuit at the end of the season. A solution was required, and what Lola came up with – inelegant at best, downright ugly at worst – was straight out of Heath Robinson's manual.

At the time, Jeff Hazell was team manager at the in-house Lola squad that was running the car in Ultramar colours for Guy Edwards and Rupert Keegan. He remembers a trip around the stores with Lola boss Eric Broadley that resulted in the high-downforce spec raced at Brands.

"Eric wandered around stroking his chin as he did. Suddenly, he spied this rocker panel from an old T70, the side panel that rolled underneath the car, and the next thing, he's got it down and is pushing it up against the front of the car," recalls Hazell. "It looked for all the world like a giant snowplough."

"Then we thought we'd better do something about the rear. So we went back to the stores. I can't remember exactly what we did, but I think it was an old Can-Am wing of some sort.

"It was what we used to call in those days a real knife-and-fork job. It was quick and dirty, but it worked. We would have been nowhere in the low-downforce spec."



What the Lola looked like before Broadley's changes (above)

## A WING AND A PRAYER

The Petrobras team came up with an imaginative way of exploiting the restrictive F3000 rules

ALL HELL BROKE LOOSE ON THE grid of the Formula 3000 finale at Monza in 2002. The Petrobras Junior Team had come up with a clever trick to gain some straight-line speed in anticipation of a slipstreamer of a race – and its rivals didn't like it.

The one-make F3000 regulations that covered three generations of Lola chassis in the years 1996 to 2004 were pretty restrictive. Non-spec parts were not permitted, but the rules on how you could mount said components were open to interpretation. Which is how the idea of mounting the top element of the rear wing on the Petrobras Lola-Zytek B02/50s of Antonio Pizzonia and Ricardo Sperafico upside down came in.

"The idea actually came from our damper man, Richard Selwin,"

remembers Paul Jackson, the boss of what was effectively Super Nova's second team in the series. "He was messing around with things in the workshop because you always had to go to town on the Monza set-up, and said, 'We can fit this the other way up'. He reckoned it had to be worth a try."

Petrobras tried the modification in an official F3000 test at Monza a couple of months before the race.

"We instructed the drivers that if it was phenomenally quick they shouldn't complete the lap, so no one would realise what we were doing," continues Jackson. "We then had a look at the data, and it was something like 12km/h quicker on the straights."

The set-up wasn't actually any quicker over one lap, but Jackson and his



crew reckoned that it would be an advantage in the race. After all, Monza is all about slipstreaming, especially in a one-make formula.

Petrobras kept its tweak up its sleeve until the last moment, fitting the revised wings on the grid after the cars' installation laps.

"It caused complete and utter mayhem," says Jackson. "People were running up and down the grid trying to grab hold of Jo Bauer [then the F3000 and now Formula 1 technical delegate] and other FIA officials," recalls Jackson. "They were shouting, 'It's illegal, you can't do that'. But I just told them that it was completely legal because we were using standard parts."

Pizzonia came through from fifth on the grid to second place in the race with

the aid of the low-drag configuration, passing Coloni driver Giorgio Pantano on the final lap. There was inevitably a protest, but it was thrown out by the stewards after Bauer gave evidence on the team's behalf.

Pizzonia's second place was eventually scrubbed out after an appeal from the Coloni team, which incidentally protested the three cars that finished ahead of Pantano. Petrobras decided to make only a written submission – "I couldn't see the point of spending money on expensive lawyers," explains Jackson – and the Italian squad won the day.

"It didn't really matter that we were thrown out afterwards; there wasn't a championship at stake," says Jackson. "It was worth a gamble and most of all it was such good entertainment."

## TURNING VANE WAS A CHIP OFF THE OLD BLOCK

First Lotus turning vanes were made from bits of an old rear wing for windtunnel tests

REMEMBER THE 'CHIP-CUTTER' rear wing on the Lotus-Renault 94T at the end of 1983? And how about the first turning vanes seen in F1 two years later on the 97T? There's a connection that shows the Heath Robinson nature of aerodynamic development of the time.

The idea was conceived by Team Lotus aerodynamicist Dr John Davis in the French St Cyr windtunnel favoured by his boss, technical director Gerard Ducarouge. By the time serious development work began in the scale windtunnel at Imperial College, Davis was using modified elements from the

multi-plane rear wing of '83.

"The full-size St Cyr tunnel didn't have a moving floor and I remember positioning a piece of wing section we had lying around behind the front wheel. It was just something we did on the spur of the moment," recalls Davis.

"We then went to Imperial and were using sections from the 'cascade' wing on the model."

The late Peter Warr, the long-term team manager at Lotus, was adamant in a conversation with this writer back in 2010 that the turning vanes initially used on the Renault-engined 97T driven by Ayrton Senna and Elio de Angelis were straight from the 1983 rear wing.

Davis insists that is not true, but the 'cascade' wing certainly played a part in the development of the turning vane in F1 and beyond. >>



**DUCT TAPE: MECHANIC'S FRIEND**

Metres of extra-strong tape were employed to hold a door retrieved from the undergrowth.

WHEN ANDY WALLACE SAW THE driver's-side door of his Audi R8C disappear into the undergrowth on the run from Mulsanne Corner to Indianapolis during pre-qualifying for the 1999 Le Mans 24 Hours, he was straight on the radio to tell his team that he was bound for the pits. What he couldn't understand was why they were asking him for the exact location of said separation of door and car.

Wallace wanted a new door screwed into place so he could get on with the business of trying to pre-qualify the still-new coupe, but the Audi Sport UK squad had another problem – there weren't any spares. A location was required so that the departed item could be found and retrieved.

"We were at the top end of the pits, and I remember running down to race control to say, 'We've lost it somewhere between here and here, so could you find it please?'" recalls team manager John Wickham. "I think they got it back pretty quickly as I remember."

With a door tank-taped in place, Wallace pulled out all the stops to heroically haul the underdeveloped machine into the race.



LAT

**UPSIDE-DOWN THINKING**

An inverted Porsche windscreen got the ADA team onto the Le Mans grid in 1982

THE DE CADENET LOLA GROUP C car that raced three times at Le Mans in the early 1980s was a true 'bitza' special. The car's monicker doffed its hat to two of the key building blocks of this ungainly creation – a Lola T390 chassis and a De Cadenet rear suspension – but there was a third element that was arguably even more important.

The new Group C category called for strict windscreen dimensions and the car's creator – the term 'designer' would probably be overplaying it – knew that this could be the stumbling block for a project that was being put together on just a few thousand pounds.

"The windscreen was always going to be the most expensive bit," recalls ADA

team boss, engineer and chief cook and bottle washer Chris Crawford. "We had a Porsche 906 in our workshops at the time and I worked out that its windscreen would conform to the regulations if we turned it upside down. The rollcage was built to fit with the screen rather than vice versa."

That explains the ungainly looks of the De Cadenet Lola, a car that was not undeservedly dubbed the Morris Minor. Still, it got the team on the grid at Le Mans in 1982. Four years later the team would finish eighth, and first in Group C2, in the 24 Hours with a German-built Gebhardt. And on the basis of that car it would go on to produce its own line of successful C2 machinery.



LAT



### A RIAL FERRARI?

Parts that could be swapped with those on the Ferrari allowed Rial's lookalike to race in the 1988 Brazilian Grand Prix

IT QUICKLY BECAME DUBBED THE 'blue Ferrari'; and with good reason. The 1988 Rial Formula 1 car designed by Gustav Brunner didn't only bear an uncanny resemblance to the F187/88C he'd completed before he left Maranello, there was a significant interchangeability of parts between the two cars.

The new Rial team, set up by former ATS boss Gunther Schmidt, turned up at that year's Brazilian Grand Prix without a full complement of parts for its solo Cosworth-engined ARC1.

It was really only there to fulfil its entry obligations, remembers Alex Zochling, then a young mechanic with the team.

"We didn't have all the parts we needed and I remember asking what we were going to do about camber blocks," he says. "Gustav told me to go down to Ferrari and borrow some from them."

"I remember Gustav arriving at Rial with drawings with the corners cut off [where the word Ferrari would have been emblazoned]. It was just the way it was back then; now you'd go to prison."



### FAIRY LIQUID... MAKES YOUR GROUP C CAR LAST LONGER

Squirting detergent on the pitlane allowed the Fenwick Tiga to finish at Le Mans in '90

WHEN YOUR CLUTCH IS ON THE way out, it's time to get creative. The tiny British Fenwick squad finished the 1990 Le Mans 24 Hours with its ageing Tiga Group C2 car courtesy of supplies you can buy at any corner shop.

After the clutch oiled up, the team resorted to that old trick of pouring Coca-Cola into the bellhousing. That provided only temporary relief.

Getting the Tiga-Cosworth GC286/89 out of the pits was the problem because, remembers team manager Malcolm Swetnam, "if we'd stalled, it would have been game over". That's why there was always a pool of liquid – mostly

detergent – under the car at each stop.

"We'd squirt a mixture of about 80 per cent Fairy Liquid underneath the rear wheels," he recalls. "We'd start the car while it was up on the jacks and then drop it. The idea was that the wheels wouldn't grip on the slippery mix and stall the engine as they landed."

The Tiga, driven by Alistair Fenwick, Craig Simmiss and Alex Postan, saw the chequered flag, albeit in last position and more than 100 laps down.

Such practices aren't allowed today: the car must be restarted on the ground. "I'm sure the rule was introduced to stop people like us," says Swetnam.

### BRUTE FORCE GETS PORSCHE HOME

The mangled GruppeM 911 GT3-RSR was pulled straight – or straightish – by the team's truck

THE PITS AT SPA-FRANCORCHAMPS on the run down to Eau Rouge might be getting on in years, but they are sturdy. The British GruppeM squad found that out when it used the very fabric of the building to straighten its Porsche 911 GT3-RSR during the 2005 Spa 24 Hours.

Emmanuel Collard, who shared the factory-backed car with Tim Sugden and Stephane Ortelli, had crabbed into the pits early in the race after colliding with Gianni Morbidelli's spinning Ferrari 575GTC, an impact that ripped the gearbox out of the Italian car. Anyone looking at the Porsche would have thought it was game over.

"Everyone was shaking their heads, but I said we wouldn't give up," recalls GruppeM Racing team manager Steve Hagger. "We were only a couple of hours into a 24-hour race, and I reckoned the same thing could happen to anyone else."

A stripdown revealed major damage to both front chassis legs. Attempts at a repair using a Portapower dozer, borrowed from Aston Martin Racing, were to no avail. So the team got creative.

"We strapped one chassis leg to part of the pit structure and the other to our race truck and pulled," explains Hagger. "I was there at the front of the car with a bumper so I could get a rough idea of when it would all line up. I was shouting at the truckie 'again', 'stop', 'again' until we got it roughly straight."

The car was returned to the garage, rebuilt and was back out on track with a delay of a little over two hours. It ended up 19th overall and fourth in the GT2 class, 64 laps down on the class-winning sister car driven by Marc Lieb, Mike Rockenfeller and Lucas Luhr.

"I've got a picture of the two cars together at the end of the race, and you couldn't tell them apart," says Hagger.

Nor could the drivers distinguish between a straight 911 GT3-RSR and one that was eventually found to have three degrees of camber on one side and five on the other – Collard set fastest lap in class after the accident! >>





S BLOXHAM/LAT

**WOOD YOU BELIEVE IT**

ESM did more than half this year's Le Mans with a repair involving timber

PRO-TEM FIXES AREN'T A THING of the past at Le Mans. Just this year, a team completed 14 hours of the race with a block of wood jammed into the engine bay. And made the finish!

The #30 Extreme Speed Motorsports Ligier-HPD JSP2 sprung an oil leak early in the race. A fitting on the oil tank had fractured and the squad's response was to bond a patch on the offending item.

The problem was that the pressurised oil tank was flexing and the patch wouldn't hold, remembers the man charged with making the repair on the

car shared by Ryan Dalziel, Scott Sharp and David Heinemeier Hansson.

"Changing the tank wasn't an option, because that would have involved pulling out the engine," recalls mechanic Jared Williamson. "We reckoned if we could stop the tank from expanding, then the repair might hold. So we cut a piece of wood to fit between the tank and the engine and jammed it in."

Williamson's fix did the trick: "The car managed another 14 hours and 1500 miles with that bit of wood right there in the engine bay."



XPB IMAGES

**OUT WITH THE NEW, AND IN WITH THE OLD**

Marussia's suspension 'update' at Spa in 2014 involved two-year-old components

WHEN MARUSSIA NEEDED TO redesign its suspension after the ban on interlinked FRIC systems in 2014, it looked to its past for a solution. The revised front suspension introduced on the Ferrari-engined MRO3 at Spa in August was actually a modified version of that used on the team's 2012 car.

Dave Greenwood, chief engineer at Marussia at the time, admits that the ban on Front-and-Rear Interlinked Suspension "hit the team quite hard". The team struggled at the first two grands prix after the ban at Hockenheim

and Hungary before new parts arrived for Spa. Except that they weren't new.

"If I'm brutally honest, they were recycled parts from two years before that we actually used on the front of the 2012 car," says Greenwood. "The guys managed to work out that we could use them on the rear of the 2014 car if we made some small modifications."

Greenwood describes the modifications as a "good step that gave us probably two or three tenths". The result was that Jules Bianchi made it through to Q2.





### A WELL-CONSIDERED BODGE

BRM driver O'Connell showed unusual bravery to take to the track in a car with a welded upright

THE PACIFIC BRM SQUAD HAD A problem on the first of the two pre-qualifying days for the Le Mans 24 Hours in 1997. The left-rear upright had broken under lead driver Johnny O'Connell and the team didn't have a spare. Or rather the spare had been left on the wrong truck, which was back at the team's base in Norfolk. An interim solution involved welding the broken upright and uncommon bravery on the part of O'Connell.

Engineer Peter Weston calls the fix "a bodge, but a well-considered bodge".

LAT

He explains that sending O'Connell out in the repaired BRM-Nissan P301 LMP car onto a high-speed circuit on which Frenchman Sebastien Enjolras had been killed earlier in the day wasn't as reckless as it might sound. This was because "proper preparation beforehand and the correct heat treatment afterwards" made the fix strong enough.

O'Connell for his part was gung-ho and confident in his abilities to control the car should the upright have let go again. "If it goes, I'll catch it," was his comment to this author at the time.

