

AUTOSPORT INTERNATIONAL SPECIAL ISSUE

AUTOSPORT

THE REBIRTH OF

WILLIAMS

...BUT CAN IT REACH THE TOP AGAIN?



PLUS SERGIO PEREZ ON HIS BATTLE BACK TO FORM



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Williams headlines the world's best race show

IT'S AUTOSPORT INTERNATIONAL THIS WEEK. IN FACT, you may even be reading this within the walls of the Birmingham NEC. The Williams Formula 1 team is with us in force at the show and, like any hardcore enthusiasts of the sport, we're delighted that this purest-bred of racing squads has been enjoying a resurgence over the past couple of seasons.

How has this happened? Well, you can find out from page 4, where our own Lawrence Barretto spends some quality time with deputy team principal Claire Williams and technical chief Pat Symonds as they detail the haul back from the dark days of the early years of this decade.

That's only the spearhead of our *Autosport* International preview, where we look at some of the features that make it the best motorsport show on the planet.

Elsewhere in this issue, Ben Anderson gets up close with Sergio Perez to talk about his return to form, David Evans profiles rallying's up-and-coming star Hayden Paddon, and Jack Cozens starts his WTCC mission with a trip to... Mantorp Park, where he talks to the prime movers behind the new Volvo squad.

We also say goodbye to two of motorsport's popular figures. Tyler Alexander was the glue for the McLaren F1 team for so many years, and Maria Teresa de Filippis was a great role model for female participation in motorsport in an era when it was most definitely viewed as a man's world.



MPS

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LAT; Dunbar/LAT

COVER STORY

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THE RACING CAR SHOW

**“WE ALREADY
PUNCH WAY ABOVE
OUR WEIGHT –
WE JUST HAVE
TO DO A BIT
MORE OF IT,”**

Williams has fought back to prominence in recent seasons. Now the team believes there is nothing to stop it challenging Mercedes

By Lawrence Barretto, F1 Reporter
[@lawrobarretto](#)



LAST SEASON REPRESENTED SOMETHING SIGNIFICANT FOR WILLIAMS: FOR THE first time since 2003 it completed back-to-back finishes in the top three of the constructors' championship. For a team that operates on only the fifth-biggest budget in Formula 1 and does not have the backing of a manufacturer, that's quite an achievement. It is also reasonable proof that Williams may finally be on its way out of the wilderness in which it languished for close to a decade.

Since claiming its last world championship in 1997, Williams has won only 11 grands prix and, until 2013, had been in an almost permanent state of flux. Its position became more tenuous when it parted company with BMW at the end of 2005. Williams regularly found itself squabbling in the midfield and, aside from a shock win in the 2012 Spanish Grand Prix with Pastor Maldonado, there was very little to smile about. But three years ago, the foundations for the future were put into place.

Claire Williams was promoted to the position of deputy team principal, acting as the public face of the team, while father Sir Frank retained overall control. Ex-Renault engineering chief Pat Symonds was drafted in, and Valtteri Bottas, described by Sir Frank as "one of the most talented young racing drivers we have ever come across", was moved into a race seat and partnered the following year by the experienced Felipe Massa. Mike O'Driscoll, former president for Aston Martin Jaguar Land Rover North America, became full-time Group CEO, having been a non-executive director since 2011, to oversee long-term strategy.

These were bold moves considering Claire's total lack of previous team-principal experience, and Symonds's association with Renault and the 2008 Singapore GP cheating controversy. Bottas was an unproven talent, Massa was a driver deemed not good enough by Ferrari, and O'Driscoll did not have Formula 1-specific experience. But drastic action was required after the team suffered the ignominy of finishing ninth in the constructors' championship in 2012. And it appears to be working. "Williams is in a really good position at the moment," says Claire Williams, whose first role with the team was as communications officer in 2002. "We've done a lot of hard work to get to where we are today and all those decisions have been well-considered decisions. It's nothing that's happened by luck or by chance. We put in place a very competitive strategy midway through 2013 across all areas of our business that everyone's fully aware of now."

Strategy – and sticking to it – has been key to the Williams revival. There are elements of good fortune – the team backed the right horse when it came to engines, signing up Mercedes in

a long-term deal that runs to 2020 – but that is part of the game. Williams has been just as shrewd commercially, drafting in big brands such as Martini and then capitalising on its success in 2014 by enticing Unilever and Avenade to the team from Lotus. And it has made tough decisions, one of which was to drop Nico Hulkenberg for the 2011 season and replace him with the then GP2 champion Maldonado and his pot of gold from Venezuelan oil company PDVSA.

It was easy to criticise that decision at the time, given Hulkenberg's speed and potential, but it was either that or laying off a significant number of staff, which would not have been positive in the long term. That move is almost forgotten now that Williams's course has been steadied more significantly than ever since it split with BMW.

"I think it's probably more stable now," says Williams. "But there are always mitigating factors that you're always coming up against, so that you've got to restabilise your ship." So far, the trio of Williams, Williams and O'Driscoll is doing just that. And with the right people in the right places, the resulting stability is making all the difference.

"It's difficult for people to appreciate stability because it is not a measurable thing," adds Symonds. After 40 years in motor racing, statistically I know what it's worth. I know when we have

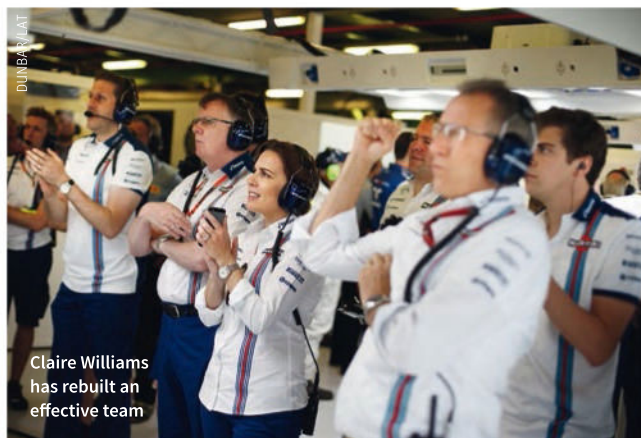
"WE'RE IN A REALLY GOOD POSITION AT THE MOMENT... IT HASN'T HAPPENED BY LUCK"

had it in the past and when we haven't. All the little bits like when you don't have to learn about a new driver, work with a new engineer or new engine partner make life easier."

The team's budget is dwarfed by those of Mercedes, Ferrari, Red Bull and McLaren, but Williams believes it would only require a small (relatively speaking) increase to make a big next step and challenge for the title.

"I've always been one to say that it's not all about budget, but, you know we are operating – the numbers are there for everyone to see – on a third of what Ferrari, Mercedes and Red Bull are operating on and those are our main competition," she says.

"It's going to be tough to not only sustain our position in third but to move forward based on the budget that we have. So yes, >>



Claire Williams has rebuilt an effective team



BMW and Williams parted company at end of 2005

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COATES/LAT



Bottas has repaid Williams's faith with impressive drives



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
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I would suggest somewhere around £20-30 million would make a real difference to us. But £20-30 million is not easy to come by and particularly this year we're seeing the sponsorship market even more difficult than in the past three or four years."

Symonds believes Williams will have to continue doing what it has managed to do in the past two years — get the most out of the money that it has and, if better-funded teams beat it, accept it and move on.

"We have got to think smarter than the other guys," says Symonds. "We already punch way above our weight — we just have to do a bit more of it and that's going to be difficult. You come across a problem and you think, 'Who can I put on it to investigate it?' and you think 'no-one' because they are all flat-out, whereas at Ferrari, Red Bull and Mercedes, they can say, 'Oh yeah, Fred can stop what he's doing and he can do that'.

"It's really hard. But we're not going to get a fairy godmother come and give us X millions more. We just have to try and be a bit smarter. I think a small incremental improvement in our budget would have a big effect because we really are at the limit with everything at the moment. If one way or another we got that small incremental increase than I think absolutely we'll start pushing up for that second place and more."

With a "rules revolution" planned for 2017, there is a real opportunity for a team like Williams to make a step forward. But how it goes about splitting its attention across this year and next will be crucial for its long-term future. Excel in 2016 at the cost of 2017 and the team faces returning to the wilderness and requiring several years to claw its way out. Let 2016 slide in favour of 2017 and the crucial lost prize money will undo any of the work you've done on the new car.

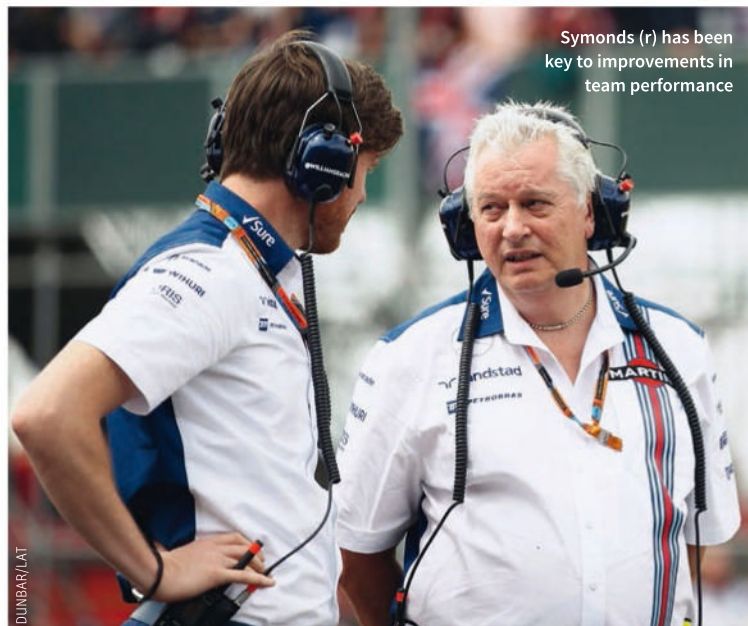
"We're not a team that can ever afford to say, 'We'll do a minimum job for '16 because '17 has got these new regulations and we've got to focus on that,'" says Williams. "We have to manage our resources meticulously if we're going to hit the ground running in 2017. We have to work out where needs focus and where needs the attention on '16 and where needs the focus and attention on '17. We have to make it

work so we can give 100 per cent on both. It's a lot easier if you're a bigger team with a bigger budget, but this situation is not new — we've regularly had big rule changes in Formula 1 and we've made each championship season work, and we have to do that again."

Symonds has turned out to be a shrewd appointment by Williams. The 62-year-old has fitted seamlessly into the team, methodically gone about assessing where the weaknesses were and then recruiting and moving people into the right areas. It's also useful that Symonds has played a key role in shaping the 2017 regulations. "As part of the Strategy Group, Pat and I have fortunately had a significant role to play in the development of those regulations so of course we've started conceptual thinking around what we need to do in order to meet those regulations and design our race car for 2017," says Williams.

"You want to make sure that when you're in those discussions you're thinking about your capabilities when you're trying to shape them, but also meet the criteria that the Strategy Group is trying to set out for those 2017 cars. Pat is one of the most gifted and experienced engineers that we have in Formula 1. He's one of the old school and can cover everything. He's not just focused on one or two disciplines. He really is truly talented and we're very lucky that he has been called in by the FIA to help shape those regulations."

Formula 1's global reach is an attractive proposition for big brands, but they are increasingly after more bang for their buck and, as a result, securing sponsorship has become a huge challenge, as



Symonds (r) has been key to improvements in team performance

McLaren (without a title sponsor since Vodafone withdrew at the end of 2013) will attest. Williams, though, has a strong portfolio. Bringing in Martini has made it attractive to other businesses, who want to be associated with that brand and image. Aware of the current climate, the team is not only frugal with its budget but is looking to bolster it through the other part of its business, Williams Advanced Engineering.

"From where we were in 2012 and 2013 versus how it is now in terms of the commercial side, it's polar opposites," says Williams. "But that was a very conscious part of our transition process and our turnaround strategy. We wanted Williams to become a

commercial destination for brands and to attract big brands into the sport, and we had a very careful roadmap as to what we needed to do in order to create that. But we have work to do. I think, from our perspective, the better we're doing on the racetrack the more brands are going to be attracted to coming in. I think we've done everything that we need to do in repositioning our team.

"As a percentage of our racing budget — which is about £110 million — Advanced Engineering is not contributing as much as it needs to. But it's early days — it's only embryonic as a company and it's only been operating in its current format for three years. The ambition is that Advanced Engineering plays a significant part in funding the Formula 1 team, but not the major part. The major parts will always be sponsorship and the prize money we get from FOM."

The more success a team enjoys, the more appealing it becomes as a destination for top-level drivers. Previously, Symonds has said the team's priority wasn't drafting in a big-name driver because the budget would be better spent elsewhere. That remains the case, with Symonds pleased with the current line-up of Massa and Bottas, whose current contracts run until the end of the season.

"At the moment, we are deficient in areas which I would prioritise over a superstar driver," he insists. "So if Alonso came to drive for us, we would make full use of him. We'd work well with him. We'd give him what we needed. There's no doubt about it. But if we had to pay his salary, we may not eat for a year. I think Felipe >>

"IF ALONSO CAME WE'D GIVE HIM WHAT HE NEEDED, BUT WE MAY NOT EAT FOR A YEAR"

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03 April	Club Championship - R1 Inc: LGM	02 Oct	Club Championship - R6 Inc: LGM
01 May	Club Championship - R2 Inc: NKF	22-23 Oct	MSA Gearbox (Short Circuit) Kart Grand Prix -FULBECK
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Williams led Mercedes at British GP for 20 laps but lost out to the faster cars

and Valtteri are perfect for our team, they work so well together. They are such team players. They push each other really hard because they are actually very similar in performance and it helps to get the whole team working nicely. Honestly, if I had a totally free hand, I'd keep exactly what we have got – and it's not often I would say that."