"When you are younger, you don't have the luxury to say no," he says today. "I'd won in class with Nissan in '94 and was very eager to do the race again. I'd also driven a lot of cars that were much more dangerous than that BRM."

O'Connell got out on track in the repaired car, but it turned out that he didn't need to go for a time. The spare upright arrived by plane in time for him to set a time good enough to pre-qualify. Not that he got to race the car: between pre-qualifying and the race, he broke his foot in the Indy 500. ✍

# Fastest laps of 2015

Every driver's biggest rival is the clock. Here's our list of who set the fastest race laps at each British and Irish circuit over the 2015 season

Compiled by Marcus Simmons

Interviews by Jack Cozens, Tom Errington and Rory Mitchell

## THRUXTON

**Michael Lyons:** "I'd been wanting to get out at Thruxton in the Hesketh for a while. It was fantastic to take a 500bhp Formula 1 car round there. It was cold and that helped the engine performance, but I couldn't get the tyres operating at optimum, and it was an interesting challenge because having raced there in Formula Renault you look at going through a tough corner like Goodwood as one of the most challenging. In the F1 it was difficult, but Segrave was the one that was tough to hold the speed, and you couldn't do it flat or you'd be into the marshal's post. We put fresh tyres on for the race, and I got a crack at a fast lap early on, but there was so much traffic it was like a video game... Some usual challenges apply, such as the exit of the first corner and the final chicane are important to get right. That was key to my lap – getting the reference points and approach correct so I could brake late and carry the speed." *TE*



More power than grip for Padmore

BLOXHAM/LAT

## GOODWOOD

**Nick Padmore:** "The car is a real animal; loads of power and no grip at all. All the time it's just buckerooing like mad! Over the crest just before I braked for Lavant it got really light and spun the wheels, which kept me alert. Turning in you want to be nice and tidy on the entry, in order to get the power back on halfway round, but of course it just spins up and goes sideways. So I tend to ease off as I come through, then just try to get the throttle on more for that exit. We put better tyres on for the race and I hoped to get into the top 10. Then I forgot all about the record and just got my head down, but in the last five laps I backed off because I was running out of fuel. Only then did I think, 'I wonder if I got the record or not?'" *RM*

## CASTLE COMBE

**Tim Gray:** "There are two ways to set up the car, and one will make sure you're quicker at the start of the race. The other means you have more in the tank later on. We decided to be quick early on and I built a decent gap over the other cars. I knew then I had a good chance to push with no traffic around me and I felt we had a good chance of hitting a one-minute lap because I'd been close in qualifying. I had one lap that was close to the target and then I hit a much better one where I came even closer. I knew if I pushed again and went off the track, I'd look pretty stupid so I backed off another attempt. It's a really fast, flowing track and it's about keeping up high speed, so you have to concentrate and be consistent to get a good time." *TE*

TRACK, DRIVER AND CAR	TIME	SPEED	DATE
<b>SILVERSTONE GRAND PRIX</b> Lewis Hamilton (Mercedes F1 W06 Hybrid)	1m37.093s	135.723mph	July 5
<b>ROCKINGHAM OVAL</b> Freddie Lee (SHP Pickup-Vauxhall)	40.126s	132.69mph	May 17
<b>THRUXTON</b> Michael Lyons (Hesketh-Ford/DFV 308E)	1m07.648s	125.37mph	April 4
<b>MALLORY PARK</b> Jeremy Timms (Dallara-Suzuki F399)	41.708s	116.52mph	September 26
<b>SILVERSTONE HISTORIC GRAND PRIX</b> Christophe d'Ansembourg (Jaguar XJR-14)	1m52.857s	116.08mph	July 25
<b>DONINGTON PARK NATIONAL</b> Kieran Vernon (Dallara-Mercedes F307)	1m02.337s	114.29mph	April 26
<b>SILVERSTONE NATIONAL</b> Duncan Williams (Juno-Honda CN2012)	53.338s	110.72mph	April 5
<b>GOODWOOD</b> Nick Padmore (Lola-Chevrolet T70 Spyder)	1m18.217s	110.46mph	March 22
<b>BRANDS HATCH GRAND PRIX</b> Zach Claman DeMelo (Dallara-Volkswagen F308)	1m20.135s	109.31mph	August 16
<b>CASTLE COMBE</b> Tim Gray (Spire-Suzuki GT-3)	1m01.518s	108.26mph	October 10
<b>OULTON PARK INTERNATIONAL</b> Henry Chart (Dallara-Opel F305)	1m31.185s	106.28mph	April 6
<b>SILVERSTONE INTERNATIONAL</b> Ben Hingeley (Jedi-Suzuki Mk6)	1m03.018s	105.73mph	October 17
<b>SNETTERTON 200</b> Duncan Williams (Juno-Honda CN2012)	1m08.068s	104.93mph	June 27
<b>SNETTERTON 300</b> Zach Claman DeMelo (Dallara-Volkswagen F308)	1m42.562s	104.21mph	July 25
<b>DONINGTON PARK GRAND PRIX</b> Phil Glew (Aston Martin Vantage GT3)	1m28.347s	101.35mph	September 19
<b>KIRKISTOWN</b> Paul Dagg (Dallara-Toyota F304)	54.041s	100.720mph	May 30



Lapping Thruxton was “like a video game” for Lyons

JONES

### KNOCKHILL

**Lando Norris:** “I had driven at Knockhill before in the Ginetta Junior. The circuit is quite different to most – it’s quite up and down, quite tight and twisty – it’s different but it’s cool. I started from pole and I got a pretty good start and managed to stay in first. Then halfway through the lap – because it was still a bit damp – I pushed a bit hard into one of the corners and the tyres were still a bit cold and I spun. I dropped back to ninth and then from then on I was catching quite a bit and just had to take places one by one every lap. There were a few laps in the middle where there was a fairly big gap between second back to me basically, so I just drove as fast as I could to catch Enaam Ahmed and nailed it [on-the-road winner Colton Herta was penalised for a track-limits offence]. It was great because I didn’t start in first and just stay there. It showed that I can overtake – a few people had said that I’m not the best in the racing.” *JC*

### MALLORY PARK

**Jeremy Timms:** “In that particular race I was coming from the back of the grid and it was a case of trying to get to the front as quick as I could. Like with any lap, you know at the end of it that you’ve taken pretty much every corner at its maximum. I knew I did a couple of laps which were close to each other, and the car at the time seemed to suit the track pretty well. It’s a Formula 3 Dallara and the engine and gearbox have been replaced by a higher-boost Suzuki engine, which produces similar horsepower but you’re saving a load of weight, so it’s a very nippy car. I was a bit concerned at first that losing all that weight on the rear end would make a bit of a difference in oversteering and general balance, but we’ve made a few adjustments to the ride height and it handles as well as an F3 car. It’s been a trial this year, so I’m hoping to do a bit more stepping up with it. Hopefully Mallory next year we can go a bit quicker.” *RM*



Timms blitzed Mallory record in lightweight Suzuki F3 machine

WALKER

TRACK, DRIVER AND CAR	TIME	SPEED	DATE
<b>BRANDS HATCH INDY</b> Ben Barnicoat (Tatuus-Cosworth F4-016)	43.322s	100.37mph	November 15
<b>OULTON PARK ISLAND</b> Lando Norris (Mygale-Ford/EcoBoost M14-F4)	1m22.482s	97.16mph	June 7
<b>CADWELL PARK</b> Ben Hingeley (Jedi-Suzuki Mk6)	1m21.560s	96.53mph	July 18
<b>OULTON PARK FOSTERS</b> Josh Fisher (Van Diemen-Ford/Kent RF99)	1m03.856s	93.24mph	April 18
<b>CROFT</b> Paul Gibson (Nemesis-Rover K11 Proto)	1m22.197s	93.07mph	April 26
<b>KNOCKHILL</b> Lando Norris (Mygale-Ford/EcoBoost M14-F4)	50.075s	91.08mph	August 22
<b>BISHOPSCOURT</b> Cian Carey (Tatuus-Renault RC00)	1m25.985s	89.43mph	May 10
<b>ROCKINGHAM INT’L SUPER SPORTSCAR</b> Stuart Moseley (Radical-RPE SR3 RSX)	1m18.239s	89.26mph	May 24
<b>ROCKINGHAM INT’L LONG</b> Graham Cole (Jade-Millington Trackstar)	1m23.177s	88.72mph	May 17
<b>PEMBREY</b> Keith White (BMW-Vauxhall Z4)	1m00.909s	86.05mph	May 24
<b>ANGLESEY COASTAL</b> Jordan Sanders (Juno-Honda CN2012)	1m06.156s	84.34mph	November 22
<b>LYDDEN HILL</b> Matt Simpson (Vauxhall Tigra)	43.640s	82.49mph	June 21
<b>MONDELLO PARK LONG</b> Paul Dagg (Dallara-Toyota F304)	1m38.076s	79.897mph	September 20
<b>MONDELLO PARK SHORT</b> Paul Dagg (Dallara-Toyota F304)	53.289s	77.658mph	July 11
<b>BATTERSEA PARK</b> Sam Bird (Spark-Renault SRT_01E)	1m26.790s	75.389mph	June 28
<b>ANGLESEY INTERNATIONAL</b> Adam Mackay (Lotus Exige V6)	1m42.12s	74.03mph	November 7

# RACE CENTRE

## 2015 REVIEW • SEPANG 12 HOURS • V8 STOCK CAR



NASCAR

## Busch flowers at the

RARELY DOES A CHAMPIONSHIP-WINNING story start with a broken leg, but that's where the tale of the 2015 NASCAR Sprint Cup begins.

Kyle Busch sustained the injury when he suffered a big crash in the Xfinity Series race just before the season-opening Daytona 500. The 30-year-old missed the first 11 races with the fracture, while former team-mate Joey Logano firmly took the wheel in the title battle. After winning the 500, the Penske Ford driver scored seven consecutive top-10s, pitching himself near the top of the order with two guys who would turn out to be Chase finalists: reigning champion Kevin Harvick and Martin Truex Jr.

Truex, like Logano, scored seven consecutive top-10s at the start of the year, a major achievement for one of the few one-car teams on the grid — the Furniture Row Racing Chevrolet squad did a great job to rival Penske and the Hendrick Motorsports, Stewart-Haas Racing and Joe Gibbs Racing teams that respectively ran Chase finalists Jeff Gordon, Harvick and Busch.

When Busch returned in May, his task to qualify for the Chase was not only to win a race,

but also to claw his way into the top 30 in the points. Predictably, he struggled to begin with, taking 11th, 36th, ninth and 43rd in his first four races. That left the Las Vegas native reeling, with the most unlikely place for redemption — Sonoma — next on the schedule. Without any road-course testing plus the added stress on his leg, Busch's chances of making the Chase looked bleak.

But Busch has always been a driver to thrive under adversity. He fought hard to win Sonoma, something he called a "turning point" in the year.

That began a run of five wins in six races that propelled Toyota driver Busch in his quest to make the top 30. He would score just one more victory, but that was crucially in the finale at Homestead, giving him the title.

The main challenger missing from the final shootout was Logano. After winning all three races in the second leg of the Chase, Logano was ploughed into at Martinsville by Matt Kenseth in retribution for a previous incident. The DNF dropped him to the back of the Chase standings and he would never recover.

While controversy shrouded the Martinsville



Mid-season win spree helped Busch into Chase

# right moment

race, Gordon's Chevrolet took the victory to make the final-race showdown in his retirement season. But there was to be no fairytale end to the four-time champion's career. Busch and the Chevy of Harvick were clearly the class of the field, and Harvick could not prevent a title many had predicted for Busch since he entered the Sprint Cup in 2004. His outright pace has never been doubted, but playing the long game had never been his strong suit. Gordon reckons Busch grew as a driver this year and that's why he was able to seal the deal. Not a bad compliment from NASCAR's original hot-headed young charger.

Chris Buescher secured the Xfinity title after two wins and a consistent run of form, beating Gordon's Sprint Cup replacement Chase Elliott to the title.

The Truck Series inaugurated its youngest-ever champion, Erik Jones. He won three races for Kyle Busch's team for the second year in a row.

## POINTS

**1 Kyle Busch (Toyota Camry), 5043;** 2 Kevin Harvick (Chevrolet SS), 5042; 3 Jeff Gordon (Chevy), 5038; 4 Martin Truex Jr (Chevy), 5032; 5 Carl Edwards (Toyota), 2368; 6 Joey Logano (Ford Fusion), 2360; 7 Brad Keselowski (Ford), 2347; 8 Kurt Busch (Chevy), 2333; 9 Denny Hamlin (Toyota), 2327; 10 Jimmie Johnson (Chevy), 2315.



Champ gets sideways at Moscow Raceway

## TCR INTERNATIONAL

# Comini stays on Target

WITH DRIVERS OF THE CALIBRE OF Gianni Morbidelli, Jordi Gene and Pepe Oriola to beat, Stefano Comini wouldn't have been many pundits' tip for the inaugural TCR International crown. But a win in the opening race, supporting the Malaysian Grand Prix, set out the stall for the 25-year-old Italo-Swiss.

Comini, best known for winning the 2011 Megane Trophy title, survived an early-season war with Morbidelli – which led to warnings of retribution after a series of collisions – and it finally boiled down to a Macau finale shootout with former World Touring Car Championship race winner Oriola.

Comini survived a series of assaults from Oriola to win the race and the title, to the delight of the Italian Target Competition team that ran him. Both Target and the Craft-Bamboo squad, which fielded Oriola, Gene and Sergey Afanasiev in a potent line-up, used the SEAT Leon Racer from the marque's one-make Eurocup, and upon which TCR was heavily reliant as it evolved from a concept into a decent racing series.

The main rivalry to the SEATs came from the West Coast Racing team from Sweden, which used the JAS Engineering-built Honda Civic. This was the best bespoke TCR racer and, between them, Morbidelli, Kevin Gleason and Rob Huff (who dipped in for Macau) won six races.

The other winning cars were the Audi TT (Nicki Thiim) and Volkswagen Golf R (Pol Rosell) of Team Engstler, which had a revolving cast of drivers and machinery.

## POINTS

**1 Stefano Comini (SEAT Leon Racer), 342;** 2 Pepe Oriola (SEAT), 312; 3 Jordi Gene (SEAT), 285; 4 Gianni Morbidelli (Honda Civic TCR), 243; 5 Kevin Gleason (Honda), 226; 6 Andrea Belicchi (SEAT), 186; 7 Sergey Afanasiev (SEAT), 134; 8 Mikhail Grachev (Audi TT/SEAT/VW Golf R), 105; 9 Michel Nykjaer (SEAT), 100; 10 Lorenzo Veglia (SEAT/VW), 85.