In terms of improving, Symonds has highlighted two key areas – tyres and pit operations. The sight of a Williams with a sticky wheel during a pitstop was all too frequent last season, while getting the tyres into the operating window was a perennial problem. "We're definitely not as on top of the tyre situation as I'd like us to be – there are things I feel we can improve there," he says.

"Strategically, the way we operate, I think we are getting better and better. I think we're making good strategy calls now, I think the guys are doing well there. Generally speaking, we operate well and the car is extremely reliable. It's a damn good car, we've had very few retirements through mechanical problems. I'd like to see aero improve and we are still short of downforce relative to Ferrari, Mercedes and probably Red Bull. But I think the thing

we can concentrate on is trying to understand our tyres a bit better. By Saturday afternoon, we get there, but I think I'd like to get there a bit quicker."

Williams pulled off a masterstroke by signing a long-term deal with Mercedes in an era when the engine plays a big role in performance. But Williams remains a customer and Mercedes' works squad will always have the edge. Last season, of course, its customers did not receive the upgraded power unit it introduced

at the Italian Grand Prix, round 12 of 19, at any point.

Williams, though, remains insistent that the team can win a title as a customer, pointing to the British Grand Prix last July, when

“WE HAVE TO DO BETTER ON THE CHASSIS SIDE AND THEN WE CAN FIGHT FOR WINS”

Massa and Bottas ran one-two to give the team its best chance of a victory since Spain 2012.

"I know we can," she says. "I think it's a challenge, but of course people are going to say it's harder. Some people have been saying we could never win but look what happened at Silverstone. We overtook them [Mercedes] and we led for 20 laps, and it was only really because our car wasn't strong enough to keep them behind us. It wasn't the power unit, it was the car. We have to do a better job on the chassis side and then we can fight for wins and we can fight Mercedes for a championship. This is not all about engines in Formula 1 as much as the media portray or what the paddock says. If we do a better job chassis-wise, then of course we can take the fight to them and I 100 per cent believe that."

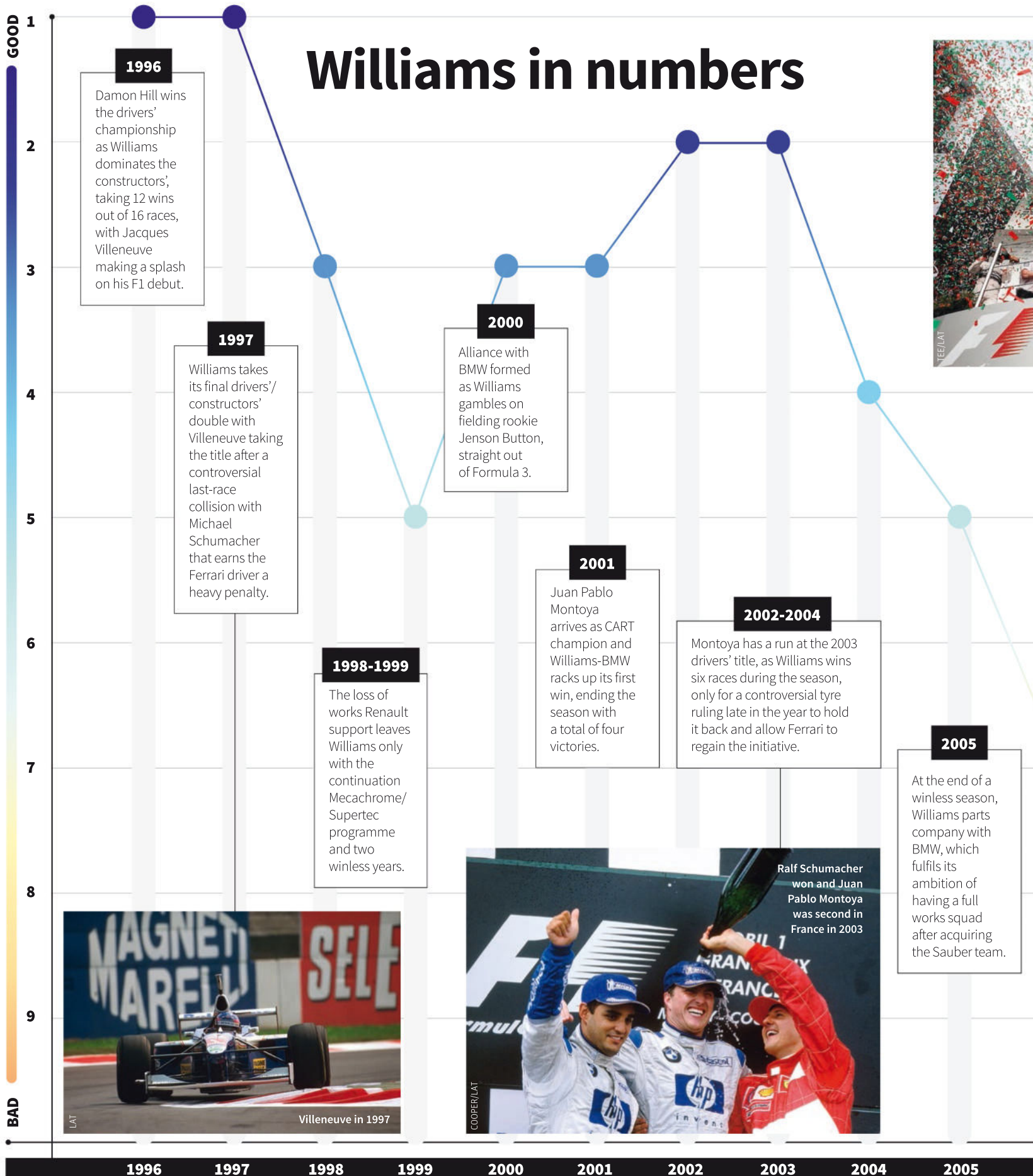
After years of scrapping around in the midfield, Williams has emerged as a genuine frontrunner and is arguably the best at making the most of its resource. Staying there with its budget won't be easy, especially as Red Bull and McLaren underperformed last term. But this is sport.

Think of Williams as the Arsenal of Formula 1, a well-run business that is maximising its resources. Arsenal look like the kind of team that can win the Premier League this term, with Manchester City looking inconsistent and big-spending Manchester United and Chelsea in all sorts of bother.

Who is to say the same scenario could not happen in F1, or that Williams could not reach the top step of the rostrum? »



Last win was in Spain in 2012 with Maldonado



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Bottas's third in Mexico was one of four 2015 podiums

2010-2011

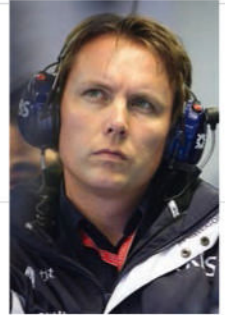
A renewed partnership with Cosworth again delivers little, except for Nico Hulkenberg's pole position at the 2010 Brazilian Grand Prix shortly before he is dropped to make way for the heavily PDVSA-backed GP2 champion Pastor Maldonado.

2012-2013

After wholesale changes early in 2011 with Sam Michael's resignation as technical director, Williams has a strong 2012 season with Mike Coughlan in the role. A switch to Renault engines also helps the team to take its first win since the last race of the '04 season, thanks to Maldonado's shock victory in Spain in May. But driver errors cost the team dearly and, despite having the pace to be at least fifth in the standings, and perhaps as high as third, it languishes eighth in 2012 prior to a dire year the following season as it struggles with Coanda exhausts.



Mike Coughlan



Sam Michael

2014-2015

For the first time since the early years of the century, Williams – now powered by Mercedes – strings together two seasons in the top three in the championships with podiums, pole positions and fastest laps. All that's missing is a victory...

2006

Williams runs Cosworth engines, but Mark Webber and Nico Rosberg struggle to get results.

2007-2009

With Toyota customer engines, which lead to the team running marque protege Kazuki Nakajima for the latter two seasons, Williams only has sporadic moments in the sun.

2006 2007 2008 2009 2010 2011 2012 2013 2014 2015



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THE RACING CAR SHOW

SEASON STARTS HERE

SINCE 1991, AUTOSPORT INTERNATIONAL HAS given fans from across the UK salvation in the middle of the cold, dark slog of winter. The motorsport community will come together once again at Birmingham's NEC this week, starting the countdown to the season ahead.

This year's show features unprecedented involvement from the Williams Formula 1 team, headlined by key personnel, iconic cars and its

paddock motorhome. Every level of motorsport will be represented with stars, cars and special displays, while the Live Action Arena will host sensational shows, and you can experience high-speed passenger rides or get behind the wheel on a bespoke karting track.

Following the trade days on Thursday and Friday, doors open to the public on Saturday and Sunday. Here's just a taste of what you can expect during Europe's biggest motorsport show.

GRIFFITHS/LAT



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F1'S OFF-SEASON SANCTUARY

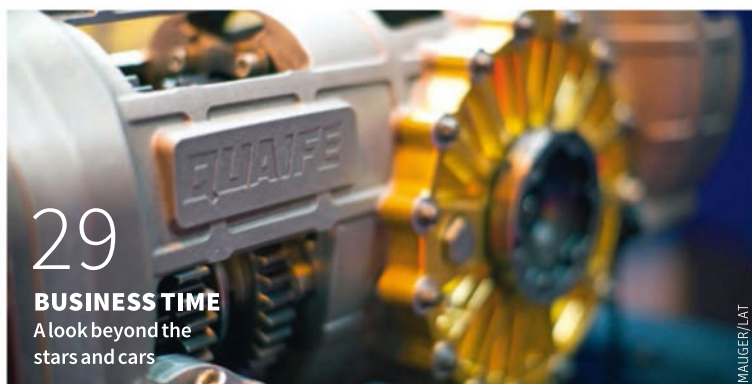
Your Formula 1 fix between the
Abu Dhabi and Australian GPs



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Your complete guide, from A1
Team Wear Limited to Zircotec

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WHO TO LOOK OUT FOR

DAVID CROFT

Sky Sports F1's commentator will host shows in *Autosport International's* Live Action Arena.

WAYNE GARDNER

1987 world motorcycle champion with Honda, chatting all things MotoGP and his life on two wheels.

JOHNNY HERBERT

The GP winner and housewives' favourite will help Formula Kart Stars pick a youngster to support.

DAMON HILL

Williams legend starting 20th anniversary celebrations of his 1996 Formula 1 world championship.

ANDREW JORDAN

Local favourite and 2013 British Touring Car champion looking ahead to his switch to Motorbase.

GUY MARTIN

The engineering enthusiast, motorcycle racer and famed daredevil will join the Live Action Arena shows.

FELIPE MASSA

Brazil's cheery Formula 1 star heads to the NEC on Sunday to sample Ayrton Senna's first F1 car.

ALLAN McNISH

Three-time Le Mans 24 Hours winner and BBC F1 pundit dispensing wisdom on all things racing.

MATT NEAL

Three-time BTCC champion giving his verdict on his team's first season with the Honda Civic Type-R.

ANDY PRIAULX

The Channel Islands' tin-top hero will be quizzed about his new programme with Ford in the WEC and Le Mans.

PHIL READ

Dual motorcycle racing world champion and eight-time Isle of Man TT winner.

GORDON SHEDDEN

Became a two-time BTCC champion in a dramatic finale at Brands Hatch last October with Honda.

PETTER SOLBERG

The double World Rallycross champion returns to the Live Action Arena after wowing crowds in 2015.

COLIN TURKINGTON

Two-time BTCC champion looks ahead to new season of Britain's top local class and a switch to a Subaru.

CLAIRE WILLIAMS

Williams F1 team deputy principal, to be joined at the show by Pat Symonds and Rob Smedley.

SUSIE WOLFF

Former F1 tester and DTM racer is launching an initiative to boost female participation levels.



HERBERT AND HILL

STALEY/LAT



MASSA

DUNBAR/LAT



GRIFFITHS/LAT

McNISH



SOLBERG

McKLEIN/DE

SHOW INFORMATION

JANUARY 14-17, BIRMINGHAM NEC

Open 9am to 6pm each day (January 14-15 are trade days only)

TICKET PRICES (Saturday and Sunday)

Ticket type	Advance price	Door price
Adult	£33	£36
Child (6-15)	£21	£24
Paddock Pass	£44	£47
Child Paddock Pass (6-15)	£31.50	£34.50
VIP Club	£125	£125

All tickets include a seat in the Live Action Arena and entry to The Performance Car Show. Accompanied children under six get **free access**.

For more information visit autosportinternational.com

ROUTE FINDER

BY CAR

The NEC is easily accessible from junctions 6 and 7 of the M42, which connects to the M6, M40 and M5. The A45 also passes the NEC. Alternatively, you can type B40 1NT into your sat nav.

BY PLANE

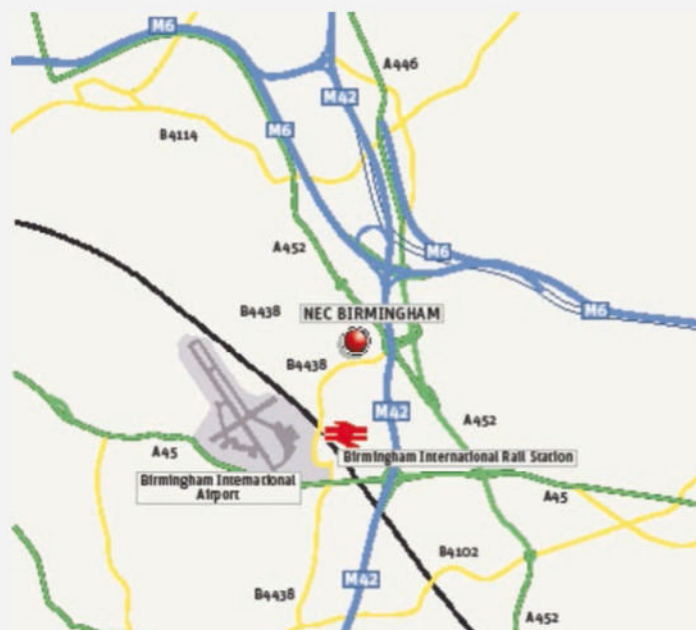
The NEC is a short drive from Birmingham International Airport. The easiest way to reach the venue is by the Air-Rail Link, a free shuttle service running every two minutes between 0515 and 0200. For scheduling call 08445 766000 or visit birminghamairport.co.uk.

BY TRAIN

The NEC is a few minutes' walk from Birmingham International Station. Connections from Birmingham New Street run regularly and take 10 minutes. New Street has excellent links to all major UK cities.

BY COACH

National Express runs regular services to Birmingham city centre and the airport. For information, visit www.nationalexpress.com.





DOUBLE CELEBRATION

Show celebrates twin 20th anniversaries of Damon Hill's F1 title and launch of sister magazine *F1 Racing*

Damon Hill, 1996 Formula 1 World champion, will kick off a very special double 20th anniversary celebration at Autosport International this year. For not only is it two decades since Damon took motor racing's ultimate prize, Autosport's sister title *F1 Racing* – the world's biggest-selling F1 magazine – first hit the shelves that same year.

The *F1 Racing* grid is the traditional centrepiece of Formula 1 activity at Autosport International, offering you a unique opportunity to get within touching distance of the pinnacle of racing technology. How recent the cars are depends on how relaxed each team is about allowing cameras so close to their

prized designs, but that only adds to the enjoyment of getting so close. Can you tell your FW36 from your FW35, or a launch-spec aero package from a pukka race set-up?

Last year, Mercedes laid down a marker by proudly showing an example of its double title-winning W05 from the previous season. You may even see members of the team in the NEC dressed in their civvies – last year Mercedes-Benz High Performance Powertrains boss Andy Cowell, one of the key architects of Mercedes' recent domination, was spotted as a paying customer, escorting his family around the halls...

Having abandoned the 2014 twin-tusk nose concept and Renault engines, Lotus

F1 Racing grid provides a rare opportunity for a close look at latest Formula 1 machinery

wasn't shy about showing its E22 in full last year, fielding a chassis driven by Pastor Maldonado in the last six grands prix of the previous season. It was even riding on marked race rubber.

Even the cars that aren't from the previous season have a story to tell, if you can catch sight of the chassis plate. In 2015, Red Bull exhibited RB6-3, nicknamed 'Luscious Liz' by Sebastian Vettel and driven to victory a stunning 13 times in 2013, including that incredible nine-race streak at the end of the season that meant he went the second half of the campaign unbeaten.

The cars themselves aren't the only stars of the *F1 Racing* grid, for a parade of special guests from the world of F1 will

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TODT FIA president faces questions



WILLIAMS Special history exhibit



McNISH Three-time Le Mans winner



STAR CARS Modern F1 cars on the *F1 Racing* grid will again be a major attraction for *Autosport* International visitors

grace the stage throughout the weekend. FIA president Jean Todt and F1 race director Charlie Whiting are scheduled to stop by on Friday, and a packed timetable for the rest of the weekend features many of the show's headline guests, including Damon Hill, Allan McNish and Sky Sports F1's David Croft.

MC'd by *Autosport* and *F1 Racing* executive editor Stuart Codling, events on the *F1 Racing* grid tend to be more freeform than on the main *Autosport* stage, especially when the famously boisterous 'Crofty' is involved. Will he seek to demonstrate the inherent strength of an F1 car's wing by standing on one this year?

There's only one way to find out... ❄



HILL World champion will be present as part of 20th anniversary celebrations



CROFT MC for *F1 Racing* grid events

REMEMBER WHEN?

Autosport International has hosted many of motorsport's biggest stars since the very first show was held at the NEC in 1991. Here's a look back through the LAT Photographic archives at some of the major highlights

MONACO MEMORIES

A touch of Monaco came to Birmingham in 2006, as *Autosport* International celebrated 100 years of grand prix racing in the principality.



FERRARO/LAT

ANDRETTI AND PETTY

American racing royalty Mario Andretti and Richard Petty shared stories at *Autosport* International in 1994.



STRAIGHT TALKING

As BBC F1 co-commentators, James Hunt and Murray Walker featured regularly during the early years of the show.



LAT

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WHEN THEY WERE YOUNG

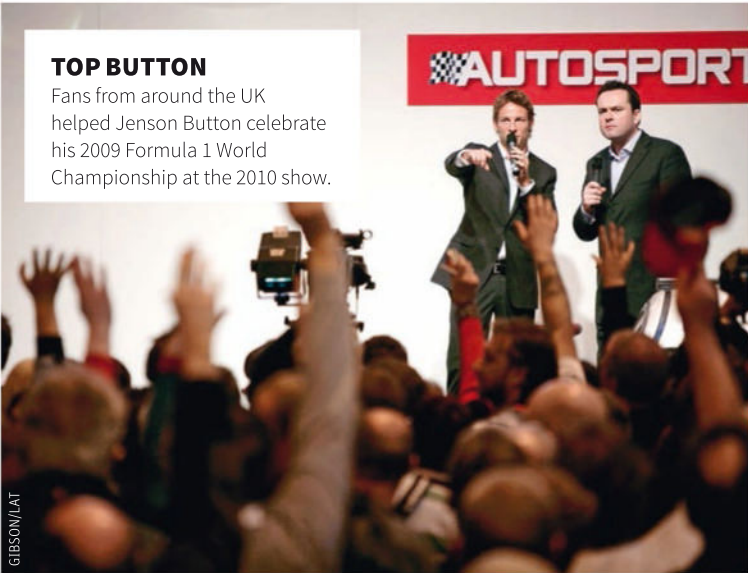
A very young Lewis Hamilton with (l-r) Oliver Gavin, Niki Cleland, Jos Verstappen, Dario Franchitti, Jason Watt, then *Autosport* editor Andy Hallbery, Jan Magnussen, Jonny Kane, Ian Flux, Will Hoy, Ralph Firman and Allan McNish before the 1996 karting race.

DIXON/LAT



FINN FUN

Kimi Raikkonen enjoyed his visit to the show in 2001, before making his Formula 1 debut with Sauber.



TOP BUTTON

Fans from around the UK helped Jenson Button celebrate his 2009 Formula 1 World Championship at the 2010 show.

GIBSON/LAT

THE SHOW STOPPERS

Walking through *Autosport* International would take a lot less time if the halls of the Birmingham NEC were not packed with cars representing every form of motorsport. Here is a small selection of what could catch your eye

FORD'S NEW GT RACE CAR



SEE IT FIRST

"We're back," Ford executive chairman Bill Ford proclaimed on the eve of the Le Mans 24 Hours last June. "We're back at Le Mans with a supercar."

Ford was announcing its new GT programme to be run by Chip Ganassi Racing in the World Endurance Championship and IMSA SportsCar Championship in 2016. Before the Ford GT makes its race debut at Daytona later this month, you can get a close-up look at the car on the *Autosport* Stage this

weekend, accompanied by drivers from its 2016 WEC line-up.

New projects won't be hard to find, wherever you are within the NEC. Ginetta will take the covers off its LMP3-based G57 and Radical is revealing its new RSX Spyder. Lightweight sportscar manufacturer Zenos will be unveiling its fastest car yet, the E10 R, and – from another British firm – the brand-new Avatar will make its public debut, weighing in at 700kg and with a 250bhp engine.

WILLIAMS FW08C



LIVE AND LOUD

The first Formula 1 car driven by Ayrton Senna will add a touch of history to *Autosport* International's unique Live Action Arena.

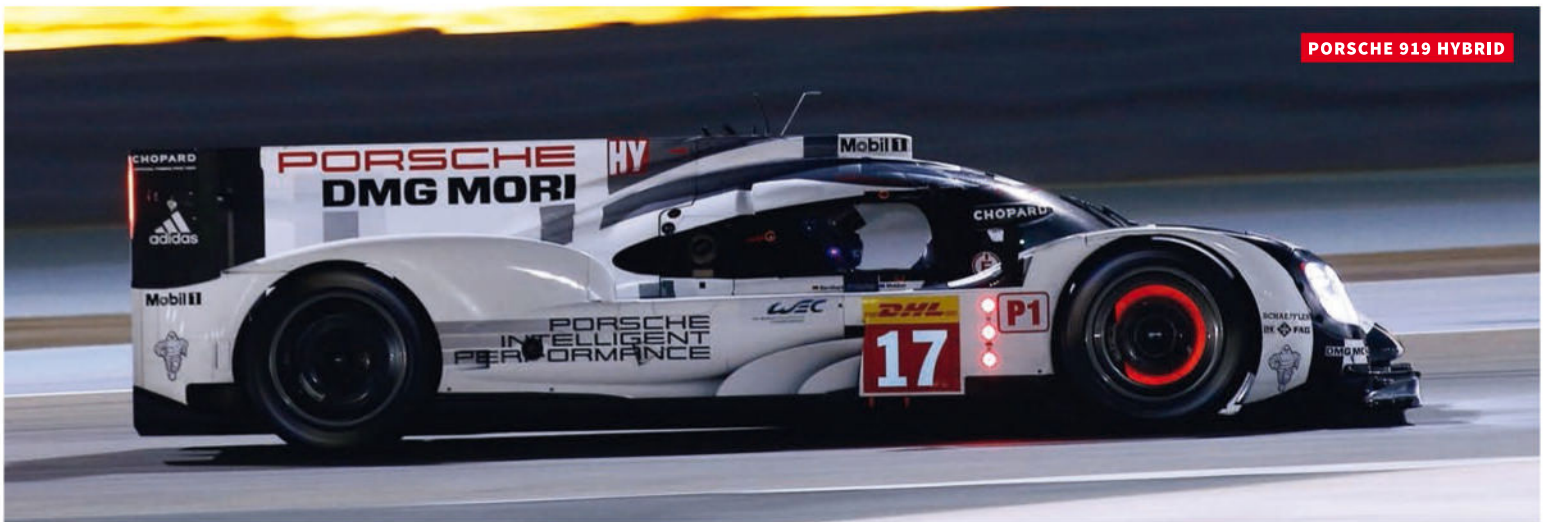
As part of its presence at the show, Williams is bringing an example of its FW08C – driven by Keke Rosberg and Jacques Laffite during the 1983 season – from its heritage collection to Birmingham. It was also the car in which Senna made his F1 test debut, at Donington Park in July 1983, as a young starlet in British Formula 3.

Among the legion of drivers to cite the three-time world champion as a hero, current Williams ace Felipe Massa will get his chance to demonstrate the car in the 5000-seat amphitheatre this Sunday afternoon.

After dazzling fans at the 2015 show, dual World Rallycross and 2003 WRC champion Petter Solberg is back, with motorsport stunts and tricks in his 400bhp Citroen Xsara WRC, while renowned daredevil Guy Martin joins the fun for the first time.

Hosted by Sky Sports F1's David Croft, each 70-minute showcase will also feature world record attempts, BriSCA and Autograss racing, interviews with the stars of *Autosport* International and machinery from the Performance Car Show.

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PORSCHE 919 HYBRID

PITTING IN AT THE NEC

After returning to sportscar racing with a new LMP1 programme in 2014, Porsche added to its rich motorsport history last year, and its 919 Hybrid will be the centrepiece of the *Autosport* Stage. Nico Hulkenberg, Nick Tandy and Earl Bamber claimed Porsche's 17th victory in the Le Mans 24 Hours, and its first since 1998, to end Audi's run of five consecutive wins. Porsche also won the World Endurance Championship's manufacturers' title, while Mark Webber, Brendon Hartley and Timo Bernhard secured the drivers' crown in Bahrain's season finale.

The high drama of Webber's, Hartley's and Bernhard's title was matched by the conclusion to the British Touring Car Championship at Brands Hatch. In the final race of the season, Gordon Shedden charged from 19th to fourth to secure a second crown by four points, and



SHEDDEN'S TITLE-WINNING HONDA

his victorious Honda Civic Type-R will be on display.

The traditional BTCC feature in Hall 6 returns, as does the Wales Rally GB exhibit in Hall 8. Running within the national component of the WRC finale last November, the Subaru WRX STI of David Higgins and Craig Drew turned heads with its Colin McRae tribute livery, and is set to do the same again this weekend.

A sensational display of eight grand prix cars – including the world championship winners of Keke Rosberg, Nigel Mansell and Damon Hill – will illustrate the history of the Williams Formula 1 team in a very special new display, next to the *Autosport* Stage.

Machinery from Formula 1, Group C and Can-Am sportscar racing and grand prix motorcycles will celebrate the 1970s and '80s in the When We Were Kings historic display in association with Silverstone Classic.



JAGUAR C-X75



ASTON MARTIN VULCAN

ROAD-GOING SUPERSTARS

A very unique Jaguar will be on display as part of the Williams Martini Racing feature – the Jaguar C-X75 from the latest James Bond film, *Spectre*. Williams Advanced Engineering was involved in preparing the car for its 15 minutes of fame – driven by the villain of the film, Hinx – and a second C-X75 will be demonstrated in the Live Action Arena during the show.

The best of the motoring world will headline the Performance Car Show presented by Landsail Tyres. Show partner *Autocar* is bringing its usual array of supercars, led by the Aston Martin Vulcan and BMW M4 GTS. PistonHeads.com will help salute the very best and most iconic hot hatches as part of a special display.