## The champions



**JAPANESE FORMULA 3**  
Nick Cassidy



**EUROFORMULA OPEN**  
Vitor Baptista



**BRAZILIAN FORMULA 3**  
Pedro Piquet



**GERMAN FORMULA 4**  
Marvin Dienst



**ITALIAN FORMULA 4**  
Ralf Aron



**SMP FORMULA 4**  
Niko Kari



**JAPANESE FORMULA 4**  
Sho Tsuboi



Action Express winner in action at Sebring

UNITED SPORTSCAR

## Barbosa, Fittipaldi on repeat

YEAR TWO OF THE UNITED SportsCar Championship, an amalgam of the superseded American Le Mans Series and Grand-Am, lived up to expectations. Grids averaged in the low thirties and each of the 10 rounds provided spectacular racing action in all four classes.

The top Prototype category was a little thin with only eight full-time entries, but what it lacked in quantity was more than offset by the quality. Joao Barbosa and Christian Fittipaldi rode a slice of good fortune to successfully defend their title following a spectacular but soggy Petit Le Mans finale at Road Atlanta. The pair profited when the 10-hour race was flagged to an early conclusion shortly after their Action Express team-mates Dane Cameron and Eric Curran had relinquished the lead due to a scheduled pitstop.

Cameron/Curran had to make do with third in the final standings behind Richard Westbrook and Michael Valiante, who led for most of the season in their similar VisitFlorida.com/Spirit of Daytona Coyote Corvette DP, only to fall at the final hurdle when both Valiante and third driver Mike

Rockefeller fell foul of the treacherous conditions following a brilliant opening stint by Westbrook. All three of the top teams claimed two victories, as did Taylor brothers Ricky and Jordan in their father Wayne's Dallara Corvette, while the evergreen Scott Pruett and Joey Hand also earned a race win aboard Chip Ganassi Racing's Ford EcoBoost-powered Riley.

The GTLM class provided its usual fireworks, at least until mid-season when a new range of Michelin tyres transformed the factory blessed Porsches from merely competitive to dominant, especially in the hands of Nick Tandy. The British Le Mans winner won four of the final five races in partnership with genial and rapid Frenchman Patrick Pilet, who secured the championship alone after Tandy was obliged to skip a couple of early-season events. The duo even romped to an outright win at Petit Le Mans, when their wet-weather tyres were sublime.

Corvette started the season strongly with victories at Daytona and Sebring for Antonio Garcia and Jan Magnussen but couldn't match the progression made by

Porsche. In the end they were beaten to second place by the BMW Team RLL Z4 GTE of Bill Auberlen and Dirk Werner, who also won twice.

Ferrari also profited from the new-generation Michelins, but Risi Competizione's Giancarlo Fisichella and Pierre Kaffer were unable to make up for a disappointing start to the campaign.

The two Pro-Am classes, PC and GTD, also provided tremendous competition. Jon Bennett/Colin Braun parlayed consistency into their second successive PC title – and fifth in as many years for Bennett's CORE autosport team – although Mike Guasch and Tom Kimber-Smith gained some consolation by winning three of the four long-distance races for PR1/Mathiesen Motorsports.

A gripping GTD battle went down to the wire as Bill Sweedler and Townsend Bell (Scuderia Corsa Ferrari) edged Christian Nielsen (TRG-AMR Aston Martin) by just two points, with Paul Miller Racing's Audi, shared by Christopher Haase and Dion von Moltke, only another two points adrift.

**JEREMY SHAW**

### POINTS

**1 Joao Barbosa/Christian Fittipaldi (Coyote-Chevrolet), 309;** 2 Richard Westbrook/Michael Valiante (Coyote-Chevy), 306; 3 Dane Cameron/Eric Curran (Coyote-Chevy), 304; 4 Joey Hand/Scott Pruett (Riley-Ford), 301; 5 Jordan Taylor/Ricky Taylor (Dallara-Chevy), 292; 6 Oswaldo Negri/John Pew (Ligier-Honda), 273. **GTLM 1 Patrick Pilet (Porsche 911 RSR), 315;** 2 Dirk Werner/Bill Auberlen (BMW Z4 GTE), 305; 3 Antonio Garcia/Jan Magnussen (Chevrolet Corvette C7.R), 295; 4 Giancarlo Fisichella/Pierre Kaffer (Ferrari 458 Italia), 293; 5 John Edwards/Lucas Luhr (BMW), 291; 6 Jorg Bergmeister (Porsche), 276. **PC 1 Jon Bennett/Colin Braun, GTD 1 Townsend Bell/Bill Sweedler (Ferrari 458 Italia GT3).**

### PORSCHE SUPERCUP

## Austrian is dominant in Porsches, Eng of story

AT THE START OF THE SEASON, Philipp Eng had not won a Porsche Supercup race in two years of trying. But the 25-year-old Project 1 driver was always among the favourites for the title and, after a consistent start while others shared the wins, ex-Formula 2 ace Eng broke through with a victory at Silverstone in July.

That triumph, under pressure from Alex Riberas, put Eng firmly in control. Little did the Austrian know that the man who was down in 16th in the championship at the time, Lechner

Racing's Sven Muller, would emerge as his main challenger. The Porsche junior and ex-Formula 3 racer took his first win of the season at the Hungaroring, adding three more over the following four races at Spa and Monza. But Eng never dropped out of the top seven finishers, adding a second win in race two at Spa to consolidate his position.

When rain washed away the first race at the season-ending Austin double-header, Eng just had to cruise and collect in the second. Eighth there was more than enough to clinch the title.

Michael Ammermuller, also driving for Lechner, won the season opener but never recovered from drawing a blank after suffering a suspension problem while leading at Spa. This allowed the consistent but winless Christian Engelhart to take second overall.

Eng was also the runaway winner of the German Carrera Cup, comfortably beating Engelhart. Riccardo Agostini won the Italian title, Maxime Jousse triumphed in France, Chris van der Drift in Asia and Nick Foster in Australia.

**EDD STRAW**

### POINTS

**1 Philipp Eng, 145;** 2 Sven Muller, 126; 3 Michael Ammermuller, 124; 4 Christian Engelhart, 124; 5 Alex Riberas, 122; 6 Christopher Zochling, 93; 7 Matteo Cairoli, 83; 8 Come Ledogar, 81; 9 Ben Barker, 69; 10 Jeffrey Schmidt, 67.

**SUPER FORMULA**

# Surprising Ishiura beats the big guns

DON'T LET THE FACT THAT KAZUKI Nakajima had to miss a round due to injury dilute the achievement of Hiroaki Ishiura in winning Japan's premier title in 2015.

The ex-Formula 1 driver sustained a fractured vertebra when he crashed his Toyota LMP1 car at the Spa 6 Hours event, and was still recovering three weeks later when Ishiura swept to victory at Okayama. A finish in the top two in this race – something Nakajima managed in each of the other opening five rounds – would have got him over the line as champion. There's a good chance Nakajima would have managed this, but it's not certain that he would have done so.

The 34-year-old Ishiura has himself recovered from injury, which sidelined him from Toyota's 2012 Le Mans line-up as well as the '12/'13 Super Formula seasons, and

his worthy title – earned via two wins – with the Cerumo-Inging team represented his first major honours since graduating to the top echelons of Japanese racing in '08.

In between WEC commitments Nakajima and Andre Lotterer upheld the honour of the ever-strong TOM'S squad, scoring one and three wins respectively to take second and third in the points.

Another foreign 'import', Brazilian Joao Paulo de Oliveira, ensured a top-four sweep for Toyota power with the Impul squad of Japanese racing legend Kazuyoshi Hoshino, taking one win along the way.

Honda again struggled, with Naoki Yamamoto as usual at the sharp end for the manufacturer and taking its only win in the finale with his Mugen car. That lifted him above F1 refugee Kamui Kobayashi for fifth in points at the last gasp.

**POINTS**

- 1 **Hiroaki Ishiura (Dallara-Toyota), 51.5;**
- 2 Kazuki Nakajima (D-T), 45.5; 3 Andre Lotterer (D-T), 40; 4 Joao Paulo de Oliveira (D-T), 34; 5 Naoki Yamamoto (D-Honda), 26; 6 Kamui Kobayashi (D-T), 20; 7 Tomoki Nojiri (D-H), 13; 8 Ryo Hirakawa (D-T), 13; 9 Yuji Kunimoto (D-T), 7.5; 10 Daisuke Nakajima (D-H), 7.



ISHIHARA/LAT

Ishiura leads from Nakajima and Kobayashi

**SUPER GT**

# Quartet for Quintarelli in Japan

SUPER GT'S SYSTEM OF DRACONIAN success ballast as usual produced a close title showdown, but couldn't stop the NISMO Nissan crew of Ronnie Quintarelli and Tsugio Matsuda becoming champions for the second year in a row.

Italian Quintarelli now has an extraordinary record of four titles in the past five years, while Matsuda, who impressed 16 years ago in British F3 testing when he was Honda's star scholar (as successor to Takuma Sato), is a long-time star of Japanese racing with two Formula Nippon titles.

With two wins, Quintarelli and Matsuda were the hare to the non-winning tortoise crew of Joao Paulo de Oliveira and Hironobu Yasuda.

Sometimes it works by playing the success-ballast system in accumulating points rather than scoring victories, but the experienced Impul Nissan crew fell five points short, having led the standings going into the Motegi finale.

Naoki Yamamoto and Takuya Izawa were the highest-placed Honda crew, taking third in points in their Team Kunimitsu entry, leapfrogging the top Lexus of Super Formula champ Hiroaki Ishiura and Yuji Tachikawa at the final round. TOM'S Lexus pair Andrea Caldarelli and Ryo Hirakawa bookended the season with wins, but results were scarce in between. The sister TOM'S car of James Rossiter and Daisuke Ito won the blue-riband race, the Suzuka 1000Km.

**POINTS**

- 1 **Ronnie Quintarelli/ Tsugio Matsuda (Nissan GT-R Nismo), 79;**
- 2 Joao Paulo de Oliveira/ Hironobu Yasuda (Nissan), 74; 3 Naoki Yamamoto/Takuya Izawa (Honda NSX Concept-GT), 60; 4 Yuji Tachikawa/ Hiroaki Ishiura (Lexus RC F), 59; 5 Andrea Caldarelli/ Ryo Hirakawa (Lexus), 56; 6 Satoshi Motoyama/ Masataka Yanagida (Nissan), 50; 7 James Rossiter/Daisuke Ito (Lexus), 49; 8 Koudai Tsukakoshi/Hideki Mutoh (Honda), 39; 9 Kazuya Oshima/Yuji Kunimoto (Lexus), 32; 10 Michael Krumm/Daiki Sasaki (Nissan), 31.



ISHIHARA/LAT

Champion Nissan leads runner-up machine

## The champions



FOTOGRAFIA

**INTERNATIONAL GT OPEN**  
Alvaro Parente/Miguel Ramos



CLEARY/LAT

**ADAC GT MASTERS**  
Sebastian Asch/Luca Ludwig



**PIRELLI WORLD CHALLENGE**  
Johnny O'Connell



**ASIAN GT**  
Darryl O'Young



**ITALIAN GT**  
Stefano Gattuso



DPPI

**FRENCH GT**  
Sebastien Dumez/Olivier Pernaut/Raymond Narac



DPPI

**EUROPEAN RALLY CH'SHIP**  
Kajetan Kajetanowicz



FORMULA RENAULT 2.0

# Aitken's comeback from injury

Left to right:  
Aitken, Deletraz  
and Hughes battle  
at the 'Ring

A BONANZA OF BRITISH TALENT played a leading role in this year's Formula Renault 2.0 Eurocup, as Ben Barnicoat, Jake Hughes and eventual champion Jack Aitken contested an intense and stormy eight-way title decider at Jerez.

The triple-header finale was disrupted by torrential rain, before Koiranen GP driver Aitken emerged with the championship in nerve-wracking fashion.

That certainly hadn't looked likely three months earlier. Aitken was languishing eighth in the points when he sustained back injuries in a round of FRenault ALPS – which both the Scottish-Korean and Brummie team-mate Hughes were also contesting – at Monza. Doubts were cast over the remainder of the season, but Aitken got back in the car, pulled himself back into Eurocup contention and also overhauled Hughes for the ALPS title at

the final round, also at Jerez.

Louis Deletraz had stormed into a strong early lead in the Eurocup, forming a potent spearhead for the Josef Kaufmann Racing squad with fellow Swiss Kevin Jorg. He won three of the first seven races, but never scored another victory in the Eurocup, allowing one-time winner Jorg to level the scores going into Jerez.

Two wins for Aitken in the first two races at the finale thrust him into the lead, but a breakdown before the decider forced a pitlane start, leaving him vulnerable. But Jorg's challenge faltered when he unsuccessfully gambled on wet tyres for drying conditions, and Deletraz, needing a win, could only finish sixth.

Deletraz could take comfort from a stunning Northern European Cup campaign, where he netted nine victories en route to the crown from the distant Jorg.

Barnicoat's Eurocup assault failed to recover from non-scoring at Silverstone, but the Fortec Motorsport man enjoyed an excellent second half to his season, winning three races.

Like Barnicoat, Tech 1 Racing's Anthoine Hubert was disadvantaged by not competing in a parallel FR2.0 series. The Frenchman had the speed to win the Eurocup, but lost out through a strategic error during qualifying at Jerez.

ART Junior Team driver Ukyo Sasahara, who took third in the NEC standings, and 2016 Porsche junior driver Dennis Olsen at Manor MP Motorsport were the remaining Eurocup winners and final title contenders.

Others to win were Max Defourmy in NEC, and JD Motorsport pair Thiago Vivacqua and Matevos Isaakyan, who kept the Brits on their toes in ALPS.