Keep an eye out, too, for examples of the McLaren P1 GTR and 570S and Porsche's 918, while the annual Coys auction will feature perhaps the most-diverse single collection of cars at the NEC.



McLaren M26 – this is James Hunt in 1978 French GP – will be on HSCC stand

BRITISH MOTORSPORT'S GOLDEN AGE

The heart and soul of domestic motorsport will be in the spotlight at *Autosport International*, including a special anniversary for an iconic club

EVERY LEVEL OF MOTORSPORT – from karting to Formula 1 and rally stages to street circuits – is covered at *Autosport International*, and a walk around the NEC highlights the diversity of the sport.

Among the exhibitors, Britain's thriving national motorsport scene is one of the star attractions. Circuits, championship organisers, teams, racecar manufacturers and suppliers are here, all under one roof, and eagerly anticipating the start of the new season.

The year ahead is a milestone one for the Historic Sports Car Club,

which will launch its 50th-anniversary season with a major display of period racing cars in Hall 6.

Star billing will go to the Jaguar D-type raced by Neil Corner to win the inaugural Griffiths Formula race at Castle Combe in May 1966. The D-type will be joined on the stand by the Lotus Mk10 that finished second in the race, in the hands of Chris Warwick-Drake, and an Aston Martin DB3S of the type that finished third. The Griffiths Formula race was for sports cars from 1945-55 and led to the formation of the HSCC.

"We've got a tremendous line-up of cars at the NEC to launch our 50th-anniversary season," said HSCC chief executive Grahame White.

"I'm particularly pleased that we've been able to track down the cars that finished first and second in the Griffiths Formula race at Castle Combe in 1966."

Eight more cars will be on display to trace the story of the HSCC across half a century. The Formula Junior Lola Mk2 of Tony Steele marks the club's long association with the category, and back in 1976 Steele won the Formula Junior class of the club's single-seater championship.

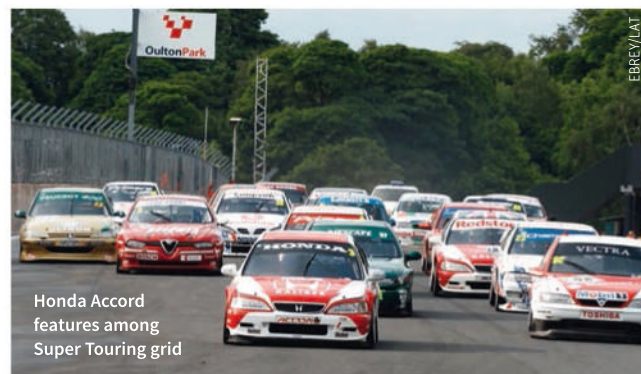
Club chairman Frank Lyons will display two of his cars. His mighty Gurney Eagle FA74 marks 30 years since the HSCC first included Formula 5000s in the forerunner of the Derek Bell Trophy. Also from Lyons's stable is a McLaren M26 grand prix car, marking the club's role in the development of Historic Formula 1 racing through the 1980s and '90s.

The Chevron B19 of Jonathan Loader will bring back memories of the RJB Mining Group 6 Championship, which enjoyed great support through the 1990s. The Chevron is also now a contender in the club's new-for-2015 Pre-'80 Endurance Series.

Representing Historic Formula Ford, one of HSCC's longest-running and most-popular categories, is the Jamun T2 of Will Nuthall, while its newest class, the Super Touring Trophy, will be represented by the ex-works Honda Accord of Graeme Dodd.

Completing the display will be a huge Can-Am McLaren M8E sports-racing car – the HSCC's 50th anniversary coinciding with that of the American formula – and a 1950s Cooper Bristol MkII single-seater to recall the Lloyds and Scottish Historic Car Championship of the 1970s.

During *Autosport International*, the HSCC will release more details of its three key 50th-anniversary season race meetings at Castle Combe on April 16-17, Brands Hatch on July 2-3 and Oulton Park on August 27-29. 🏁



Honda Accord features among Super Touring grid

CONFERENCE CENTRE

RACE DAY HOSPITALITY & PUBLIC TOURS

The Williams Conference Centre is home to the largest private collection of Formula One cars in the world. Housing more than 40 of the team's seminal race cars, the collection charts the team's 30+ years of motor racing history.

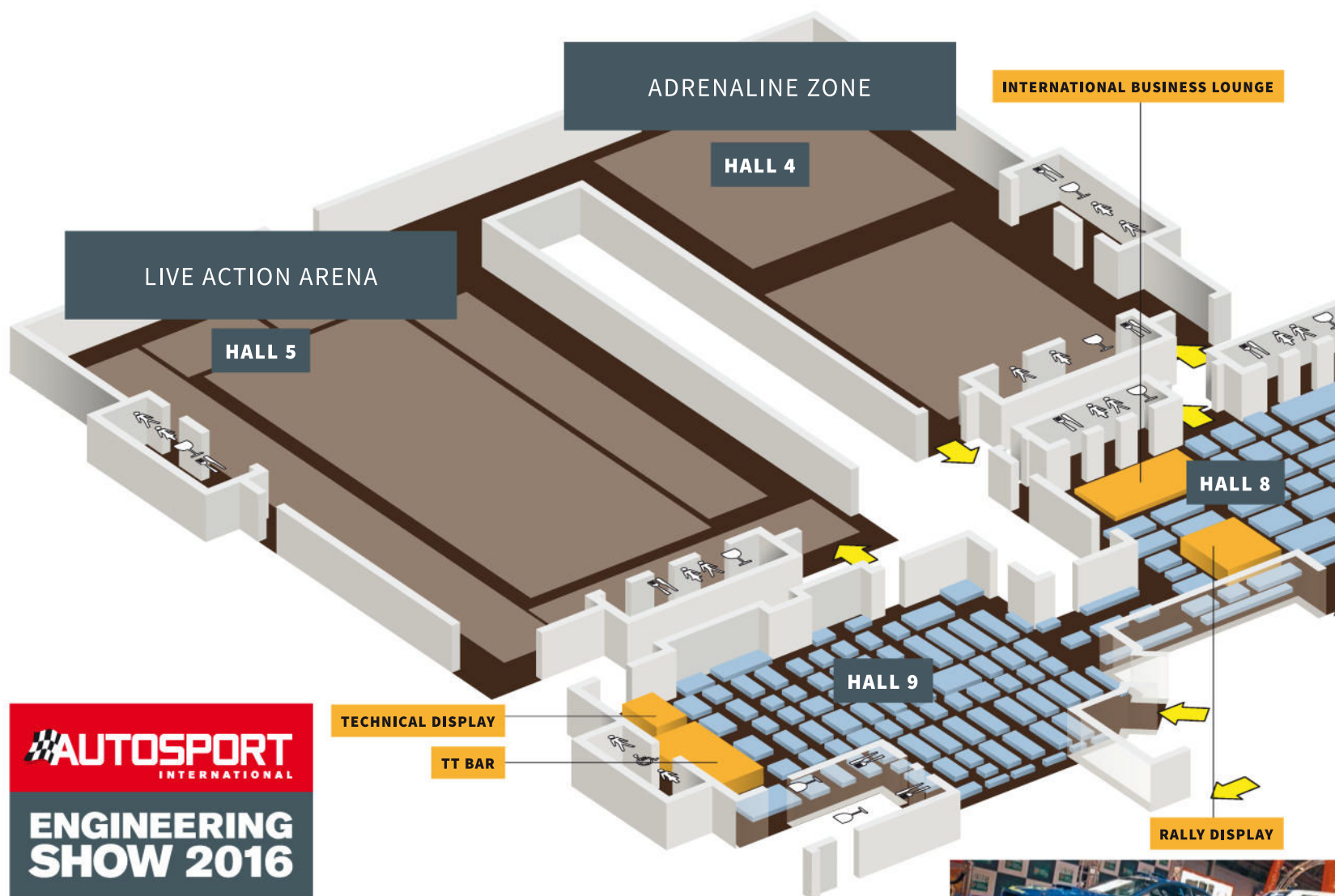
INFORMATION AND ONLINE BOOKING: WILLIAMSF1.COM



WILLIAMS
CONFERENCE CENTRE
GROVE
OXFORDSHIRE
OX12 0DQ

CHOOSE YOUR ADVENTURE

Autosport International and the Performance Car Show cover more than one million square feet within Birmingham's NEC. Here is where you'll find the key attractions



THU/FRI ONLY, HALL 9



HOLYER/EBREY/LAT



HARTLEY/EBREY/LAT

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AUTOSPORT STAGE
&
WILLIAMS MARTINI RACING
FEATURE



HISTORICS

THE EVOLUTION OF THE HOT HATCH

COYS AUCTION

TECH TALK

HALL 20

HALL 19

HALL 6

HALL 7

BTCC DISPLAY



AUTOCAR

HOT HATCH HALL OF FAME

PISTONHEADS.COM

F1 RACING GRID



HALL 19

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WOLFF'S PACK

In addition to the range of exhibitors, the launch of a new women-in-motorsport initiative heads the list of *Autosport International's* other attractions

LAUNCHES AT AUTOSPORT

International are nothing new, and the 2016 show will mark the public debut of a new initiative led by Susie Wolff and the Motor Sport Association aimed at increasing the number of females involved in the sport long-term.

The former Williams F1 test driver and DTM racer, who retired from motorsport late last year, will reveal details of the plan on the opening morning of the show today (Thursday), and returns on Saturday to discuss it during the first public day.

"When I decided to hang up my helmet I knew I wanted to give something back," Wolff said.

"I called Rob Jones, CEO of the MSA, who immediately shared my enthusiasm and passion. We very quickly put a great team together and are proud to launch our initiative at *Autosport International*.

"Our sport is performance-based so gender is irrelevant. The opportunities are out there; we aim to inspire and drive female talent to make sure in the long term our sport is diverse."

Where the industry meets

High-performance engineering companies and motorsport professionals from around the world are heading to the NEC, primarily for the two dedicated trade days, with around £1 billion worth of new business that is set to be generated during the event.

Latest Motorsport Industry Association figures revealed that the UK's renowned Motorsport Valley comprised 4300 companies and employed 41,000 people in 2012, and



leaders such as AP Racing, Cosworth, Quaife, Williams Advanced Engineering and Xtrac will be in the spotlight.

The local firms will be joined by international companies, which account for approximately 15 per cent of the 600 exhibitors, including Bosch, Brembo, Eibach, Ohlins and Sadev.

Todt among key speakers

On Friday, FIA president Jean Todt will deliver the 2016 Watkins Lecture – named after the late Professor Sid Watkins – on motorsport safety.

A brand new feature, the Tech Talk stage in Hall 7 will host further

Nearly 100 international companies will exhibit at the NEC, including Ohlins from Sweden



Transmission technology expert Xtrac is among the strong local showing



The FIA president will deliver the Motorsport Safety Fund's Watkins Lecture

discussions about motorsport and the engineering industry throughout the four days of the show, while a new Fitness & Preparation area also makes its debut this weekend.

Autosport International's traditional Careers in Motorsport area returns, with universities and education providers from across the UK present to discuss opportunities within the field, along with the MIA's business lounge and selection of workshops. 

For more information on the schedule of industry events at the NEC, visit www.autosportinternational.com/trade

A-Z OF EXHIBITORS

EXHIBITOR	HALL + STAND	EXHIBITOR	HALL + STAND	EXHIBITOR	HALL + STAND	EXHIBITOR	HALL + STAND
#TrackAddict	9W 9210	British Cross Country Championship	7 7030	Driven Racing Oils	9 E860	Hedtec	6 6611
195mph Ltd www.195mph.com	6 6954	British Historic Kart Club	6 6132	DTA Fast	9 E282	Helical Technology Limited	19 19430
1st Tickets	19 19505	British Motorsport Marshals' Club	7 7341	Dunlop Tyres	6 6440	Help for Heroes	9W 9216
3MO Performance	9 E882	British Rally Marshals Club	8 8343	Dymag Performance Wheels	9 E283	Henleys Love Sweets	9W 9005
5 Club Racing	7 7432	British Rallycross Championship	6 6860	Dyno Developments	7 7714	Hewland Engineering	9 E520
750 Motor Club	7 7130	British Superkart Association	6 6400	Dynojet Research	9 E840	Hexagon Metrology Ltd	9 E830
@CarThrottle	19 19160	British Women Racing Drivers' Club	20 2675	Earls Performance Products	9 E760	HiSpec Motorsport Ltd	8 8600
AI Team Wear Limited	10 10230	Brooklands College	7 7100	EBC Brakes	8 8240	Historic Sports Car Club (HSCC)	6 6730
Abarth	20 2660	Brown & Geeson Ltd	6 6555	EcuTek International Ltd	9 E493	HNZ Power Solution	9 E647
ACL Bearing Company	9 E786	Brown & Miller Racing Solutions	9 E970	EEC Performance Systems	9 E640	Holinger Engineering Co Pty Ltd	9 E980
ACS Motorsport	6 7152	BRSCC	7 7050	EF Racing	9 E248	Hortons Books	6 6800
Advanced Fuel Systems Ltd	9 E481	Bruderer UK Ltd	9 E947	Eibach	9 E560	HRX	6 6660
Aero Tec Laboratories Ltd	8 8405	Brunel University London	7 7115	Ekollon Limited	8 8706	Hyundai Power Equipment	7 7510
AeroCatch	9 E886	Bruntingthorpe Proving Ground	9 E180	Elite Racing Transmissions Ltd	8 8615	Ifor Williams Trailers	6 6405
Aeroflow Performance	8 8205	BTN Turbo	9 E82	ELSA Solutions Srl	9 E80	Image Wheels International Ltd	6 6665
Aford Awards	6 6100	CAPE	7 7120	Emissions Analytics	9 C50	Induction Technology Group Ltd	9 E362
Airesshelta Ltd	6 6721	CAPE	7 7220	Empire RV	20 2770	INGSport Racing Ltd	7 7330
Akrapovic	20 2650	Caracalla 1947 CM/47	6 6805	Engine Parts (UK) Ltd	9 E948	Instant Promotion UK Ltd	7 7214
Albins Gear	9 E61	Cartek Motorsport Electronics	8 8244	Envy Car Care	6 6922	Institute of Mechanical Engineers	9 E342
Alcon Specialist Brakes & Clutches	9 E1260	Castle Combe Circuit	7 7430	EOS GmbH – Electro Optical Systems	9 E360	Institute of the Motor Industry	6 6605
ALIVE	19 19330	Central Motorway Police Group	9W 9310	ETS Racing Fuels	9 E942	Intercomp	8 8300
Allswage UK	9 E742	Central Scanning Ltd	9 E1015	Eurotherapy Classic	6 7150	Intrax Suspension BV	7 7660
Alphateq Ltd	9 E1034	CES Europe Ltd (Pit Equipment)	9 E65	Eurotherapy Classic Health & Wellbeing	6 7160	Intrepid UK	6 6120
Alutight – Perma Grit	6 6938	CGR Automotive	9 E445	EVO Corse	9 E1065	iON Cameras Ltd	6 6460
AM Group Redback	9 E78	Chris Bayley Automobilia	6 6714	Exo Sports Cars	19 19140	Isoclima SpA	9 E960
Anglo American Oil Company Ltd	20 2500	CKW Distribution	10 10550	F1 Model Helmets	6 6895	Janes Trucksport with Briarwood	9W 9240
Antigravity Batteries	8 8740	CKW Tools	7 7741	F1 Racing	6 6020	Jenvey Dynamics	9W 9002
AP Racing	9 E380	CL Brakes	9 E343	Fast Car Entertainment	6 6845	Jenvey Dynamics Ltd	8 8700
APM Customs	19 19353	Classic Car Paints	6 6830	Ferodo Racing	9 E986	John Monkman	6 6909
Ariel Motor Company	20 2870	Classic Sports Car Club	6 6710	Freera Racing Components	9 E570	John Monkman	6 6920
Aries Motorsport	7 7210	Classic Team Lotus	20 2270	First Sensors Ltd	9 E1180	Juicy Details	19 19000
ARP Automotive Racing Products	9 E670	Clean Drive	19 19530	Flint & Flame	6 6936	K&N Filters	6 6570
ARR Craib Scottish Rally Championship	8 8250	Clean Drive	19 19532	Force Racing Wheels Ltd	8 8233	KA Sensors Ltd	9 E486
Arrinera Racing Ltd	6 6250	Click Heat	19 19032	Ford Racing UK	20 2655	KAPS Transmissions	8 8247
Arrow Precision	9 E762	Clubmans Rallycross Championship	9W 9110	Ford RS Owners Club	19 19640	Keating Supercars	20 2602
Artesq Limited	6 6711	Cobra Coatings	10 10610	Ford-Mania UK	9W 9230	Kent Performance Cams Ltd	8 8400
ASNU (UK) Ltd	9 E430	Cobra Exhausts UK	19 19120	Forge Motorsport	9 E74	Kick Motorsport	7 7300
AST Suspension / MOTON Suspension	8 8550	Cobra Seats Ltd	6 6645	Formula Kart Stars	6 6000	Kingfisher Beer Europe Ltd	6 6240
Athena SPA	9 E946	Compbrake Motorsport	7 7200	Formula Student	9 E342	Kingston University London	7 7014
Atom Cup	6 6530	Competition Supplies Ltd	9 E883	FRAP SpA	9 E872	Koden Trading Ltd	6 6550
ATP Racingsports	8 8216	Conekt & ZF Race Engineering GmbH	9 E30	Free Track Day Directory App	19 19240	KTS Turbo Billet X	7 7750
Audi Tuner Magazine	19 19230	Corbeau Seats Ltd	20 2200	FreeM – Free Minds Srl	6 6210	Kulite Sensors Ltd	9 E449
Aurora Bearing Company	8 8330	Costco Wholesale	19 19533	Frost EV	9 C71	Kwiktrak (UK) Ltd	6 6476
Austec Racing	8 8305	Cosworth	20 2765	Fueltopia	9W 9140	Lakesea Zestino Tyres	19 19301
Auto Adrenalin	19 19241	Coys	20 2780	Fun Cup UK	7 7360	L.A. Sleeve Co Inc	9 E393
Auto Finesse	20 2860	Coys	20 2780B	GE Precision Ltd	9 E1270	Landsail Tyres	19 19410
Auto Verdi AB	8 8346	Coys	20 2780C	G&S Valves Ltd	9 E844	Lane Motorsport	9 E391
Autocar	19 19010	Cranfield University	7 7512	G&T Tools	6 6855	Laser Lines Ltd	9 E272
Autoenhance Ltd	19 19420	Crystal Lesiure Ltd	9W 9125	GDS	9 E999	Laser Scanning	9 E447
Autosport	20 2220	Custom Cages Ltd	9 E330	Gibson Motorsport	7 7630	Lazer Lamps	6 6455
Autosport Bearings and Components	9 E441	Dare To Be Different	6 6465	Ginetta Cars	4 4020	LCS & S	20 2920
Autotel Race Radio	7 7325	David Thomas Motoring Books /		Ginetta Cars	6 6430	Leathergenie	6 6926
Avatar Sports Cars	19 19215	Graeme Simpson Photos	6 6712	GMR Design UK Ltd	19 19035	Lee Spring Limited	9 E433
Aviaid Oil Systems	9 E286	Daz's Models / Dan's Motoring Memorabilia	6 6825	Go-Kart Party	9W 9340	Legends Cars	6 6505
Ayrton Senna Shop	6 6616	Daz's Models / Dan's Motoring Memorabilia	6 6835	Goldstar Onboard Ltd	8 8730	Liberty Walk	19 19260
BARC	7 7017	DC Electronics	9 E181	Goodridge	9 E260	Life Racing	9 E1080
Base Performance Simulators	8 8201	Demon Tweaks	6 6540	Gosnays Engineering Company	9 E961	Lifeline Fire & Safety Systems /	
BBS Motorsport GmbH	9 E395	DEN Motorsport	6 6850	Grand Prix Racewear	6 6220	Old Hall Performance	9 E185
Beauty Gate Limited	7 7752	Development Engineering &		Grand Prix Shop – Brands Hatch	6 6842	Lille Racewear	7 7451
Bespoke Cars	19 19150	Enterprise Ltd	8 8200	Great British Sports Cars	6 6566	Link Engine Management	9 E398
Bikers Lock	6 6816	Digital Speedos	6 6701	Greenpower	9 C150	Lisa Nicholls Motoring Memorabilia	10 10530
Birmingham City University	7 7010	Dimsport SRL	9 E748	Greenpower Education Trust	9W 9215	Lista (UK) Ltd	7 7500
BMW Car Club GB	19 19650	DK Products	6 6923	Gripper Differentials Ltd	9 E1072	London Motor Film Festival	19 19342
BMW Race Days	7 7260	DMS Technologies	9 E86	GRP4 Fabrications	7 7530	Lotus on Track Racing Drivers Club	19 19440
BMW Racing Drivers Club	7 7230	Docking Engineering	9 E761	GST Racing Seals	9 E432	M R F Limited	20 2550
Bowers Group	9 E1030	Dodo Juice Car Care	10 10060	GT Race & Trailers	7 7232	M-Sport	20 2540
BPG Motorsport	10 10310	Donna Bella Ltd	6 6622	GTMA	9 E1012	M.E.RIN srl Bladder Fuel Tanks	9 E348
Braille Brakes	9 E992	Donnerberg	6 6950	GTROC	9W 9155	M4 Karting	6 6101
Brembo SpA	9 E580	DRD Racing	10 10612	GTROC	9W 9250	MAC Tools	6 6401
Bremsten Technik (UK) Ltd	9 E140	Drenth Motorsport Gearboxes	9 E1048	Hamilton Classic	6 6706	Maha UK Ltd (Dynamometers)	9 E472
Brian James Trailers Limited	20 2570	Drive Southwest	9W 9142	Hawke Motorsport	7 7550	Mallory Park Circuit	7 7339
Briggs Automotive Company [BAC] Ltd	19 19110	Driven by Toby Vintcent	6 6928	Haymarket Exhibitions Visitor Research	9W 9004	Maverick – Racedeck Garage Floors	19 19232
				HB Bearings	9 E873	Maxxis International	6 6260