PETER MILLS

## POINTS

**1 Jack Aitken, 206;**  
2 Louis Deletraz, 193;  
3 Kevin Jorg, 193;  
4 Ben Barnicoat, 174;  
5 Anthoine Hubert, 172;  
6 Jake Hughes, 160;  
7 Ukyo Sasahara, 116;  
8 Dennis Olsen, 101;  
9 Ignazio D'Agosto, 94;  
10 Matevos Isaakyan, 87.  
**NEC 1 Deletraz, 378;**  
2 Jorg, 305; 3 Sasahara,  
296; 4 Max Defourmy, 218;  
5 Jehan Daruvala, 194.5;  
6 Dries Vanthoor, 181.  
**ALPS 1 Aitken, 242;**  
2 Hughes, 237; 3 Thiago  
Vivacqua, 197; 4 Isaakyan,  
193; 5 Stefan Riener, 191;  
6 Vasily Romanov, 138.



Solberg leads the marauding horde

## WORLD RALLYCROSS

# Solberg makes it a double

NORWEGIAN HERO PETTER SOLBERG MADE IT TWO OUT OF two World Rallycross titles by claiming three wins, nine podiums and heading the points table for the entire campaign.

But it wasn't as easy for the 2003 World Rally champion as those statistics suggest. Citroen driver Solberg faced stiff opposition from Peugeot-Hansen's Timmy Hansen from the middle of the season and had to wait until the final round to be confirmed of the title. The Hansen team got off to a shaky start but found pace from its Peugeot 208 and won five times with Hansen and Davy Jeanney.

In a strong maiden full-time campaign, Johan Kristoffersson won the opener in his VW Polo and took third in the points. Andreas Bakkerud and OlsbergsMSE struggled to replicate their race-winning pace of 2014 for much of the year but his Fiesta won one round. Privateer Robin Larsson won the finale in his Audi.

HAL RIDGE

## POINTS

**1 Petter Solberg (Citroen DS3), 301;**  
2 Timmy Hansen (Peugeot 208), 275;  
3 Johan Kristoffersson (VW Polo), 234; 4 Andreas Bakkerud (Ford Fiesta ST), 232; 5 Davy Jeanney (Peugeot), 201; 6 Mattias Ekstrom (Audi S1), 201;  
7 Reinis Nitiss (Ford), 167;  
8 Robin Larsson (Audi A1), 147; 9 Toomas Heikkinen (VW), 137; 10 Timur Timerzyanov (Ford), 105.

## INDYLIGHTS

# Pigot saddles a winner

WITH JACK HARVEY HAVING ONLY lost out in the 2014 title chase on a results countback, and single-seater superteam Carlin joining the fray for the first time, it looked like a British invasion to match The Beatles in 1964 was about to overwhelm Indy Lights.

To continue the analogy, that means that rookie Spencer Pigot, as reigning Pro Mazda champion, played the role of Beach Boys creative force Brian Wilson in reasserting American honour with Juncos Racing. Pigot took six wins, the last of which wrapped up the title.

Harvey was left the bridesmaid for the second year running with Schmidt Peterson Motorsports, while Dubai's Ed Jones fell only a few points short of the Lincolnshire driver. Jones got the Carlin team off to a flying start with three wins in the first three races, but had no victories after that. The other Carlin driver, Max Chilton, scored one success.

SPM's RC Enerson made a good transition from F2000, taking one win.

## POINTS

**1 Spencer Pigot, 357;**  
2 Jack Harvey, 330;  
3 Ed Jones, 324;  
4 RC Enerson, 295;  
5 Max Chilton, 256;  
6 Kyle Kaiser, 237;  
7 Felix Serralles, 225;  
8 Juan Piedrahita, 223;  
9 Scott Anderson, 219; 10 Shelby Blackstock, 218.

EUROPEAN LE MANS SERIES

# Greaves makes it the house of Lancaster

THREE TEAMS STOOD HEAD-AND-shoulders above the rest in the European Le Mans Series, with Greaves Motorsport, Jota Sport and TDS Racing the only crews seriously in with a chance of outright victories. Any of the three might have won the title, but it was Greaves Gibson trio Jon Lancaster, Bjorn Wirdheim and Gary Hirsch who prevailed at the Estoril finale.

Wirdheim, returning to the European racing scene for the first time in over a decade, and silver-rated Hirsch drove well all season but the real star in the car was GP2 race winner Lancaster. He didn't make many friends in the season opener at Silverstone, when both Jota driver Harry Tincknell and, after a late clash while battling for the lead, TDS's Tristan Gommendy were unhappy with him, but his performances were consistently strong.

The Greaves Gibson trio followed up with another win in the penultimate round at Paul Ricard. The TDS crew, with Ludo Badey and Pierre Thiriet, won comfortably at Imola and, with Jota's Filipe Albuquerque, Simon Dolan and Tincknell scoring at the Red Bull Ring mid-season, it set up a three-way title decider.

This looked to be going Jota's way, but when it rained Dolan, on slicks, looped it into the gravel. That handed the initiative to Greaves, with Lancaster closing out the result needed to take the title.

Olympic cycling legend Chris Hoy won the new LMP3 class for Ginetta, but team-mate Charlie Robertson was the real on-track star.

In GTE, AF Corse-run Formula Racing took the title comfortably, with TDS Racing's BMW prevailing in GTC.



Hirsch steers the Greaves car to title

V8 SUPERCARS

# 'Frosty' thaws out maiden title

WHEN MARK WINTERBOTTOM joined what was then Ford Performance Racing he told the management, 'Give me the car and I'll give you a title.'

A decade and a change of branding later, 'Frosty' gave Prodrive Racing Australia a breakthrough championship. Nine wins and 25 top-10s ensured that Winterbottom survived a late-season resurgence from Triple Eight-run Red Bull Racing to seal the deal.

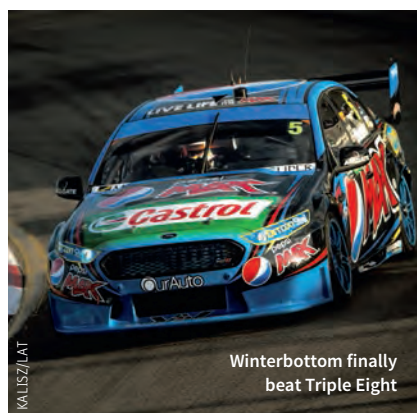
Surprisingly, it was not six-times title winner Jamie Whincup who challenged Winterbottom for the crown. After a challenging first half of the year Whincup closed out the season with nine podium finishes but by then his role was to back up team-mate Craig Lowndes. That he did, but the gap to Winterbottom was too great for Lowndes to overcome. Red Bull had to be satisfied with the teams' prize.

At least Lowndes had a wingman. Chaz Mostert looked to be the biggest threat to team-mate Winterbottom until he broke his leg in a qualifying crash at the Bathurst 1000, putting him out for the rest of the season. Prodrive's 'satellite'

driver David Reynolds stepped up, but third was the best he could manage in the final reckoning.

Best of the 'Future' brands was Volvo's Scott McLaughlin in eighth overall, one spot up on Nissan's Rick Kelly. Neither manufacturer scored a race win, but Erebus's Mercedes-Benz did, although the man responsible, Will Davison, could manage only 15th overall.

PHIL BRANAGAN



Winterbottom finally beat Triple Eight

POINTS

- 1 Jon Lancaster/Bjorn Wirdheim/Gary Hirsch (Gibson-Nissan 015S), 93;** 2 Ludovic Badey/Pierre Thiriet (ORECA-Nissan 05), 91; 3 Harry Tincknell/Filipe Albuquerque/Simon Dolan (G-N), 89; 4 Tristan Gommendy (O-N), 66; 5 Mikhail Aleshin/Kirill Ladygin (ORECA-Nissan 03/BR01-Nissan), 56; 6 Nic Jonsson/Tracy Krohn (Ligier-Judd JSP2), 46.  
**LMP3 1 Charlie Robertson/Chris Hoy (Ginetta-Nissan LMP3).**  
**GTE 1 Johnny Laursen/Mikkel Mac/Andrea Rizzoli (Ferrari 458 Italia) GTC 1 Franck Perera/Dino Lunardi/Eric Dermont (BMW Z4 GT3).**

## The champions



**V8 STOCK CARS**  
Marcos Gomes



**EUROPEAN TOURING CARS**  
Dusan Borkovic



**SCANDINAVIAN TOURING CARS**  
Thed Bjork



**BRAZILIAN TOURING CARS**  
Vitor Meira



**RENAULT SPORT TROPHY**  
Endurance: David Fumanelli/  
Dario Capitanio



**RENAULT SPORT TROPHY**  
Elite: Andrea Pizzitola



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# Vanthoor wins on comeback



The winning Audi R8 LMS splashes around Malaysia

**SEPANG 12 HOURS**  
**SEPANG (MAL)**  
**DECEMBER 12**

AUDI TOOK A 1-2-3 FINISH AS Laurens Vanthoor, returning from injury, and Stephane Ortelli, in his last race as an Audi factory driver, combined with Briton Stuart Leonard to win in their WRT car.

Vanthoor was in second place after the final stops, behind the sister new-shape R8 of Christopher Mies (in the car he shared with Christopher Haase and Endo Ide). Mies had remained on the same wet-weather tyres and Vanthoor, on fresh rubber, was able to pass him with 40 minutes remaining.

Markus Winkelhock was leading

in the Phoenix Audi he shared with Nicki Thiim and Niki Mayr-Melnhof when the race was red-flagged for a second time due to torrential rain. When the green flag flew with two hours left, Winkelhock was overhauled by Vanthoor.

The FFF Racing McLaren of Alvaro Parente, Andrea Caldarelli, Andrew Watson and Hiroshi Hamaguchi won the Pro-Am class, finishing one lap down in fourth.

Gianmaria Bruni took pole and led the race in Clearwater Racing's Ferrari (shared with James Calado and Matt Griffin), but lost time with punctures and suspension damage in a clash with a lapped Lotus. ECU failure ended the car's race. The leading M-Sport Bentley was fifth,

with the sister car of Guy Smith, Steven Kane and Vincent Abril 10th after dropping way back with a gearbox problem after the first red flag. The Singha Ferrari, with Carlo van Dam and Alessandro Pier Guidi the star drivers, also led before dropping down to finish eighth.

**RESULTS**

**1 Laurens Vanthoor/Stephane Ortelli/ Stuart Leonard (Audi R8 LMS)**, 228 laps in 12h01m46.681s; 2 Christopher Mies/Christopher Haase/Enzo Ide (Audi), +8.330s; 3 Nicki Thiim/Markus Winkelhock/Niki Mayr-Melnhof (Audi); 4 Alvaro Parente/Andrea Caldarelli/Andrew Watson/Hiroshi Hamaguchi (McLaren 650S GT3); 5 Maximilian Buhk/Maxime Soulet/Andy Soucek (Bentley Continental GT3); 6 Alex Yoong/Marchy Lee/Shawn Thong (Audi).

# Abreu wins but it's Gomes's title

**V8 STOCK CARS**  
**INTERLAGOS (BR)**  
**DECEMBER 13**  
**ROUND 12/12**

MARCOS GOMES MAY HAVE qualified his Voxx Motorsport Peugeot only 27th in a rain-affected session as he sought to wrap up the title, but with rival Caca Bueno 26th he didn't have to worry too much.

Bueno then extinguished his final hopes when an optimistic move into the first corner resulted in him hitting Ricardo Mauricio, damaging the Red Bull Chevrolet's front bodywork and forcing him back to the pits for repairs. Gomes was also caught in a multiple crash and went to the pits, then his engine refused to start — even though he rejoined



Abreu leads from Jimenez

six laps down, his crown was secure.

Polesitter Valdeno Brito led the first nine laps, but a faulty brake light resulted in his being called into the pits, promoting his Blancpain GT team-mate Atila Abreu into the lead. Abreu went on to win from ex-GP2 driver Diego Nunes and Felipe Fraga, as Thiago Camilo stormed from 31st to seventh.

**LITO CAVALCANTI**

**RESULTS**

**1 Atila Abreu (Chevrolet Cobalt)**, 23 laps in 42m28.345s; 2 Diego Nunes (Chevy), +2.527s; 3 Felipe Fraga (Peugeot 407); 4 Gabriel Casagrande (Chevy); 5 Vitor Genz (Peugeot); 6 Denis Navarro (Chevy).  
**Points 1 Marcos Gomes, 242**; 2 Caca Bueno, 210; 3 Thiago Camilo, 193; 4 Rubens Barrichello, 188; 5 Allam Khodair, 184; 6 Daniel Serra, 181.

## IN BRIEF

**GULF 12 HOURS**

The Kessel Racing Ferrari of Davide Rigon, Andrea Piccini and Michal Broniszewski took honours at Yas Marina in a twin-six-hour-heats enduro. Jeroen Bleekemolen was leading early in the second half, before the Black Falcon Mercedes he shared with Maro Engel and Khaled Al Qubaisi developed an electrical problem. It finished seventh. The sister Merc of Yelmer Buurman, Hubert Haupt and Abdulaziz Al Faisal then led before Rigon passed Al Faisal in hour 10. Third was the Aston Martin of Darren Turner, Jonny Adam and Ahmad Al Harthy.

**ANDROS TROPHY**

Franck Lagorce moved into the series lead with a win in the second race in Andorra in his Dacia Lodgy. Lagorce won the qualifying heats and led the Renault of Jean-Baptiste Dubourg, while a controversial mid-race clash between Olivier Panis and Jean-Philippe Dayraut as they fought for third resulted in both out of the race and Panis excluded. Lagorce had trailed top qualifier Toomas Heikkinen's Mazda throughout the first race, having passed Adrien Tambay's Audi for second on lap one. More mechanical dramas for Dayraut resulted in Heikkinen giving up his car for the multiple champion for the second race.

**BRAZIL TOURING CARS**

Ex-IndyCar ace Vitor Meira didn't win a race this season, but clinched the title at Interlagos in his JLM Honda Civic. Meira was fourth in the opening race, which was won by Fabio Carbone after a battle with the sister works Renault of Rubens Barrichello. A conservative seventh for Meira in race two was enough as another Renault, that of Gabriel Casagrande, won the race from Meira's team-mate Gustavo Martins.

**BRAZILIAN FORMULA 3**

Already-crowned Pedro Piquet took two more wins at Interlagos to finish his domestic career before heading to European F3. In the first race he had a broken exhaust, which allowed Matheus Iorio to close, before Iorio made a mistake, and also got penalised 20 seconds for a track-limits offence. Piquet passed Iorio within five laps to win the later reversed-grid race.