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Mayfair Insurance and Mortgage Consultants Ltd	19	19740	Perfect Bore Manufacturing Limited	9	E1035	Rockingham Motor Speedway	20	2720	Thrill Pic Media Ltd	7	7340
Mazdabeat	20	2942	Performance Racing Industry	9	E480	Roger Albert Clark Rally	6	6814	Thyssenkrupp Bilstein Tuning GmbH	20	2700
McGard Deutschland GmbH	8	8640	Peter Gwynne Motorsport Ltd	8	8320	Royal Purple	8	8650	Tillett Racing Seats	6	6565
McGill Motorsport	10	10010	PFC Brakes	9	E662	RSPB	19	19300	Tilton Engineering	9	E548
McGill Motorsport	10	10110	Piloti Driving Shoes	6	6215	Rupes	19	19100	Tim Byard	9W	9217
McGill Motorsport	7	7400	Piper Cams	8	8605	Ryley Wealth Management	6	6840	Time Attack Championship	6	6760
McGill Motorsport	9W	9030	Pirelli Tyres Ltd	6	6150	Sabelt UK	9	E787	Titan Motorsport	8	8230
McLaren Applied Technologies	9	E990	Pistal Racing	9	E740	Sadev	8	8620	Titan Motorsports USA	9	E71
McLaren GT	20	2760	Pistonheads.com	19	19610	Safe Solvents	9	E135	Top Gear Experience	9W	9010
McLaren Honda	6	6246	Pitbitz	7	7710	Samsonas Motorsport	7	7610	Total Seal Piston Rings	9	E772
McLaren Honda F1 Experience	6	6050	Plex Tuning	9	E274	Santa Pod Raceway	7	7460	Towergate	6	6606
Memento Exclusives	6	6715	PMI Europe BV	9	E630	SBD Motorsport Ltd	8	8315	Toyo Tire (UK) Ltd	7	7540
Memorabilia Giant	6	6932	Polaris Britain Ltd	19	19340	Schroth Racing	6	6650	TPS-Fronius Ltd	9	E242
MEV Limited	20	2945	Popbang Colour & Laser Tools	6	6720	Scuderia Ferrari Club Silverstone (UK)	9W	9232	Trackday Directory	19	19457
MFactory Competition Products	8	8406	Porsche Cars GB Ltd	20	2545	Sean Edwards Foundation	7	7342	Travel Destinations Limited	6	6630
MG Car Club Ltd	7	7433	Porsche Club Great Britain	19	19660	Semip / Codechamp	9	E861	Trelleborg Sealing UK	9	E746
Milltek Sport Ltd	8	8540	Position One Motorsport/Boomerang Pro Fitness	6	7164	Serck Services Motorsport	7	7350	Trident Racing Supplies Ltd	9	E649
Mini Challenge	6	6770	Powerflex	9	E890	SGS Gases	7	7740	Triple X Trading Ltd	6	6673
Mini7 Club & Pristine Condition	7	7435	PQube	9W	9006	Silicon Hoses.com	9	E499	Triple X Trading Ltd	7	7755
Mission Motorsport	9W	9350	Praga Cars sro	6	6640	Silverstone	20	2400	TRS Motorsport	9	E870
Monogram	6	6601	Precision Technologies International (PTI)	9	E249	Skyrich Powersport Batteries	8	8705	TTS Performance	19	19201
Monza Gorilla Memorabilia	6	6810	Premier Fuel Systems Ltd	9	E892	Smarts 4 You Racing	19	19350	TTV Racing Components	9	E790
Morris Lubricants	6	6934	PRG Trailers	6	6520	Smiths High Performance	9	E780	Tuneytech	19	19341
Motec Europe Ltd	9	E170	Pro Formance Metals Ltd	6	6620	SMMT	9	E484	Turatello Race Trailers	7	7411
Motordrive	6	6204	Pro-Sim	8	8450	Sole Mates	6	6907	Turbosystems – Coolerworx	8	8232
Motorsport Auctions	6	6475	Production BMW Championship/Racing Saloons	7	7431	Southdowns Motor Caravans	7	7560	TurboZentrum Berlin	9	E642
MotorsportDays.com	7	7216	Professional Motorsports	9	E785	SPA Design	9	E241	Type RA	9W	9150
Motorsport Industry Association	8	8005	Profusion Customs	8	8741	SPAL Automotive Ltd	9	E620	UK Trade & Investment	9	E1290
Motor Sport Magazine	20	2670	ProMech Racing	7	7640	Spax Performance Ltd	9	E648	UKV8s	6	6740
Motorsport Safety Fund	7	7335	Quaife Engineering	8	8500	Specialist Components	9	E485	Ultra4 Europe	19	19455
Motor Sports Association	20	2840	Quentor Cases	9	E1146	Specialty Fasteners & Components Ltd	9	E887	Unity Automotive	19	19630
Motorsportsportbutik "Outlet Shop"	20	2900	Questmead Ltd	9	E490	Sports 2000 Championship	7	7552	University of Central Lancashire	7	7110
Motul	7	7650	Racecar Engineering Magazine	9	E290	Sportscarhire	19	19332	University of Derby	8	8050
Moaltec – Psi – CV	9	E770	Race Engine Technology	9	E287	SS Tube Technology/Lentus Composites	9	E680	University of Wolverhampton	7	7102
MTEC Brakes	7	7310	Race Gear UK	10	10140	Stand 21	9	E690	Urban Truck by Nurburg	19	19130
Nankang Tyre UK	20	2620	Race-Keeper	6	6515	Stanford Marsh Ltd	9	E64	V2 Sport	6	6672
National Autograss Sports Association	10	10510	Racelogic	7	7535	Steel Seal UK	6	6903	VAC Motorsports	9	E660
National Autograss Sports Association	9W	9060	Race of Champions Shop	6	6700	Steinbauer Performance	9	E51	Vac Wash	19	19400
National Motorsport Academy	6	6510	Raceparts	9	E390	Steve Tappin Books	6	6801	ValetPRO Ltd	9	E643
ND Precision Products	9	E1018	Raceshirt	6	6856	Summit Engineering (Birmingham) Ltd	9	E863	Variohm Eurosensord Ltd	9	E280
Newman Cams	9	E847	RaceStaff.com	9	E1070	Summit Technologies	8	8344	Viraver Technology SRL	9	E646
Newton Equipment Ltd	9	E40	Race Tech	8	8618	Super B	9	E471	Vision Plus Race and Leisurewear	10	10320
NGK Spark Plugs (UK) Ltd	20	2850	Race Tech	9	E42	Super One	6	6410	VP Racing Fuels	9	E55
Niche Vehicle Network	20	2560	Race Technology	7	7315	SuperPro Europe Ltd	8	8325	Walero	6	7162
Nicky Grist Motorsports/Stilo SRL	6	6470	Race to the Finish F1 Memorabilia	20	2910	Supertech	9	E546	Wales Rally GB / BRC	8	8435
Nielsen Chemicals	19	19335	Race to the Finish F1 Memorabilia	20	2916	Surf & Turf Instant Shelters	7	7250	Walker Motorsport	10	10180
Noble Automotive Ltd	19	19310	Race World	6	6865	Swanflight.com	6	6450	Walker-Adams	19	19202
Noble Owners Club	19	19540	Racingline	6	6500	SXS Racing	7	7450	Wavetrac Differentials	9	E1064
OBP Motorsport	8	8711	Radical	20	2740	System Store Solutions Ltd	6	6251	WDS Component Parts Ltd	9	E1060
Octane magazine, EVO magazine	6	6670	RadshaperC.com	9W	9120	Syvecs	9	E284	Weatherweave	6	6200
Ohlins Racing AB	7	7600	Rally Cars For Hire.co.uk	6	6820	Tag Heuer Professional Timing	7	7545	Webuki Ltd	8	8440
Ole Buhl Racing Ltd	9	E496	Rally Design	8	8345	Tamworth Heat Treatment Ltd	9	E949	Westfield Sportscars Ltd	19	19210
Omex Technology	8	8555	Rally For Heroes	9W	9160	TE Connectivity	9	E440	Westwood Cylinder Liners	9	E862
Ondrives Ltd	9	E346	Randstad Ltd	6	6705	Team BMR Ltd	6	6305	When We Were Kings	20	2280
OPEN MIND Technologies AG	9	E1071	Redline Racing Developments	10	10210	Team Whittingham	9W	9330	Willans	9	E75
OptimumG	9	E240	REIS	6	6575	Tecno2 Performance Products	9	E599	Wiltshire College	8	8155
ORCi – BRISCA F1	10	10190	Renapur	7	7754	TEIN UK Limited	6	6600	WMG centre HVM Catapult	9	C54
ORCi – Car Display	9W	9050	Resorts World Birmingham	20	2905	Teknofibra Heat Resistant Material	9	E598	Woodford Trailers	6	6870
ORCi – Spedeworth Motorsports	10	10790	RetroArtz	6	6959	The Awning Company	6	6300	WOSP	9	E60
Orlin Technologies	9	E1014	RetroRacer	6	6131	The Birmingham Superprix Project	9W	9003	Wrights Auto Supplies	6	6812
Osomount	19	19005	Reverie	8	8610	The Cannon Run – part of TMS	19	19250	www.shushstore.com	6	6901
Oval Racing Council International	10	10390	Revotec Ltd	9	E444	The Chocolate Fondue Company	9W	9000	www.t-lab.eu	6	6610
Oxford Brookes University	8	8150	RG Racing/ Alfano	6	6205	The Dreamcar Event	9W	9320	Xtrac Ltd	9	E162
PDP Masters of the Airbrush	20	2940	Ricardo	9	E590	The Firefighters Race Team	9W	9242	Xtreme Clutch	7	7520
PEC	9	E533	Rico Rally Road Trips	19	19352	The International Guild of Specialist Engineers	9	E1081	XYZ Machine Tools	9	E1240
P1 Motorsport Nutrition LTD	6	7154	Rimstock Team Dynamics	20	2640	The Karting Track – Teeside Karting Ltd	4	4010	Yamazaki Mazak UK Ltd	9	E1250
P1 Racewear	6	6452	Ringspann (UK) Ltd	9	E470	The Motorsports School	7	7215	Yellow Speed Europe	7	7320
Paddock-Shop	6	6905	RM Toys Ltd	10	10250	The Next Big Step	9W	9130	Yellowcog	6	7158
PandaRacing.com	7	7742	Road 2 Race	10	10030	The Performance Company	20	2600	Yokohama	20	2750
Pankl Northbridge	9	E572	Rob-Co Tooling Ltd	10	10260	The SU Carburettor Company	7	7665	Young Calibration	9	E232
Parkalgar Autodromo			Robert Bosch Ltd	9	E475	The Telegraph	6	6750	Zeitronix	9	E347
Internacional do Algarve	6	6253				Think Automotive Ltd	9	E270	Zenos Cars	19	19320
									Zircotec Ltd	9	E962

DAYTONA 24 HOURS TEST

Test points to Daytona 24 Hours thriller

ALL SEEMS TO BE WELL IN THE NEWLY renamed IMSA WeatherTech SportsCar Championship. The lap times posted during last weekend's 'Roar Before the 24' test at Daytona International Speedway suggest that all four classes are likely to offer intense competition, with precious few clear favourites emerging for the Daytona 24 Hours in just over two weeks' time. The promising signs also included comfortable weather conditions and an impressive crowd for all three days.

The fastest lap was set in slightly cooler conditions on Sunday afternoon when 22-year-old Brazilian Pipo Derani stepped up in the Extreme Speed Motorsports team's Ligier-Honda JSP2 and pipped the similar car of more experienced countryman Ozz Negri (Michael Shank Racing) by just under 0.2 seconds. "I wasn't expecting to be fastest but it turned out we found something nice in the set-up for this afternoon," said World Endurance Championship LMP2 regular Derani. "We're sticking with our plan and working towards the race."

The P2-derived cars, and especially the two Ligiers, were the pacesetters. Negri, who took the pole at Daytona one year ago with a lap of 1m39.194s, and co-driver Olivier Pla combined to top four of the seven sessions – comfortably at times – while the car's other drivers AJ Allmendinger and John Pew also ran strongly.

A lack of torque, which proved problematic last year, especially for self-proclaimed 'gentleman driver' Pew, has been largely alleviated by an enlarged 3.5-litre engine, and the Shank team benefited from a one-day test early last week at Palm Beach, where it worked specifically on improving the power delivery.

"It's all good," said Negri. "We're back here after a year with the car and we're continuing to work on the potential of the car and the driveability of the engine."

The team's advantage of almost a full second on the first day was gradually reduced by its rivals, such that the top 10 cars were blanketed by less than a second by the conclusion.

The 'traditional' V8-powered Daytona Prototype entries were all closely matched. A sextet was covered by just over half a second, led by Wayne Taylor Racing's Dallara Corvette DP, driven by Wayne's sons, Ricky and Jordan, plus veteran Max Angelelli.

Newcomer Filipe Albuquerque joins Joao Barbosa, Christian Fittipaldi and five-time Daytona winner Scott Pruett at the defending



champion team, Action Express Racing, and emerged the fastest of their Chevy DPs.

The 2015 Daytona winning team, Chip Ganassi Racing, languished toward the bottom of the speed charts with its two Ford EcoBoost-powered Rileys, despite an all-star cast comprising Scott Dixon/Tony Kanaan/Jamie McMurry/Kyle Larson and Brendon Hartley/Alexander Wurz/Andy Priaulx/Lance Stroll, although no one expects them to be anything other than major contenders come race weekend.

Incidentally, NASCAR star Larson set the team's best lap on Sunday morning, 1m40.244s, while 17-year-old Formula 3 racer Stroll overcame a shunt on Friday to set a best lap in the #02 car of 1m40.665s in the final session.

Several other teams enjoyed a share of the limelight, including two that endured dismal campaigns in 2015. The distinctive DeltaWing DWC13 has seemingly been transformed by another new Emco gearbox and revised transmission, as well as a new steering geometry.



The Extreme Speed Ligier set the pace with Derani aboard

The underrated Katherine Legge was fastest of all on Saturday morning at 1m40.137s, and later, in the evening session, became only the second driver to dip below the 1m40s mark.

The SpeedSource Mazda team also displayed a massive improvement, thanks to the adoption of a more traditional AER-developed, petrol-powered Mazda MZ-2.0T engine to replace the production SkyActiv diesel project. Indy Lights champion Spencer Pigot led a goodly portion of the Saturday morning session in the #55 Lola he shares with Jonathan Bomarito and Tristan Nunez, while Joel Miller/Tom Long/Ben Devlin also displayed promising pace in the sister car.

SMP Racing's Nissan-powered BR01 also performed well in the hands of Maurizio Mediani, Nicolas Minassian, Mikhail Aleshin and Kirill Ladygin. The last-named surprised the majority of the paddock – but not race engineer Luigi Urbinelli – by posting the third-fastest time on Sunday morning.

JEREMY SHAW

RESULTS COMBINED BEST TIMES OVER THE THREE-DAY TEST

POS	DRIVER	CAR	TIME
PROTOTYPES			
1	Pipo Derani	Ligier-Honda JSP2	1m39.249s
2	Oswaldo Negri	Ligier-Honda JSP2	1m39.438s
3	Tom Long	Lola-Mazda B12/60	1m39.828s
4	Kirill Ladygin	BR01-Nissan	1m39.899s
5	Jonathan Bomarito	Lola-Mazda B12/60	1m39.934s
6	Katherine Legge	DeltaWing-Elan DWC13	1m39.955s
GTLM			
1	Lucas Luhr	BMW M6 GTLM	1m45.088s
2	Oliver Gavin	Chevrolet Corvette C7.R	1m45.106s
3	Augusto Farfus	BMW M6 GTLM	1m45.120s
4	Mike Rockenfeller	Chevrolet Corvette C7.R	1m45.124s
5	Joey Hand	Ford GT	1m45.248s
6	Alessandro PierGuidi	Ferrari 488 GTE	1m45.266s



DOLE/LAT

GTLM CLASS

BMW LEADS AS POWDER KEPT DRY

BMW's new M6 topped the ultra-competitive GTLM class. But, unsurprisingly, none of the protagonists were keen to show their hand for fear of attracting unwelcome interest from overseers of the Balance of Performance, which perhaps explains why no one turned a lap within 1.6 seconds of last year's pole-winning time.

Claims of 'sandbagging' featured strongly in the teams' vocabulary, at least in private, and the 1m45.088s set by Lucas Luhr's all-new M6 GTLM in the first session on Friday remained unbeaten. Ultimately, all 10 cars posted times within 0.455s.

The Corvette team rebounded impressively following a difficult first day, which included a frightening incident when a leaky fuel valve caused a fire for Tommy Milner while running at full speed on the banking.

The eagerly anticipated Ford GTs, run by Chip Ganassi Racing, displayed consistency both in straight-line speed and lap times while posting the fifth (Joey Hand) and seventh (Richard Westbrook) fastest times in their first official outing.

The insanely competitive GT Daytona class, newly opened up to full FIA-spec GT3 cars, ended up with the top 17 cars, representing six manufacturers (Porsche, Lamborghini, Audi, Dodge Viper, BMW and Ferrari) within 0.5s. The new Alex Job Racing Porsche of Leh Keen emerged fastest.

British driver Jack Hawksworth (Starworks Motorsport) topped the eight-strong PC class.

Q&A

ALAIN PROST
RENAULT E.DAMS
SENIOR MANAGER



The four-time Formula 1 world champion won the last of his titles with Williams in 1993, and will soon welcome the company as a Formula E rival

You'll have a new rival next season. Excited?

We have to accept that it's going to be our main competitor! It's very good for the series. You have to be positive on that – very, very positive. It's not only Jaguar, it's also Williams. We know there are one or two other constructors looking at the series so it could be quite positive news for them too.

Do you expect an immediate challenge?

On a sporting side it's for sure going to be one of the main competitors. Williams are involved in this series so they're going to be a very tough competitor – they have the experience. For a long time now they have diversified their business, not only Formula 1. So I can understand the approach they are going to have with this series. For us it's good news – we are a little bit careful because they know the batteries and could have an advantage.

What are the concerns?

I'm more worried myself that they are professional people and will use all the facilities at Williams, and the experience from not only F1 but sportscar racing and all the experience in the past. They can use the windtunnel, the four-post rigs, but it's part of the game. If you want a very competitive series you need to accept we'll have main competitors.

FORMULAE

Why Jag-Williams is causing concerns

THE ELEPHANT IN THE PADDOCK was never far away as *Autosport* collected reaction to the news that Jaguar was joining Formula E. In fact, the elephant's tent was just down the pitlane.