# WIN

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Compiled by Jack Cozens

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## A TOURING CARS IN 2015

- 1** Rubens Barrichello lost his V8 Stock Cars crown this season after victory in 2014. Which driver won the championship?
- 2** How many different DTM drivers started from the front row of the grid during the 2015 season?
- 3** Why did Jamie Whincup and Paul Dumbrell receive a drive-through penalty during the Bathurst 1000?
- 4** To which series did Dusan Borkovic switch after leaving the World Touring Car Championship?
- 5** Who was the only British Touring Car Championship driver to complete every racing lap in 2015?
- 6** In how many rounds of the World Touring Car Championship season did Rickard Rydell compete?
- 7** Mat Jackson competed in five of the 10 British Touring Car Championship rounds. How many points did he score in that time?
- 8** Who won the World Touring Car Championship's Yokohama Drivers' Trophy for independent drivers?
- 9** How many wins did Thed Bjork take on his way to a third-successive Scandinavian Touring Car Championship crown?
- 10** BMW set a new DTM clean-sweep record at Zandvoort. Marco Wittman won, but how many top positions did the marque lock out?

## B FORMULA 1 IN 2015

- 1** In Russia, which driver made his 250th grand prix start?
- 2** Nico Hulkenberg won the Le Mans 24 Hours for Porsche, but what was his best grand prix finishing position in 2015?
- 3** What was the combined total of Jenson Button's grid penalties in 2015?
- 4** Max Verstappen equalled his father's career-best qualifying position in just his second event, in Malaysia. Which grid position did he achieve?
- 5** For what did Romain Grosjean receive two penalty points in Hungary?
- 6** Which driver's position lost/gained average on lap one was 0 across the whole season?
- 7** Fourth place for the Abu Dhabi Grand Prix matched Sergio Perez's previous best qualifying position in F1. How many times has the Mexican started from fourth?
- 8** Excluding the two Mercedes drivers, which driver set more fastest laps than anyone else?
- 9** Sebastien Vettel did more racing laps than any other driver. How many did he complete?
- 10** Which place did Valtteri Bottas occupy more than any other, with 257 laps there?



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**WHERE IN THE WORLD?**  
Name the tracks





**LEGENDS?**

Name the superstar drivers in unusual places



**SPORTSCARS IN 2015**

- 1 Porsche won the 24 Hours of Le Mans for the first time in 17 years this season. Who were the three drivers who took it to its previous victory?
- 2 How many combined laps did the three Nissan GT-R LM Nismo complete during the 24 Hours of Le Mans?
- 3 By how many points did Guy Smith, Andy Meyrick and Steven Kane miss out on the Blancpain Endurance Series title?
- 4 Which driver collided with championship contender Marco Attard during the British GT finale at Donington Park?
- 5 How many crews finished within 10 points of the title-winning pair of Joao Barbosa and Christian Fittipaldi in the United SportsCar Championship?
- 6 Which pair were the only two drivers in the top five of the final British GT standings without a win to their name in the 2015 season?
- 7 By how many points did the LNT Ginetta team of Chris Hoy and Charlie Robertson win the European Le Mans Series LMP3 title?
- 8 How often did LMP2 winners Roman Rusinov, Julien Canal and Sam Bird not finish on podium in the World Endurance Championship?
- 9 The WEC crown was Mark Webber's first championship title. In which year did he win his only other major crown, the Formula Ford Festival?
- 10 Bentley pair Vincent Abril and Maximilian Buhk overhauled Robin Frijns and the absent Laurens Vanthoor for the Blancpain Sprint Series crown on the final weekend of the season. What had their deficit been heading into the weekend?



**WHO, WHAT, WHERE, WHEN?**

Name the drivers, cars, series, venues, dates

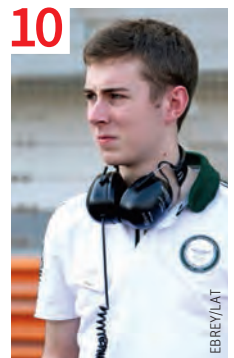
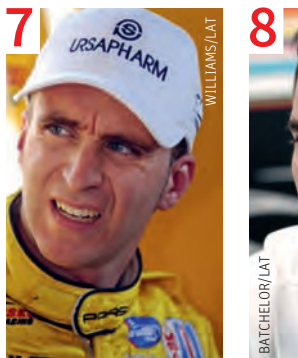
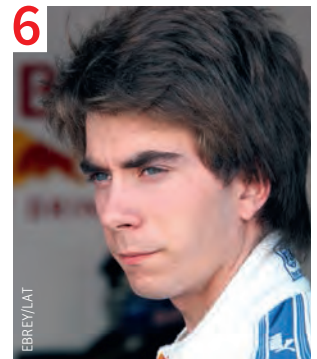


## G RALLYING IN 2015

- 1 In which rally did Sebastien Ogier crash out of the lead on the final stage?
- 2 Kris Meeke's win in Argentina ended a 13-year wait for a British victory. In which year was the Argentinian event last won by a Briton?
- 3 Sebastien Ogier claimed his third straight title in 2015. During those three campaigns, what was his greatest points margin over team-mate Jari-Matti Latvala?
- 4 How many rallies had Citroen waited between Rally Argentina this year and its previous victory (Rally Germany in 2013)?
- 5 In which other world championship did WRC2 champion Nasser Al-Attiyah appear this season?
- 6 Four drivers won power stages in 2015. Aside from the three Volkswagen drivers, who was the fourth?
- 7 On how many stages did Sebastien Loeb post the fastest time during his sole 2015 WRC outing in Monte Carlo?
- 8 Subaru USA celebrated the 20th anniversary of Colin McRae's WRC title by running an Impreza WRX in the livery that McRae won with in 1995. What was the car's number?
- 9 During which rally were Ott Tanak and co-driver Raigo Molder lucky to escape unharmed after plunging into a reservoir?
- 10 In 2015, the top 10 drivers in the championship scored at least one podium each. When did this last happen?

## H WINNERS' GALLERY?

Name the 2015 champions? Pics are not necessarily from this year!



# HOW TO ENTER

**ENTRIES CLOSE**  
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--	---	--	--

<p>Wishing all our customers &amp; suppliers past, present &amp; future a very merry Christmas and a successful new year!</p>	<p>Mardi Gras Motorsport would like to wish all of our customers and suppliers a Merry Christmas and Prosperous 2016</p>	<p>Would like to wish our customers and suppliers a Merry Christmas and a Prosperous New Year!</p>	<p>A big thank you for an amazing year. Wishing you all a very merry Christmas and a winning 2016!</p>
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<p>All at Zip Kart would like to send season's greetings and best wishes for a prosperous New Year to all their customers and friends</p>	<p>Would like to wish all their customers a Happy Christmas and a successful 2016 racing season.</p>	<p>Merry Christmas and a Happy New Year!</p>	
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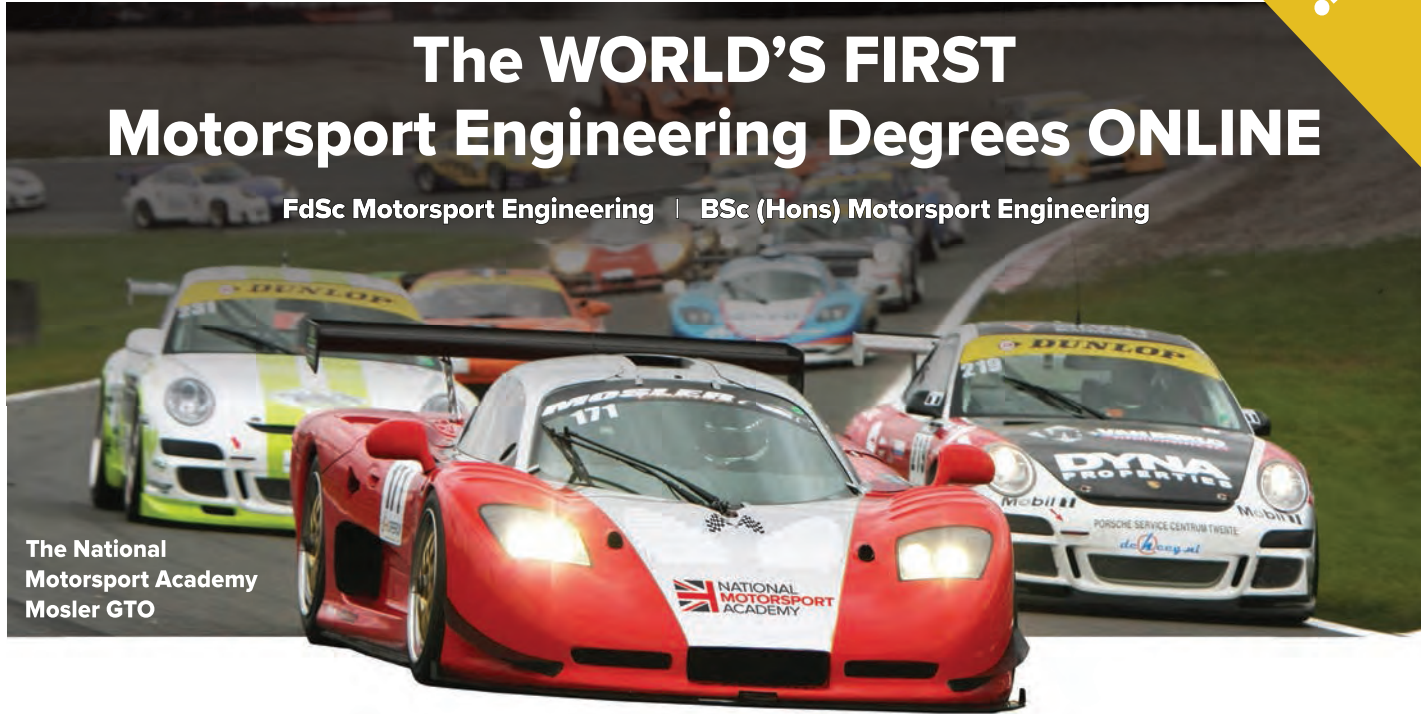
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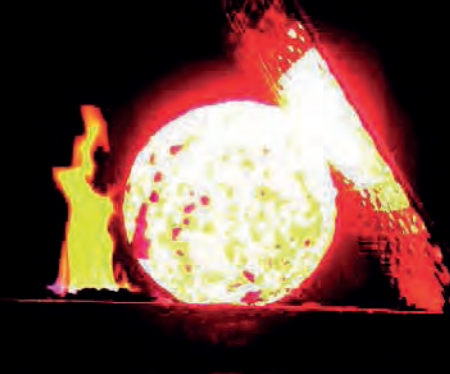
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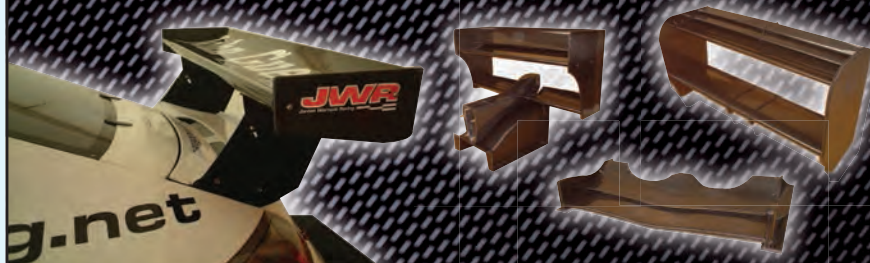
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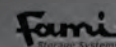
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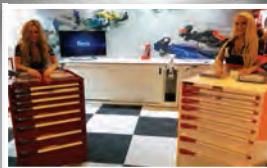


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THE SUCCESSFUL APPLICANT WILL HAVE:

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- Experience of 3D CAD (NX8.5 desirable but not essential).
- A very organised and methodical approach to your work.
- Knowledge of current proprietary electrical and fuel connectors/systems will be an advantage.

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The successful applicant should have:

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## Disabled racer Littler joins British GT

FORMER RALLY DRIVER PETE LITTLER will become the first disabled British GT Championship driver next season as part of a new factory Aston Martin Racing effort.

Former Volkswagen Racing Cup driver Littler has bought a Vantage GT3 from AMR parent company Prodrive and will run it in British GT under the banner of his PFL Motorsport team.

Littler, 51, lost the lower section of his right leg to a military injury in 2004, and is classed as 40 per cent disabled because he has false hips and a pin in his back.

He enjoyed a successful rally career, competing from national to world championship level before retiring from rallying in 2002. Littler made his competition return in the VW Cup

last year, driving a JWB-run Scirocco to 17th place in the final standings.

"The first time I drove a competition car with my false leg was last year, and I fell immediately in love with it, so next year we're stepping it up," he said.

"I started speaking to Prodrive in the summer and a lot of the engineers that I used to rally with are still there so it was like being part of the family, and it spurred me on to make this jump into British GT. I considered GT4, but the noise, power and thrill of GT3 is just something very special."

The team will include some Prodrive mechanics, and former Hyundai World Rally Team manager Paul Risbridger has been recruited to lead the squad. Littler's co-driver has yet to be decided.

Littler expects to run strongly in British GT next season with his Prodrive Aston

Littler says the Vantage GT3 required no modification for him to drive. He has tested the car multiple times already.

"The biggest modification was when I asked the engineers to cut 10mm off my spare leg because I was struggling to withdraw it from the throttle," he says. "Due to it being a sequential gearbox I have no clutch to use and I'm used to left-foot braking from rallying."

"I struggle for feel with the throttle, but as Niki Lauda says, 'You feel a race car through your arse'. I can feel the revs and response through the chassis so am able to adapt quickly.

"Next season is about showing how disability can be put behind you and getting on with things. We're not going in to be also-rans — we want to win."

## KEEN AND MINSHAW JOIN LAMBORGHINI GT PROJECT; NO RETURN FOR SIMS

BRITISH GT FRONTRUNNERS Phil Keen and Jon Minshaw will race Barwell Motorsport's new Lamborghini in 2016, but Alexander Sims will not return.

Keen and Minshaw will share one of the team's new Huracan GT3s, which will receive factory

support from Lamborghini Squadra Corse under Barwell's new three-year partnership

"I have no doubt that Phil and Jon will hit the ground running with the new car," said Barwell head Mark Lemmer. "Jon and Phil have been in the hunt for

the title every year. They will be title challengers."

Barwell has confirmed that Sims will not return to British GT as he has a campaign with BMW in the VLN that clashes with British GT rounds. Marco Attard has yet to decide on a return.





RENAULT UK CLIO CUP

## STREATHER JOINS FINESSE FOR 2016

PAUL STREATHER WILL complete a full season in the Renault UK Clio Cup next year with Finesse Motorsport.