The British manufacturer's tie-up with Williams Advanced Engineering has been the cause of needle among some teams. WAE is the battery supplier to all the teams and offers on-event support. It is set to continue to supply batteries in seasons three and four, and will continue to operate battery repairs, but Spark Racing Technologies will take over the diagnosis side.

That keeps the transfer of potentially sensitive information to a minimum. After all, it would be highly beneficial for the partner of one team to have knowledge of how a particular powertrain composition manages a battery, from an operational and R&D standpoint.

But there are other concerns, as Dragon Racing managing director Oriol Servia explains. "There are two issues: one, they have all the data and information about the powertrains and batteries, but also they have a lot more information about their batteries than they have given us up to today," the Spaniard says.

"As long as they give us all that information then it's [not a problem]. Up to now it's fine, but if all of a sudden you're racing against me, you need to tell me all that. Everyone's had the same information but if you are then [becoming a competitor yourself] doing it you need to let us know the secrets."

Servia is referring to an approach from WAE that has centred around not giving the teams guidance on the best ways to manage the battery – rightly in this writer's opinion – so they learn for

themselves. So, over the next few months, will it be more of an open book?

"They won't share," says e.dams boss Jean-Paul Driot. "It's competition and they are great competitors. I think they will do everything they can to beat everyone, which is the game."

"I've done this for 27 years and I know what is competition and a battle. Because they have all the data for everyone here, I hope there will be ways of having everybody treated the same way."

As exhibited by Driot's Renault e.dams alliance, it's not just a good powertrain that makes a winning team – it's all the other, more traditional, pieces to the puzzle that add up.

Given the input WAE could offer on an R&D side, the gains here could be hugely significant. The Williams group has a wealth of resources at its disposal, and it's not surprising that rival teams are assuming there will be crossover.

"The biggest single thing for me is the total knowledge Williams has as a company," says Team Aguri chief Mark Preston. "It's not about the battery. There's more in the fact that they run an F1 team and have simulators and windtunnels, all these things when nobody else is what you would call a big race team. I think that's more of their advantage."

Servia says it is unfortunate that WAE and the F1 organisation share a name, and believes that keeping a distinction between the two will be the toughest job for the rulemakers. How they manage the situation will be interesting to follow at the very least. And in pure motorsport terms, the intrigue it has stoked just makes the plot for season three all the more exciting.

SCOTT MITCHELL



SBLOXHAM/LAT

SBLOXHAM/LAT



BTCC Just when you were getting used to the Volkswagen CC... Team BMR has joined forces with Subaru as the Japanese manufacturer enters the British Touring Car Championship for the first time in 2016 – with an estate car! The new Subaru Levorg will carry the hopes of Jason Plato and Colin Turkington as each bids for a third title, with team owner Warren Scott also on the driving strength. The rear-wheel-drive racer, designed by BMR's Kevin Berry, will use the boxer-configuration engine. Scott said: "Although it's an estate car, it has a very strong drag coefficient, and also the dynamics of the boxer engine mean that the weight is lower down in the unit, which will help with weight distribution. If you looked at all the cars available that could have fitted into the BTCC regulations, the Lavorg would be very high up on that list, which is why we're delighted to secure this."

WORLD RALLY CHAMPIONSHIP

Kubica admits he could race in 2016

ROBERT KUBICA HAS ADMITTED that a long-term switch back to circuit racing could be on the cards from the second half of this season.

The former Canadian Grand Prix winner will start next week's Monte Carlo Rally, but at present that is his one and only confirmed World Rally Championship start of 2016.

The Pole is working to try to secure backing for the WRC season, but he says racing options remain for this year.

Kubica told *Autosport*: "It's possible for us to do something else and there are some options for the second half of the season. This could mean getting back in a racecar;

if I do that then I will dedicate all of my time to this – it would be a longer-term project."

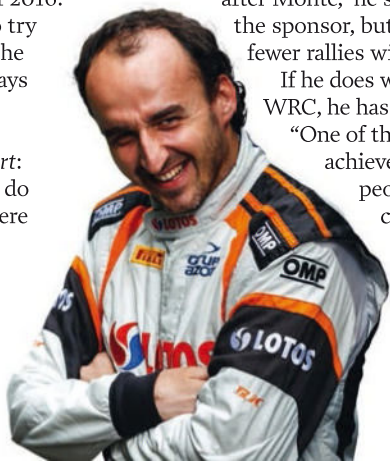
Kubica tested his own Ford Fiesta RS WRC in the French Alps last weekend in preparation for the Monte, an event he has starred on and led the last two years.

"At the moment the programme stops after Monte," he said. "I am working with the sponsor, but maybe it's better to do fewer rallies with better preparation."

If he does walk away from the WRC, he has achieved one goal.

"One of the biggest results I have achieved in rallying is that people see me as a normal competitor, not as a handicapped driver," he said. "I have shown that it can work pretty well."

DAVID EVANS



BRITISH TOURING CAR CHAMPIONSHIP



GOFF SET FOR FIGHT AT FRONT WITH WSR

Rising British Touring Car Championship star Jack Goff expects to immediately challenge for victories with West Surrey Racing.

It is a big step for the 24-year-old, who is likely to be teamed alongside race winners Sam Tordoff and Rob Collard in WSR's BMW 125i M Sport machines. Goff competed with Triple Eight Racing last year in an MG, and took one race win on his way to ninth in the standings in his third season in the BTCC.

Goff has consistently displayed strong racecraft but will face a huge learning curve as he adapts to a rear-wheel-drive format. Team boss Dick Bennetts said: "We have a lot of pre-season testing planned, so that will be good for Jack to have time to adjust to our rear-wheel-drive BMWs and study all the data we have from 2015."

Tom Ingram has rejoined the Speedworks Motorsport team for 2016, which means he will drive a Toyota Avensis for a third season. "With the continuity we have, I think we will be strong contenders for the Independents' Trophy," said the 22-year-old.

MATT JAMES



Alexander with
Bruce McLaren
in 1969

OBITUARY

Tyler Alexander 1940-2016

FEW HAVE PLAYED A MORE IMPORTANT part in the history of McLaren than Tyler Alexander, and no one over such a prolonged period. The American held multiple roles through two spells with the organisation, but perhaps most significantly he is regarded by many as the man who saved the team after the death of founder Bruce McLaren in 1970.

The success Alexander made of McLaren's US programmes in Can-Am and USAC Indycar racing in the first half of the 1970s kept the organisation solvent. That allowed the Formula 1 operation to flourish into a team that was able to attract Emerson Fittipaldi and the Marlboro cigarette sponsorship he would bring ahead of the 1974 season.

"F1 operated at a net loss and we needed a source of income, and that meant being successful in North America," remembers long-time McLaren designer

Gordon Coppuck. "We were successful in Can-Am and USAC, and that was down to Tyler; he was in charge of the day-to-day functioning of the operations over there.

"F1 could not have stood on its own until we made the deal with Emerson and Marlboro. We couldn't have ended up in the position where we were attractive to Marlboro without the success in America."

Massachusetts-born Alexander's first job in motor racing had been with John Mecom's sportscar team in 1962 and by the following season he was in Europe working with Teddy Mayer's Rev-Em squad. When Mayer helped set up Bruce McLaren Motor Racing in '63, Alexander quickly signed on as a mechanic.

He rose to be chief mechanic and was a director of the company by 1968. After returning to the UK from the US at the end of the 1970s, he was given the title of engineering director. But, as always, Alexander was hands-on and was race engineering up until his first

departure from McLaren at the end of 1982 – he won two grands prix with Niki Lauda that season.

Mayer and Alexander went their own way two years on from the the Marlboro-inspired merger with Ron Dennis's Project 4 squad and the creation of McLaren International. Together they set up the Mayer Motor Racing CART team for the 1984 season and came close to winning the title with Tom Sneva and a March-Cosworth 84C.

Former McLaren mechanic Mark Scott was one of a band of employees that followed Mayer and Alexander and remembers being "pretty happy to be asked; I even went off and did a couple of other things while I was waiting for them to put the team together.

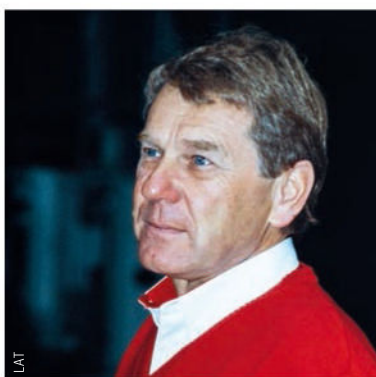
"Tyler ran a pretty tight ship, but at the same time he could empathise with the guys because he had been one of us. And we respected him because we knew that he'd done all the jobs that he was asking us to do. He had such a wealth of experience, but he also enjoyed handing it on to the guys."

Alexander was a key player in the establishment in the short-lived and unsuccessful Team Haas Formula 1 squad of 1985-86, prior to returning to McLaren with a roving remit in '89. He was given a number of key technical and organisational assignments, working in Europe, Japan and the USA as special projects manager, a role he held until his retirement in 2008.

"He was one of those trusted lieutenants you could put anywhere," says new Manor F1 racing director Dave Ryan, whose own long McLaren career overlapped both Alexander's stints with the team. "He became involved in many different areas of the company and was massively influential. He could turn his hand to anything."

GARY WATKINS

Below: Alexander
(right) with Niki Lauda
in Long Beach 1982



Bird given Ferrari seat

BRITONS SAM BIRD AND JAMES CALADO have both been given a massive boost with Ferrari for the 2016 World Endurance Championship season.

Bird, the reigning LMP2 champion, has been recruited to partner Italian Davide Rigon in the AF Corse-run works team, while Calado moves into Ferrari's number-one car alongside the marque's GT talisman Gianmaria Bruni in the first season of competition for the new 488 GTE.

The 28-year-old Bird, who is also driving for the DS Virgin Racing team in Formula E, has experience with AF Corse, having raced one of the squad's customer cars in 2014.

"As a young boy, I used to look at Ferrari's Prancing Horse and think it was *the* symbol in motorsport, and I am thrilled to be associated with it," he said.

Meanwhile, Finn Toni Vilander has been stood down from Ferrari's WEC effort. He has moved across to the marque's IMSA SportsCar attack, in which he will partner ex-Formula 1 driver Giancarlo Fisichella with the Risi Competizione squad.

The 488 GTE geared up for its competition debut at last weekend's Daytona 24 Hours test, with Bruni and Calado joining WEC GTE Am champions Andrea Bertolini and Viktor Shaitar in the AF-run SMP Racing entry.

IN THE HEADLINES

VAN DER GARDE TO LE MANS WITH JOTA

Ex-Formula 1 racer Giedo van der Garde has joined British LMP2 team Jota Sport to contest the Le Mans 24 Hours and the European Le Mans Series in a Gibson-Nissan. The Dutchman, whose Sauber F1 deal fell through acrimoniously in 2015, will partner team owner Simon Dolan and European F3 star Jake Dennis at Le Mans along with the Spa 6 Hours 'warm-up'. He will join Dolan and one other yet-to-be-confirmed driver in the ELMS.

KCMG PULLS OUT OF FULL WEC

KCMG, which took Le Mans 24 Hours LMP2-class honours in 2015, has pulled out of a full World Endurance Championship assault in the division for this season. The team will run its ORECA-Nissan at Le Mans only, but could return to full participation under the new rules in 2017. It could also join forces this year in the GTE Am class with Porsche squad Proton Racing.

KVSH SCALES DOWN TO ONE CAR

IndyCar team KVSH Racing is to downscale this year to run just one car, for multiple Champ Car title winner Sebastien Bourdais. The Chevrolet-powered KVSH, which ran Stefano Coletti in a second entry last year, has also parted company with technical director Bill Pappas.

ROSENQVIST TO MAKE DAYTONA DEBUT

Reigning European F3 champion Felix Rosenqvist will contest the Daytona 24 Hours. The Swede joined Starworks Motorsport's roster for last weekend's test in one of its one-make PC-class ORECA-Chevrolet contenders, alongside Mercedes GT star Maro Engel, Sean Johnston and Mark Kvamme.

NEWY JUNIOR GETS F3 BERTH

Harrison Newey, the son of Red Bull technical wizard Adrian, will contest the F3 European Championship this season with Van Amersfoort Racing, as predicted last week in *Autosport*. The 17-year-old Brit, who finished runner-up in BRDC F4 last season alongside a German F4 campaign with VAR, joins Pedro Piquet and Callum Iltott at the team.

COULTHARD FIRST ON BOARD AT C4

David Coulthard is to be part of Channel 4's Formula 1 coverage for 2016. C4, which has taken over the UK's free-to-air rights from the BBC in a three-year deal, will use the company part owned by Coulthard – Whisper Films – for production of its coverage. Coulthard has been part of a popular commentary double act with Ben Edwards for the past four seasons with the BBC.

M-SPORT GOES MULTI-TONE BLUE

M-Sport has revealed the livery with which the Ford Fiesta RS WRCs of Mads Ostberg and Eric Camilli will contest the World Rally Championship this season.



OBITUARY

Maria Teresa de Filippis 1926-2016

PETITE AND INDEPENDENT (SHE GAVE THE domineering Enzo Ferrari the flick in favour of Maserati), Maria Teresa de Filippis contested all of Italy's gruelling sportscar races and scored several class wins before becoming the first woman to start a world championship grand prix.

This occurred at Spa on June 15 1958. She qualified last in her privateer Maserati 250F – a bitza with a chequered past – and finished 10th, two laps behind the victorious Tony Brooks.