The 26-year-old starred on his debut in the final round on the Brands Hatch Grand Prix circuit this season.

After retiring from race one he fought with eventual champion Ashley Sutton all the way in the season finale, eventually finishing just two tenths of a second adrift.

Streater, who finished runner-up to Luke Herbert in the lower-level Clio Cup Series with four race wins, will drive a new car, with Finesse considering more than one driver.

"I went into the Brands Hatch event with very little seat time and know there's more to come from me in one of these cars," said Streater.

Finesse team principal Neil Giddings said: "We are very much looking forward to working with Paul again next year.

"Obviously we had a great time in the final rounds of 2015 together but already we are seeing just how competitive the Clio Cup is going to be in 2016, with a couple more of the BTCC teams like Ciceley and HARD getting involved."

RENAULT UK CLIO CUP

# Whorton-Eales to JamSport

RENAULT UK CLIO CUP FRONTRUNNER ANT Whorton-Eales will switch to JamSport Racing for 2016.

The 21-year-old finished third in the Clio standings this season in a disjointed campaign during which he switched from SV Racing to Maximum Motorsport mid-year.

"I really came to admire the JamSport people during 2015 – they've got real ambition and drive and certainly their plans for the future are very exciting," said Whorton-Eales. "I'm convinced that they have a set-up capable of giving me a chance of many wins and another very realistic crack at the UK Clio Cup title in 2016.

"It's a championship I'd very much like to win having come so close this past year – there is massive kudos for whoever wins it."

JamSport team principal Jamie Going added: "Having Ant on board is a major coup for us – we are delighted he has seen the value in joining JamSport as we push ahead with our plans to expand for the future. 2015 was a highly encouraging season for us as we gradually came on

stronger in the UK Clio Cup and, with Ant, we know we have a driver who can help to take us that step further.

"We very much see this as a long-term relationship with Ant – we'd like to go all the way with him and clearly the UK Clio Cup has a proven history of producing champions in touring cars, GT and sportscar competition both at home and on the international scene."

The team had a disrupted year in 2015 as both George Jackson and Dan Holland left the squad partway through the season. Thomas Grundy was the only one of JamSport's drivers to complete the full season and he finished 11th in the points. Team driver coach Luke Kidsley impressed after joining in for the final few rounds and just missed out on taking the team's first podium.

Championship manager Will Fewkes also welcomed the announcement. He said: "Ant became part of one of British motorsport's most captivating rivalries as he fought with Ashley Sutton and Ash Hand. It's great to hear of his determination to try and challenge for the crown again."

MSA FORMULA

## Four-car teams in 2016; Red Bull racer joins Arden



MSA FORMULA TEAMS WILL be able to run a maximum of four cars in 2016, with Arden announcing new Red Bull junior Luis Leeds as one of its quartet of drivers.

The increase from three cars should allow teams to offer reduced budgets by lowering overheads per car.

Fifteen-year-old Australian Leeds becomes the first Red Bull junior to compete in a British championship since Carlos Sainz Jr raced for

Carlin in British Formula 3 during the 2012 season.

He is a race winner in Australian F4 and Formula Ford, and won the pilot Mexican race too.

Leeds will be joined at Arden by Rafael Martins, who scored two podiums this year, and karting graduates Jack Martin and Ayrton Simmons.

Carlin, which won the 2015 title with Lando Norris, plus JHR Developments and Fortec also plan to run four.



BRITISH GT

# Davenport in GT3 move to Tolman

BRITISH GT ROOKIE OF THE YEAR LUKE Davenport will graduate into the GT3 division with Tolman Motorsport next season.

Davenport and co-driver David Pattison impressed in GT4 this season with one of Tolman's Ginettas, scoring a class win at Brands Hatch and finishing fourth in the points. They will now graduate to a GT3-spec G55 for the 2016 season.

"Next year will be a learning curve, but it is

a great chance for both the team and David and I," said Davenport. "This year was my second in GT4 cars, counting my season in the Ginetta GT4 Supercup. I found a lot of consistency and grew as a team with David. Hopefully, that will translate into GT3.

"The team is so hungry. The best finish for one of its pairings so far is second [Mike Simpson/Steve Tandy at Oulton Park]. Hopefully, we can equal that or go one better."



EBREY

## IN BRIEF



EBREY

### ENIGMA OFFERS AUSTIN TEST TO WINNER

Enigma Motorsport is offering any driver who wins a championship with the team next season the chance to test Rob Austin's Audi A4 touring car. The team is planning to run three drivers in the National Formula Ford 1600 Championship or the Super Series next season. Team boss Linton Stutely said: "Rob is a really close friend of mine and I asked him if I could use the test as a way of getting people in. Rob doesn't want just anyone driving that car, so the clause in the writing is that if someone drives the cars to a championship then they will be good enough to drive a touring car."

### WDE ANNOUNCES KART TEAM LINK-UP

Karting team BAB Motorsport will link up with Renault UK Clio Cup squad WDE Motorsport to provide a ladder for young drivers to progress towards the British Touring Car Championship. BAB will branch into the Fiesta Junior Championship in 2016, allowing the team's karters to move straight up to cars. The association with WDE then gives drivers a chance to further their careers with the team.

### SELLARS WINS YOUNG DRIVER AWARD

Locost driver Stuart Sellars has been announced as the winner of the 750 Motor Club's John Miles Young Driver Award. Sellars finished fourth in the standings this year with five race wins. Ex-F1 driver Miles said: "In the final analysis I felt that Sellars's driving talent and, importantly, hard work on the technical side could carry him further."

### BORTOLETO JOINS DOUBLE R IN F4

Double R Racing has completed its line-up for its maiden season in the BRDC Formula 4 Championship, with Finn Aleksanteri Huovinen and Brazilian Enzo Bortoleto joining Matheus Leist in the team. For 17-year-old Bortoleto (below) it represents a return to the UK after contesting the category's 2014 Autumn Trophy with PetroBall Racing. Huovinen, 19, took three wins in this year's SMP F4 Championship and was the early-season series leader before fading to fourth in the final championship reckoning.



EBREY

GINETTA JUNIOR

# Ginetta Junior campaign for Priaulx Jr

SEBASTIAN PRIAULX, THE SON OF three-time World Touring Car champion Andy Priaulx will contest the Ginetta Junior Championship next season with JHR Developments.

Priaulx Jr, who is 15 next month, made his debut in the Winter Series at Snetterton last month and took three podiums in the rookie class, having previously raced karts.

"I'm really chuffed to get Seb

back on board," said team boss Steven Hunter. "He's very new to car racing and he has done a very good job from the word go. There's a lot more to come from what he showed in the Winter Series.

"It's a hard task for drivers to win it in their first year but I think he will be a frontrunning driver - he has impressed me in testing. He is a credit to his father and has a genuine

interest in motorsport.

Priaulx Jr added: "I've had a great time with Ginetta already, in both the Scholarship and the Winter Series, so now I'm really keen to get going with the main championship.

"The car is absolutely great to drive and hopefully we will be able to add to the strong results we had in the Winter Series when the season begins in April."



EBREY/LAT

FORMULA 4

# MSA rookie Ahmed secures prize

MSA ROOKIE CLASS CHAMPION ENAAM AHMED has secured €75,000 after winning the Formula 4 Winter Junior Challenge.

The Briton was judged the best performer out of seven drivers who tested F4 cars at Jerez and the Algarve Circuit with the Finnish Koiranen GP team.

The prize money is towards a campaign in the Koiranen-run Spanish F4 series. "I'm happy about the outcome of my year," he said. "It's always satisfying to finish on a high note. The competition was hard and I'm glad as the €75,000 prize money will surely help me do several F4 championships next year."



# Memories of 2015

From Croft to Philip Island, Brighton Speed Trials to the launch of the new BRDC F4, the voice of club racing has had plenty to savour

By Marcus Pye

**ALTHOUGH THE BLUEPRINT OF MY 2015 SEASON WAS** broadly similar to its predecessors, it started very differently. A return trip to Australia in March topped up my batteries after the winter, preparing me for reporting 31 events with a record 42 days of commentary over the following eight months.

There are never enough spare weekends on the calendar to reduce my wish list – I will eventually get to the Monterey Historics bonanza in the USA and Bonneville Speed Week – and the roster of quality events continues to grow. With Goodwood, the Spa Six Hours, Castle Combe, HSCC and 750MC meetings forming the backbone of my programme once again, it was happy days!

Here is a selection of my favourite memories to complement Old MAWP's Almanac (see December 31) although perhaps the greatest single 'moment' was peripheral. Knowing that the last flying AVRO Vulcan was soon to be grounded permanently, the visceral howl of XH558 passing majestically low over August's hugely popular Croft Nostalgia Festival, made my year. Missed

it? Share the experience with 2000 others through a short video clip on my Facebook page...

## Phillip Island Classic

A 'flying visit' to Phillip Island for the Shannon's Classic in 2003, while holidaying in Oz, whetted my appetite for more, but I couldn't fit in a return a trip to Melbourne until this year. One of the world's most scenic circuits, lapped by the ocean, has been transformed in the interim and the Victorian Historic Racing Register's annual historic meeting was sensational.

Delightfully, I was accompanied by daughter Niamh, 11, who enjoyed the opportunity to sit in ERA R10B – winner of the 1938 Australian GP at Bathurst with Peter Whitehead up – courtesy of its owner, US-based Irishman Paddins Dowling.

Watching Alex Davison competing in the family F5000 Lola T332, meeting up with legendary Brabham and Ralt designer Ron Tauranac (now 90), some sensational sedan (saloon) car racing and working with an incredibly enthusiastic



Alex Davison in the family F5000 Lola was a Phillip Island highlight



Kristensen was a proper crowd pleaser at Goodwood

commentary team also made it special. Next time I intend to be getting a driver's perspective.

### Kristensen Aces Goodwood

Smiling Dane Tom Kristensen won Goodwood racegoers' hearts on his Revival debut with Nick Naismith's lollypop beige Austin A95 Westminster in 2010. The nine-time Le Mans winner duly triumphed in the following year's RAC TT Celebration with Swede Kenny Brack, taming a Shelby American Cobra Daytona Coupe in conditions more suitable to the Cowes-Torquay-Cowes powerboat races of yore. This September, however, he surpassed even that, delivering the greatest win in the event's history – and my motorsport moment of the season!

Kristensen's sublime car control as he discovered the limits of a newly restored Ford Fairlane Thunderbolt – which had wilted before he'd completed a flying lap in practice – was joyous to behold as I called the race. Even before he picked off

Frank Stippler (Alfa Romeo GTA) and the Lotus Cortinas of BTCC champions Andrew Jordan and Gordon Shedden it was an epic drive. Henry Mann's efforts the following day, on what was left of the Dunlop tyres, ensured aggregate victory.

Only later did I realise that the Holman & Moody-originated Thunderbolt (owned by Martin Adams of Commonwealth Racing motorcycle team fame) was the car I'd seen Fred Feuerstein and Barney Gerolheimer race to second in the 2006 Spa Six Hours, behind the GT40 of Shaun Lynn/Dean Lanzante, prior to exclusion for running post-period electronic ignition.

### Croft 750MC

More than 30 years since my first visit, I made two 600-mile pilgrimages to Croft Circuit this year. August's Nostalgia Festival – with HSCC members as the nucleus of track activity – has been a regular haunt from the first, in 2010, but the opportunity to be part of the 750 Motor Club's mass debut at the Darlington venue in May was unmissable. >>



Croft is now a firm favourite with the 750MC

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Jack Sears in a Cobra at Snetterton was a sight to behold

One of the country's greatest drivers' circuits in my book, although unfathomably it remains undiscovered to many, the current Croft includes the sphincter-clenching Jim Clark Esses which has characterised its old airfield-derived layout and separated aces from also-rans since the 1960s.

Winners when the 750MC posse rode into town included RGB aces Al Boulton and Scott Mittell (en route to his resounding title in his father's eponymous MC52B design), hard-trying Formula Vee stalwart Ian Jordan, Steve Roberts (BMW Compact), 'Slippy Ian' Allee (Locost) and Tegiwa Honda Civic Cup racers Carl Swift and Endaf Owens, of Mini fame.

### Sears In Cobra

For the 50th anniversary of the eighth and final contemporary Autosport Three Hours race in 1964, it was a privilege to provide the seed of an idea to invite race winner Jack Sears to parade round a very different Snetterton '300' circuit in a red Cobra coupe before June's historic retrospective.

The original Willment car, CSX2131 – which I recall seeing the late Hon Amschel Rothschild race in the 1970s – was a non-starter, having been part of the Shelby American Collection since 1999. Leo Voyazides and team manager Jo Stevens sportingly offered their Shelby sanction racer.

Norfolk farmer Sears, now 85, did a couple of laps in the beautifully sleek V8 monster and emerged with a broad beam on his face. This hero's homecoming was warmly appreciated by marshals, competitors and racegoers who remember 'Gentleman Jack' in his pomp, when he could take on and beat anybody in a touring car, GT or sports racer.

### 1000Cc F3 Screammers

Formula 3's signature era, the one-litre days of 1964-'70, rekindled the class's name after a four-year hiatus – filled

admirably by Formula Junior – and spanned the early careers of Jackie Stewart, Emerson Fittipaldi, Derek Bell, Ronnie Peterson, Tim Schenken among countless other stars.

After years of slow-cooking in the HSCC's Classic Racing Cars melting pot, the superb little cars – mainly powered by modified [Ford] Anglia engines, hence the MAE acronym – have finally broken away and are being celebrated in a fast-growing championship. The slipstreaming is back!

Goodwood and Castle Combe both welcomed one-litre F3 back this term. Their first solus races since 1966 and '70 respectively, won by Derek Bell (Lotus 41) and David Cole (Lotus 59), were both corkers. American debutant James King (Chevron B17) only led the final inches at March's 73rd Members' Meeting – he later triumphed at Cadwell Park, scene of his only British F3 win in '77 – but Simon Armer (March 703) atoned at Combe, where 'SuperSwede' Leif Bosson (Brabham BT28) claimed the title.

### Chateau Impney Hillclimb

Speed events were hugely popular at Chateau Impney, salt baron John Corbett's extraordinary French-styled folly on the fringes of Droitwich, between 1957 and 1967. Forty-eight years on, the long-time hotel and conference centre is in the safe hands of the Spollon racing dynasty, who restarted competition there in July.

Using part of the short original sprint course's start straight, it has now been extended to 1000 metres, gentle gradients making it a hillclimb – and a deceptive challenge. It was brilliant to see a fine turnout of scary Shelsley Specials among many unusual competition vehicles and should, in my view, remain a celebration of the venue's contribution in the sport's heartland.

In 2016 Chateau Impney – with new-found backing from >>



James King won the Goodwood MM race of the weekend



Morgan RIP special was a terrifying bolide at Chateau Impney

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Pye was thrilled to return to a regular haunt since the 1970s

midlands-based motor group Listers – is on the same weekend as the British GP at Silverstone, but that shouldn't hit spectator attendance. As a super family event, which reminded me of the long-lost Great Auclum in the '60s, it is one not to miss.

### Brighton Speed Trials

An institution since 1905, the Brighton National Speed Trials continues to be a unique day out on the Sussex coast. Run most Septembers since 1946, it has ridden out some storms but the seafront drag race attracts arguably the most eclectic mix of cars seen at any British event.

Car BTD over a standing-start quarter-mile at this year's edition was set at 10.43s by 81-year-old Jim Tiller aboard his mighty Chevrolet-powered Allard J2, which thundered over the finish line on Madeira Drive at 131.5mph. That Tiller has owned the car since 1958 (the year I was born), is remarkable.

I've spent many a day at the Brighton event since the 1970s, and witnessed John Gray's 14.48s winning charges over the old half-mile distance (in Pilbeam-Judd MP58 and SPA-Judd V10 respectively) in '91 and '92, and the Scot's 8.90s blast in the SPA when its length was halved the following year. Unbelievably, mad bikers are still running low nines and the occasional long eight!

### Castle Combe Autumn Classic

Packed car parks and spectator banks in year four suggest that this unique end-of-season 'Octoberfest' has been skilfully crafted into a winning brand which Castle Combe can nurture long into the future. Focusing on the Chippenham circuit's colourful history – dating back to 1950 – the relaxed one-dayer is a big favourite with competitors unwinding after a hectic summer. The venue's late figurehead Howard Strawford would have approved.

If rorty historic cars from five decades to 1965, power oversteer and spectacular racing trips your trigger, but you want paddock access [two examples of BRM's quixotic V16 were among the priceless machines on display this time, reminding older attendees of Ron Flockhart's period exploits at the track] to maximise your enjoyment, this is for you. Next year the 500cc F3 movement promises to be back at its birthplace in force. Keep October 1 free!

### BRDC F4 'GEN II'

With typically prescient foresight Jonathan Palmer acquired the Formula 4 flag from the 750 Motor Club – where I'd seen it badge small-capacity single-seater classes since the mid-1960s – and hoisted it aloft on MotorSport Vision's masts before the FIA decided it wanted to badge its new global category F4. JP's BRDC F4 began in 2013, two years before Britain's MSA Formula [which appears to have done OK so far] kicked off.

Keeping one step ahead, Palmer's second-generation F4 debuted at Snetterton in November, offering aspirants another level of downforce and performance as a viable stepping-stone to F3, now discontinued here. The Tatuus-built monocoque MSV F4-016 chassis, powered by 235bhp Cosworth-developed Ford Duratec engines, looked impressive in the eight-race Autumn Trophy series – won by Ben Barnicoat with Fortec at Brands Hatch the following weekend – and will thoroughly test a new generation of young drivers vying to reach the top.

The previous MSV F4 fleet of spaceframe machines, originated by Firman Cars, served their purpose well. Palmer's second son, Will, looked mighty impressive in winning the title and thoroughly deserved to become the 27th McLaren Autosport BRDC Award winner. With brother Jolyon graduating to an F1 race seat next season, Will could become the third family member to get there on evidence to date. ✨



Combe's fledgling historic meet is in Pye's 2016 diary already



Witnessing the launch of 'new' BRDC F4 was a fine way to end 2015

# Top 10 club drivers of the year

There are around 10,000 people with licences to go racing in the UK. So how do you zero in on the leading 0.1 per cent of them? Here's our take on the star performers over the ever-varied landscape of the nation's club racing

Compiled by Aaron Rook, Robert Ladbrook, Stephen Lickorish and Ian Sowman

## 10 Tom Smith

**AMOC EQUIPE GTS**  
CLASS OF THE FIELD AND A CLASS ABOVE

Tom Smith was exemplary in the AMOC Equipe GTS Championship, taking five wins on his way to the 2015 title in his striking MGB. Smith was the class of the field throughout the year, most notably in the horribly wet conditions at Silverstone in June. The grid was made up of 42 cars but Smith was on another planet in comparison with his competitors, finishing 23 seconds clear of James Cottingham in second. He also produced heroics later in the year at Brands Hatch when he held on to win despite losing third gear. Who needs third gear anyway?



## 9 Aaron Mason

**VOLKSWAGEN RACING CUP**  
TURNED AROUND 14-POINT DEFICIT IN FINALE

It's no surprise that the Volkswagen Racing Cup went down to the wire in 2015 – it had done for the previous three campaigns. Fortunately Aaron Mason, who leads the all-time win list, is used to barnstorming season finales. He trailed long-time leader David Sutton by 14 points heading into the weekend but turned that around to take his second VW Cup title. It wasn't a stand-out year for Mason by any means. With a solitary win and four podiums he was more an ever-present frontrunner rather than an outright dominator, but impressive nonetheless.



## 8 Danny Andrew

**LOCOST CHAMPIONSHIP**  
TOOK TITLE DESPITE MISSING TWO RACES

Plenty of less-experienced drivers would crumble at the thought of a title-deciding race, but not Danny Andrew. Andrew needed a top-two finish to seal the Locost title heading into the final race of the season at Mallory Park, and he duly delivered. The lead changed hands several times between Andrew, title rival Ian Allee, Stuart Sellars and Tim Neat, but Andrew held on to take his fourth win of the season and with it the championship that had eluded his grasp for the previous two years. Even more impressively, he won the title despite missing two races at Croft in May.



## 7 Richard Mitchell

**HISTORIC FORMULA FORD 1600**  
IMPRESSIVE DEBUT YEAR ENDED IN TRIUMPH

In his first season of racing, Richard Mitchell was able to outclass a large and highly competitive field to clinch the HSCC Historic Formula Ford 1600 Championship at Brands Hatch with a round to spare. On his way to an impressive title, 22-year-old Mitchell took four wins. His first victory was at Silverstone early in the season, followed by three consecutive wins at Cadwell Park and Brands Hatch in his Merlyn Mk20. It wasn't all plain sailing for Mitchell, though. He was pushed all the way by runner-up Robert Wainwright (who missed several rounds) and James Buckton.



## 6 James Kellett

**GINETTA GT5 CHALLENGE**  
YOUNGEST DRIVER ON THE GRID SEALS TITLE

The arrival of James Kellett's first non-finish of the Ginetta GT5 Challenge season was timed to imperfection. The 17-year old, who scored 10 wins and six pole positions in his rookie year, finished on the podium in every race before the season finale at Donington Park, where his DNF set up a three-way title decider with Ollie Chadwick and Callum Pointon. Either of the three would have been a worthy champion, but Kellett had Lady Luck on his side. He breezed past a hapless Chadwick, who had a broken propshaft, to seal a well-deserved championship.



## 5 Charlie Butler-Henderson

**MINI CHALLENGE**  
CLINCHED THE TITLE AGAINST ALL ODDS

It was as if Charlie Butler-Henderson had taken his cue from Kimi Raikkonen's last-gasp charge to the 2007 Formula 1 World Championship title. Butler-Henderson rocked up at the final round of the season at Snetterton with a daunting 57-point gap to leader David Grady, after missing three summer races at Brands Hatch due to work commitments. Aided by Grady's misfortunes, and two wins in three, Butler-Henderson clinched the title against all odds. As harsh as the loss was for Grady, no one can deny how Butler-Henderson turned around a season that looked dead in the water.



## 4 James Ross

**FORD FIESTA CHAMPIONSHIP**  
TEN CONSECUTIVE RACE WINS SECURED TITLE

James Ross's 2015 Jam-Sport Fiesta Championship campaign was something of a slowburner. A non-finish at Silverstone in the opening race of the year was hardly the dream start to Ross's campaign. In fact, he didn't pick up his first victory until Donington Park in May. Once that first drop of champagne touched his lips, though, he was utterly unstoppable. Ross won the next 10 races to secure the 2015 title. During those 10 races he also stormed to nine consecutive pole positions and nine consecutive fastest laps.



## 3 Scott Mittell

**RGB CHAMPIONSHIP**  
DIY RACER DOMINATES CHAMPIONSHIP

Scott Mittell epitomises what club racing is all about. It's about getting your hands dirty, and putting your blood, sweat and tears into a car to go racing (admittedly with a bit of help from his dad). To take a home-built machine to meetings and compete is one thing, but for the Mittell MC-52B to end the three-year stranglehold that Spire had over the RGB championship is quite another. Mittell took nine wins in 14 races on his way to the title, and has now gone part-time in his teaching job to produce more magic Mittell machinery, which we can't wait for.



## 2 Steve Roberts

**BMW COMPACT CUP**  
FENDED OFF FORMER GT CHAMPION TO TITLE

Ex-Formula Ford racer Steve Roberts added to his impressive 2013 triumph by beating 2008 British GT champion James Gornall to the BMW Compact Cup crown. Overcoming a British GT champion is no easy feat but Roberts made it look that way by sealing the title with a round to spare. On his way to the championship he claimed a staggering nine wins in 14 races, including six in a row at the start of the season. Even more impressive is the fact that Roberts only failed to make the podium on three occasions, one of which was his only non-finish.



## 1 Tim Gray

**BIKESPORTS**  
CLUB RACING'S VERY OWN SUPERMAN

You would be hard pushed to find someone who has had a better season than Tim Gray, not just in club racing but across motorsport as a whole. He picked up a clean sweep of pole positions, fastest laps and race wins in all 12 Bikesports races, despite starting from the back several times. Couple that with regular wins at Castle Combe, where he set the fastest lap of 2015, a successful outing at the Walter Hayes Trophy, in which he won by more than 20 seconds, and various impressive races in the OSS Championship and you have a man who can be described as the ultimate club racer.



# Top 10 club rivalries of the year

2015 was a year filled with conspiracy theories, court battles, dead heats, racing bans and paddock feuds. From TOCA supports to the Civic Cup, we rank the year's fiercest and most enthralling rivalries

Compiled by Aaron Rook, Robert Ladbrook, Stephen Lickorish and Ian Sowman

## 10 Dussault v McMullan

**NATIONAL FORMULA FORD 1600  
ROOKIE PUSHES CHAMP ALL THE WAY**

Given his relative inexperience, Patrick Dussault's title fight with Jonny McMullan was eye-opening to say the least. In only his second full year in any form of motorsport, Dussault (leading, below) scored six wins and 10 podium finishes to take the much more experienced McMullan (#5) to a final-round decider at Anglesey. McMullan's experience came to the forefront when it came to crunch time, with a clean sweep of pole positions, fastest laps and race wins in the finale, to beat Dussault by 46 points. Both McMullan and Dussault picked up post-season awards for their efforts.



## 9 Bartholomew v Gearing

**750 FORMULA  
FRONTRUNNERS GO TOE TO TOE**

When Robin Gearing flew out of the blocks at the start of the 750 Formula Championship with three wins in a row it would have been easy for David Bartholomew to be overwhelmed. But the two-time Locost champion went on one hell of a mid-season streak, winning six consecutive races. Bartholomew's form didn't hamper Gearing too much as he finished second behind his rival in each of his six wins, before hitting back with victory in race one at Snetterton. But Bartholomew (leading Gearing, below) took his seventh win of the year in race two, wrapping up the title with a round to spare.



## 8 Shepherd v Swift v Owens

**CIVIC CUP  
THREE-WAY TITLE SCRAP**

The 2015 Civic Cup produced an enthralling three-way scrap for the title between Carl Swift, Adam Shepherd and Endaf Owens. The three were perennial frontrunners throughout the year, sharing 10 wins between them over 14 races. They shared the podium three times at Croft, Silverstone and, rather fittingly, at the final race of the season at Donington. Ultimately Swift's (leading Shepherd, below) five wins and three pole positions were enough for him to seal the title. Shepherd ended the year 31 points adrift in second, with Owens a further three points back in third.



## 7 Kellett v Chadwick

**GINETTA GT5 CHALLENGE  
NIP-AND-TUCK SEASON GOES TO FINALE**

If the season-long scrap between James Kellett and Ollie Chadwick was a boxing match it would go 12 rounds. Here's the tale of the tape: Chadwick took six wins; Kellett picked up 10. Chadwick snatched six pole positions; Kellett trumped that with 10. Podiums? They both picked up 18 in 21 races. They were both mightily impressive. Ultimately, it could be argued that Kellett's devastating early-season run of seven wins in eight races carried him enough momentum to snatch the title in the finale, while Chadwick (leading Kellett, below) would surely say his broken propshaft played a significant part.



## 6 Bark v Fletcher

**RENAULT CLIO 182 CUP**  
TITLE SETTLED ON COUNTBACK

A dead heat. It doesn't happen very often, but that's the situation James Bark and Patrick Fletcher found themselves in once the Clio 182 Series scores had been totted up. Bark sealed the title on countback with six wins to Fletcher's four. The outcome might well have been completely different, though, had Fletcher not been overexuberant in the season finale at Donington. Fletcher (leading Bark, below) made a bold lunge for the lead at the Melbourne hairpin, which cost him a near-certain podium and, in hindsight, a championship.



## 5 Caroline v Proctor

**GINETTA JUNIOR CHAMPIONSHIP**  
TITLE DECIDED IN COURT

The aftermath of this year's Ginetta Junior finale perfectly encapsulated the dramatic manner of the fierce title battle between Jamie Caroline and Senna Proctor. Proctor (chasing Caroline, below) initially claimed the title by one point by winning the Brands Hatch finale, but a post-race penalty for a jump-starting Stuart Middleton promoted Caroline to 16th and handed him the crown on countback (with 10 wins to Proctor's four). Middleton appealed the penalty, and because of the title implications the appeal went to court. The MSA upheld the punishment and Caroline kept his title.



## 4 Shayne Deegan v Lee Deegan

**STOCK HATCH CHAMPIONSHIP**  
THERE'S NO BROTHERLY LOVE IN CLUB RACING

Brothers by nature are competitive. Brothers fighting tooth and nail over a championship? It's intense to say the least. For the second year in succession Shayne and Lee Deegan went into the Stock Hatch season finale disputing the championship. Earlier in the season the pair collided at Cadwell Park, which resulted in their first and only non-finishes of the year. As expected, tensions between the two boiled over in the paddock, where choice words were spouted and steely stares exchanged. In the end Shayne edged out his brother, taking seven wins to Lee's five.



## 3 Beechdean v Ecurie Ecosse

**BRITISH GT**  
A CONTROVERSIAL END TO A YEAR-LONG DUEL

One bold move was all it took to produce a controversial end to the British GT season. The Beechdean Aston and Barwell-run Ecurie Ecosse BMW locked horns all season long but the tension between the teams came to a head in the finale at Donington. On a charge through the field, Marco Attard attempted to lap already crowned GT4 champion and Beechdean driver Jamie Chadwick with a lunge down the inside at the Melbourne hairpin. The pair made contact and retired. Attard was seething: "They didn't win the championship; they were gifted it with a little help from their GT4 car."



## 2 Hand v Sutton

**RENAULT CLIO CUP UK**  
TEAM-MATES, TITLE RIVALS, 'SABOTAGE'

An intra-team rivalry is always intriguing. Team Pyro team-mates Ash Hand and Ashley Sutton were nip and tuck all year long, with rookie Sutton taking first blood in the season opener. Then Hand's devastating run of seven wins in 10 races ensured that the pendulum swung his way ahead of the finale at Brands Hatch. Sutton left his best performance for last with his first double win of 2015 to ensure he clinched the title by five points. Hand accused Pyro of sabotage: "They made a 'mistake' with the rear dampers – it wasn't a mistake, they didn't have to adjust the car."



## 1 Ticktum v MSA

**MSA FORMULA**  
16-YEAR-OLD HIT WITH TWO-YEAR RACING BAN

"A disturbing and dangerous episode" was how the MSA described Dan Ticktum's Silverstone madness, in which he overtook 10 rivals under the safety car to catch and crash into rival Ricky Collard. Following the incident the MSA hit Ticktum with a two-year racing ban on top of his automatic three-month ban for picking up 12 penalty points. The 16-year-old, who had earlier been excluded from the entire Croft weekend, passed 13 yellow flags, four double yellows, two white flags and 15 safety-car boards. Ticktum later apologised to his fellow competitors and the MSA.





# National pictures of the year

Our army of snappers have traipsed from Knockhill to Lydden, from Anglesey to Snett – as ever. Here's their best work of a soggy – yet spectacular – season



### **FLYING FALLA**

Jack Falla gets some air as he launches his Porsche Carrera Cup car at the Knockhill kerbs  
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# STUDY ON CAMPUS AND ON THE RACE TRACK



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**TYRRELL TEARAWAY**

It's Danny Sullivan in the 1983 Monaco GP! Oh, hang on, it's Martin Stretton caning his Tyrrell 012 in the soggy Silverstone Classic

**JAKOB EBREY**



**MAN OVERBOARD**

John Lambert goes flying after he's hit by Chris Pickering while climbing from his Clubmans Mallock U2 Mk27 at Brands Hatch

**ARTHUR DEVLIN**



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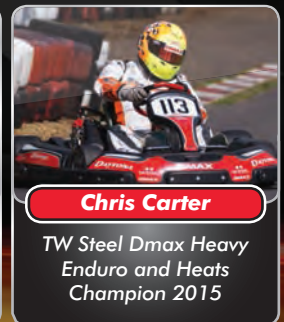
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**MARKED WEBBER**

David Webber had this rather scary moment at Snetterton during the Caterham Roadsport season. Remarkably, he bounced back to win the ultra-competitive championship

**RICHARD STYLES**



**CHARIOT ON FIRE**

Darren Bly holds on for victory at Brands Hatch, despite his Nissan Skyline's engine letting go metres from the line

**GARY HAWKINS**



**(NOT QUITE) ON A ROLL**

Clive Morley broke his leg in this spectacular roll in his 1926 Bentley 3/4½ at Silverstone  
**MICK WALKER**



**COOPER CLIMAX**

Scotland's Mini Cooper Cup is one of the toughest series anywhere. Champion Kenneth Thirlwall gets out of shape at Knockhill  
**JIM MOIR**



**RETRACING TRACKS**

Jimmy McRae slides his way through treacherous conditions in Wales, 20 years after his son's historic Rally GB victory  
**JAKOB EBREY**



**SKYWHEELS? OR THREE WHEELS?**

Quite understandably, Gavin Johnson's Ford Fiesta XR2 didn't make it to the end of the Classic Stock Hatch round at Cadwell Park

**STEVE JONES**



**THE SOUND OF WALES SONG**

Don't go to the beach. It's too chilly on Anglesey in November, so best to tog up in fireproofs and take part in the Race of Remembrance enduro

**RACHEL BOURNE**



# WHAT'S ON

## Twice round the motorsport clock



"THIS IS THE LONGEST DAY OF my life." So said fictional American counter-terrorism agent Jack Bauer in 24 as he defied sleep to foil national-security threats for 24 hours straight.

I wanted to understand how he felt, so decided to remain awake for an entire day, subjecting my mind, body and soul to everything Motors TV could throw at me. Admittedly, my experience was less action-packed than Kiefer Sutherland's, but it did contain a rollercoaster of twists and turns to rival his day. I chose a rainy Thursday in October, rising at 6am for an eclectic day of racing.

The scheduled combined race highlights and magazine shows of well-known categories, such as Formula 1 and European Formula 3, with national series and oddities including the excellent Scottish BMW Compact Cup, British Sidecar racing and various tractor-pulling contests. It was a bit of a revelation, if I'm honest.

Motors TV has made a name for itself for providing decent national and club-

racing content, and the varied mix of single-seaters, hatchbacks, superbikes and sidecars across some of the UK's finest venues provided racing that was as enthralling as that in any international series.

Sure, the stands may not be teeming, and you have to look past the fact that the names of many of the drivers aren't the best known. But, for those who love the competition no matter what, there is much to enjoy.

After six hours of TCR International, F3, various Scottish club categories, and

V8 Supercars  
enlivened 24-hour  
TV marathon

a bizarrely placed FAI World Aerobatic Championship, my mind had begun to wonder whether it had strayed into a parody realm where French Tractor Pulling was actually a thing. It is.

With heavy-metal music opening sequences combined with some of the slowest 'motor racing' you are likely to see, it's an odd combination, made even more baffling by the addition of tractors called 'The Wolf' and 'Black Beauty' tugging ballast-heavy trailers, and glamorous presenters broadcasting knee-deep in a muddy French field. It was mindnumbingly awful yet surprisingly gripping.

The afternoon proceeded with highlights of the Indy Lights season finale at Laguna Seca, the V8 Supercar enduro from Surfers Paradise and an *Inside Grand Prix* episode. The best was yet to come. The peak came 18 hours in when the British Sidecar Championship from Brands Hatch hit the screen.

If tractor pulling is a test of machine power, then the frankly fearless



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action from TCR

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## HOT ON THE WEB THIS WEEK

YouTube **KENNY BRACK MONSTERS GOODWOOD**

**Search for:** On-board Kenny Brack McLaren F1 GTR 'Longtail'

This isn't particularly topical (the original footage is from 2014), but McLaren Automotive has just uploaded this to YouTube to publicise the announcement of Kenny Brack taking the role of development driver. It's also a great excuse to rewatch the 1999 Indy 500 winner flat-out in the McLaren F1 GTR 'Longtail' at the Festival of Speed.



KALISZ/LAT



BELLANCA/LAT



### LOVE THE BEAST

Netflix

Available on demand

Fed up of endless Christmas films? Do yourself a favour, put on Netflix and indulge in *Love the Beast*. The tale of Eric Bana's 25-year love story with his Ford GT Falcon Coupe, aka *The Beast*, features fellow petrolheads Jeremy Clarkson and Jay Leno. It's an absolute must-watch movie.

competitors leaning just inches from the track in the sidecars proved their series is a test of bravery.

Seeing the healthily sized grid tackling the twists, dips and turns of Brands Hatch while leaping from one side of the sidecar to the other is a sight to behold, and it's made even more impressive by the speeds and relative shortage of accidents.

But the end of my self-imposed challenge was nothing short of tedious as I navigated my way through six hours of repeats from earlier in the day.

So what did I learn? For one, leaving the established series behind for an afternoon on Motors TV can pay dividends with some cracking racing in lesser-known series. Secondly, the channel offers unrivalled variety in the range of motorsports it covers.

I also learned that you can watch Motors TV for 24 hours. But unless you want to be left in a state where you are questioning reality, just don't.

JASON NOBLE

## INTERNATIONAL MOTORSPORT

### FORMULA E

Rd 3/10  
December 19  
Punta del Este, Uruguay

Formula E heads to the stunning Punta del Este street circuit in Uruguay for the 2015 Punta del Este ePrix, with Lucas di Grassi leading Sebastien Buemi by eight points after two rounds. Reigning Formula Renault 3.5 champion Oliver Rowland will make his debut, replacing the injured Nick Heidfeld at Mahindra.

### WATCH ON TV

Live: ITV4  
Saturday 1800

### MRF CHALLENGE

Rd 3/4  
December 18-19  
Dubai, UAE

A plethora of junior single-seater talent will line up on the grid for round three of the MRF Challenge in Dubai. Pietro Fittipaldi leads the championship but Alessio Picariello, who missed the opening round of the season, will be hot on the Brazilian's heels after picking up back-to-back wins in Bahrain last time out.

### ANDROS TROPHY

Rd 3/7  
December 18-19  
Alpe d'Huez

The crazy *Ski Sunday*-meets-rallycross series heads back to the Alps for round three of the season. Franck Lagorce is now leading the points, while Olivier Panis and Jean-Philippe Dayraut almost melted the ice last weekend with a war of words. The electric class is led by Matthieu Vaxiviere, who is unbeaten so far.

### WATCH ON TV

Delayed: Motors TV  
Sunday 1200, 2205

### SUPER TC2000

Rd 12/12  
December 20  
San Luis, Argentina

Argentina's premier touring car series heads to San Luis for what is sure to be a nerve-wracking season finale, as Leonel Pernia and Nestor Girolami go into the decider separated by half a point with five others in contention. There's no live coverage, but the full race can be found on the YouTube channel.

### WATCH ONLINE

youtube.com/user/solotc2000



## THE ARCHIVE

Mirth at the 1976 South African GP. Lauda raises a point, Watson (behind Nilsson and Ian Scheckter) cracks a joke, Amon enjoys his ciggy, and Stuck grows his sideburns.

LAT Photographic



# TOP FIVE

## JAGUAR RACING CARS

With Jaguar about to return to motorsport with a works team in the all-electric Formula E Championship, what better time to look back at some of its greatest racing cars?



### 1 JAGUAR D-TYPE

The D-type is the iconic Jaguar racing car, dominating the Le Mans 24 Hours from 1955-57 and building on the work done on the C-type project. Its first appearance at Le Mans in '54 was promising, finishing second after a thrilling chase of the winning Ferrari, but in the tragic '55 race Mike Hawthorn and Ivor Bueb took a subdued win. The following year, the Ecurie Ecosse entered D-type of Ron Flockhart and Ninian Sanderson won, but it was in '57, with the Jaguar factory no longer supporting the programme, that the D-type had its finest hour and swept the top four positions. Again Ecurie Ecosse won, with Flockhart and Bueb.



### 2 JAGUAR XJR-9/12

When the XJR-9 won on its debut in the 1988 Daytona 24 Hours, it was a sign of things to come. The car ended a 31-year absence from the Le Mans winner's circle, with that victory was one of six as Jaguar swept to the World Sports-Prototype Championship drivers' and teams' crowns for the second straight year. Evolution led to the XJR-9 morphing into the XJR-12 two years later, when it won Le Mans again.

### 3 JAGUAR XJS

Tom Walkinshaw Racing prepped the mighty XJS for use in the European Touring Car Championship, where it rapidly became a fan favourite. Its most celebrated victory in Europe was in the 1984 Spa 24 Hours, with Walkinshaw, Hans Heyer and Win Percy at the wheel, but the win in the Bathurst 1000 the following year courtesy of Armin Hahne and John Goss should not be forgotten.



### 4 JAGUAR XJR-14

The XJR-14 took back-to-back wins at Monza and Silverstone in 1991, before Peugeot fought back with the updated 905 and won at Le Mans. Another win, at the Nurburgring, landed the teams' title, while Teo Fabi took the Sportscar World Championship drivers' crown ahead of team-mate Derek Warwick. Like its rivals, the new 3.5-litre car was deemed too unreliable for the demands of Le Mans.



### 5 JAGUAR C-TYPE

The C-type wasn't the first Jaguar to win Le Mans – that honour falls to the XK120C driven by Peters Whitehead and Walker in 1951 – but it was the car that really started things for Jaguar as a maker of thoroughbred racing cars. Not only did the C-type win Le Mans twice, but plenty of its technology was carried over into the car that sits at the top of this list.



Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP Tel +44 (0) 20 8267 5998 Fax +44 (0) 20 8267 5922  
E-mail [autosport@haymarket.com](mailto:autosport@haymarket.com) Website [www.autosport.com](http://www.autosport.com)  
Individual e-mail [firstname.surname@haymarket.com](mailto:firstname.surname@haymarket.com)

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#### Advertising

Tel +44 (0) 20 8267 5271  
E-mail [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

#### Sales Manager Jonathan Whitehead

Display Advertising **Don Rupal**, **Karen Reilly**  
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Special Project Sales **James Robinson**  
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#### Advertising Production

Tel +44 (0) 20 8267 5588 Fax +44 (0) 20 8267 5320  
Group Production Manager **Sunita Davies**  
Production Controller **Abbey Gunner** [abbey.gunner@haymarket.com](mailto:abbey.gunner@haymarket.com)

#### Subscriptions

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E-mail [autosport@servicehelpline.co.uk](mailto:autosport@servicehelpline.co.uk)  
Back issues Tel 0844 8488817  
Direct Marketing Executive **Kadie Chanter** +44 (0)20 8267 5622

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#### Licensing and Syndication

International Director **Alastair Lewis** +44 (0)20 8267 8606  
Syndication enquiries **Isla Friend** +44 (0)20 8267 5024

#### Management

Group Director **Tim Bulley**  
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