Born to a wealthy family in Naples on November 11 1926, de Filippis was dared to swap horses for horsepower in the late '40s by her three brothers, and was supported by her aristocratic industrialist father once she had won their bet, with obvious panache, and caught the bug. Impressive performances in increasingly powerful sportscars caught the eye of GP driver Luigi Musso, who convinced her to graduate to a two-litre Maserati for 1955.

The following year she finished second in a support race at the Naples GP, despite starting from the back having missed practice.

Her Formula 1 car of 1958 was uncompetitive in comparison and demanded a physicality she struggled to muster. Having finished fifth in the non-championship Syracuse GP, she failed to qualify at Monaco but was far from disgraced: among the nine slower was Bernie Ecclestone.

She did not lack bravery, however. Juan Fangio feared for her safety and urged caution. During practice for the Portuguese GP at Oporto, she wrapped her 250F around a lamppost – and jumped into a borrowed car for the race.

Her fourth and final GP, at Monza, resulted in a late retirement because of engine failure.

Musso had been killed at Reims in July and de Filippis was taken under the wing of Jean Behra.



The plan for 1959 was for her to drive the Formula 2 Porsche-based single-seater the Frenchman had commissioned. It made its debut at Monaco, where de Filippis again failed to qualify although she was faster than reserve driver Edgar Barth.

Her next outing was to have been at Avus in August, but Behra, sacked by Ferrari, took the drive at de Filippis's behest and was killed when he skidded over the lip of the notorious banking.

This was one tragedy too many for a woman who also numbered the late Peter Collins and 'Fon' de Portago among her friends. Marriage and children followed and she never raced again. She returned to the sport in 1984 as the secretary general of the Club International des Anciens Pilotes de Grand Prix. Elected vice president in 1997, she became its honorary president in 2011.

PAUL FEARNLEY

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FEEDBACK

F1 has a different identity crisis

In an editorial last year Edd Straw stated that F1 had an identity crisis – I agree, but not for the reason he envisaged.

In a grand prix, each team has two identical cars (or in the case of Red Bull four nearly identical cars). Each car has a number on its nose but they are usually unreadable during the race, while numbers on the sides are mostly not there at all! It is therefore almost impossible to identify, for certain, one's favourite drivers. Even TV commentators sometimes struggle!

I also follow American motor racing on TV and as a spectator. I have been to two Daytona 500s and last year the Indy 500. Americans understand marketing, so it is noticeable that in a land where ad space is king, American race cars all have large, easily readable numbers – the same size and in the same place on each car. They know it is important to the fans.

In contrast, F1 pays lip-service to car numbers (Sauber being a notable exception – full marks!).

I do not understand how this has been

allowed to happen. In virtually every other multiple-competitor sport, numbers are prominent.

Why does F1 think it is above this? The fact is, spectator numbers are down. I am not the only one getting frustrated. So F1, please introduce a standardised number system, help us identify our favourite drivers during the race, help us to enjoy watching and I guarantee more people will watch.

Brian Warrier
Cuddington, Cheshire

F1 had mandated changes to make drivers easier to identify, including different colours for the onboard cameras, but maybe it's time for a rethink – ed

BBC's F1 loss was inevitable

Following Patrick Wickham and Frances Stewart's comments last week, when BBC bosses were seeking a £35 million decrease in the sports budget it was surely inevitable that F1 would be sacrificed.

Above: Sauber makes it much easier for fans to identify its drivers. This is how it's done, F1

Right: Suzi, EJ and DC – Fleetwood Mac fans?



The real question is why the BBC was spending licence-fee money on F1 in the first place. Surely it should be the BBC's position to gain the rights to sports that they can secure for a small or no outlay and with their production expertise mould into something televisual that will get viewers tuning in.

As for Stewart's question "what will Channel 4 choose to replace *The Chain*?", this hints at part of the BBC's problems with their coverage. Instead of finding a modern theme tune they resurrected something that worked before, and so the coverage continued by dumbing down for a mainstream audience.

For dedicated F1 free-to-air viewers the move to Channel 4 could be good because they won't need to dumb down the content for a mainstream audience as the viewing figures will inevitably decrease when shifting from BBC1 to C4.

C4 should also not try to rehire ex-BBC presenters (where there was surely 50 per cent dead wood) and should be finding their own presenters and bringing their own production values. Good luck Channel 4, I say!

John Williams
Chesham, Buckinghamshire

Is something missing from F1's current UK TV offering? Is Channel 4 an opportunity?

Let us know what you'd like to see from the new broadcaster, or Sky, in 2016 and beyond.

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A lofty rookie target

Haas wants to make an immediate impact in 2016, something new teams have traditionally struggled to do. Can it really buck the trend?

By Ian Parkes, Chief F1 Correspondent

[@ianparkesf1](#)

YOU CAN APPRECIATE THE ASPIRATIONS OF HAAS team principal Gunther Steiner. When recently asked as to the team's goal when it makes its Formula 1 debut in the season-opening Australian Grand Prix on March 20, rather than erring on the side of caution, Steiner stated he "would like to make the points".

You only have to look through F1's history to understand how difficult a task it is for a constructor to score a point on its bow. Statistically speaking, you could include cars from Red Bull Racing and Brawn GP, but those teams were spawned from Jaguar and Honda respectively. Going further back in time, you could name Wolf and Benetton, but they came from the ashes of Hesketh and a partnership with Williams (in Wolf's case) and a rebranding of Toleman (Benetton). Want to include Ferrari and Mercedes? Well, they were competing in F1 before it became a world championship. Or ATS? That came with a Penske chassis.

So the final list includes such as BRM, March, Shadow, Sauber and Toyota. And that last one was 14 years ago...

It really is quite an elite bunch when you consider the number of constructors that have tried and failed to hit the ground running over the past six and a half decades.

For the last three to do so – Lotus Racing, Hispania and Virgin Racing – in 2010, the first race of that year in Bahrain highlighted the difficulties posed. Only one of the six cars was fortunate enough to see the chequered flag at the Sakhir circuit, albeit with Lotus's Heikki Kovalainen being two laps down.

Of course, the problems for the trio did not end there as Hispania exited F1 after three seasons, and without a point to its name. It was a similar story for Lotus as through its various name changes it managed five years before going to the wall at the end of 2014.

As for Virgin, later rebranded Marussia and then Manor, from its 111 grands prix over six seasons the team has finished just one of those races in the points.

So in this often vicious F1 world, where it really is every team for itself, and with the bottom line being how much money can be thrown at a project, what chance is there of Steiner's hopes coming to fruition? Well, for a start, there is a man at the helm in its eponymous owner Gene Haas who at least understands motorsport, even if he is an F1 novice.

The 63-year-old Californian is no stranger to starting a race team from scratch, having done so with his own

NASCAR squad in 2002. It means he is fully aware of the pitfalls, even if NASCAR and F1 are virtually at opposite ends of the motorsport spectrum, but Haas at least has knowledge and experience, and so entered F1 with his eyes wide open.

Serving Haas is a strong technical team spearheaded by Steiner, the former Jaguar F1 technical director. Bob Taylor and Ben Agathangelou, both previously having worked at Red Bull and Jaguar, were appointed as chief designer and chief aerodynamicist respectively.

These may not be star names – no Adrian Newey or Ross Brawn – but at least there is a proven pedigree, highlighting the fact that Haas at least has started off on a reliable personnel platform.

Of course, the biggest coup has been the tie-up with Ferrari, with Haas acquiring current power units from the Italian team. Throw in a gearbox and various other non-listed Ferrari parts, as Haas cleverly exploited the regulations to serve its purpose, and no wonder the tag of 'Ferrari B-team' has been mentioned on occasion.

The potential key to any success will be the integration between the components supplied by Ferrari and the chassis from another Italian manufacturer, Dallara.

To that end, Haas has already cleared one significant hurdle when it announced on January 8

that its car had passed the mandatory FIA crash tests. The fact that Haas also delayed its entry by a year, as there was the option to compete last season after being given the green light to do so by the FIA in April 2014, has also worked in its favour.

Virgin, Lotus and HRT had just six months to get up and running, a fact critical to the struggles that followed. The first Haas will have been 22 months in the making. Even Haas recently suggested he has had time to spare, such has been the lengthy period available prior to the team's debut.

And finally, we have the drivers, with Haas opting for experience rather than the paid-for route, although that is not disguising the fact that Romain Grosjean and Esteban Gutierrez bring with them considerable sponsorship. Both are well-versed in F1 – although, in the case of Gutierrez, he perhaps has more to prove after a year on the sidelines as Ferrari reserve after two tough seasons with Sauber in 2013 and '14 – while they are also young and hungry.

You mix together all the aforementioned ingredients, and perhaps Steiner's hopes of the team scoring points on its debut are not such a pipedream after all. ✖

“In this often vicious world, what chance for Steiner's hopes?”

Riding the crest of a Mexican wave

Sergio Perez seemed to be damaged goods after squandering a chance with Ferrari, being ditched by McLaren and even rejected by Red Bull years ago. Yet, in 2015, he finally started to deliver consistently on his promise, as he explains in an exclusive interview

By Ben Anderson, Grand Prix Editor

 @BenAndersonAuto

Some Formula 1 drivers spend their entire careers without getting a shot in a car they feel is really worthy of their talents. In a world as cut-throat and transitory as this, being good enough is not always sufficient. You also need to be in the right place at the right time. You need to be lucky, not just fast. Sergio Perez appeared to be both when he first came into F1. The young Mexican wowed audiences (and impressed Ferrari) with giant-killing podium performances for Sauber, and earned the chance to drive for a top team after just 37 grand prix starts, after Lewis Hamilton left McLaren for a fresh start at Mercedes.

So many drivers, toiling unsuccessfully to break out of F1's midfield, must have looked on covetously at the meteoric rise of this then-22-year-old upstart, supported by the financial might of billionaire Carlos Slim's Telmex telecommunications company, and with the F1 world seemingly at his feet.

But here things started to go badly awry for Perez.

"I was part of the Ferrari academy; actually, the guy who pushed really hard to get me into Ferrari was Maurizio [Arrivabene, now team principal]," recounts Perez. "We have a really good relationship. I spoke with [Stefano] Domenicali [former Ferrari team principal] after Monza [in 2012] and he told me there was an opportunity at Ferrari, but only for 2014.

"McLaren at that time was really winning, and the rules were not changing. Martin Whitmarsh [the team principal at the time] came to me and convinced me to go there. He told me how great the car was going to be, that he had no doubt we were going to fight for the title, and so on. So, as a young driver, you go for it.

"I was in a very privileged position that year, with a lot of opportunities to go to big teams. Mercedes was a possibility in case Lewis didn't go, so it was looking very good."

Indeed it was. But opting to join Jenson Button at McLaren didn't work out as hoped. The team finished 2012 with victory from the season finale in Brazil, and arguably the fastest car on the grid, but the MP4-28 built to challenge for the title the following year was slow and difficult to drive.

Perez also suffered under the pressure of driving for a big team

in such trying circumstances. He clashed with Button on track, and finished one place lower (11th) in the drivers' championship than he did the previous year with Sauber. No podiums, only three top-six finishes and just 49 points (compared to 66 in 2012) also represented a backward step in statistical terms.

Button didn't fare much better (ninth in the standings, 73 points and a best finish of fourth), but Perez was dropped, frustrating the team with what it felt was a poor attitude.

"It was difficult to choose right," reflects Perez. "Not only for a young driver. You've seen it with Fernando [Alonso] — such a champion, such an experienced guy, very mature, and you still get it wrong. This is sport.

"The McLaren hit was harder than I thought it was going to be, in terms of confidence. It was a good year when you look deep into it — the performances, especially the second half of the year, were much better — but I was very unlucky. It was at a time when tyres were blowing up, and I had two or three tyre blow-ups when I was in good positions. It wasn't the smoothest year, and obviously McLaren is a very political team — there were some politics around me which didn't work well, and in the end they decided not to keep me. It was difficult."

Perez was in danger of being cast as the quintessential F1 reject. Evaluated (but not selected) by Red Bull during his junior single-seater career, deemed too inexperienced for a move to

Ferrari, then replaced at McLaren after just one underwhelming — but not awful — season.

To go from hottest young property on the F1 grid one minute to washed-up also-ran the next was a massive setback. "It was a big blow," Perez sighs. "Especially because that year Martin was always telling me how good I

was, how much he believed in me. I found out through the media that McLaren was not going to renew me. To have that kind of thing in F1, you lose a lot of self-confidence."

Perhaps this was simply a case of too much too young... "In terms of speed I was ready [for McLaren]," counters Perez. "If the car was there I was ready to fight for victories. But as it turned out, with having a very inconsistent car, I wasn't mature to develop a car and understand the set-ups. In Formula 1 you have so many different options available — you learn a massive amount through the years. So in that respect I wasn't ready. >>

"It was a big blow. That kind of thing, you lose a lot of self-confidence"
Perez on McLaren rejection



Hulkenberg's one of F1's most highly rated drivers, but Perez has been able to more than match him





Ferrari invested a lot in Perez when the Mexican was younger

"But where I really wasn't mature was with the politics. I was not ready to cope with that. I was basically alone, and the politics just ate me. At that time there were big fights between Martin and Ron [Dennis]. When you see how many things happened that year, it's just a lot going on. After I left McLaren, I thought my career was going to be over in Formula 1."

McLaren's decision came quite late in the season, leaving Perez little time on F1's winter merry-go-round. But the Mexican's useful sponsorship package, coupled with the fact that he did enough at Sauber to prompt McLaren to sign him in the first place, convinced Force India that he was a better bet than the incumbent Paul di Resta.

Perez's first season with Vijay Mallya's squad was decent, but he was comfortably shaded by new team-mate Nico Hulkenberg. Although Perez scored the team's only podium finish of 2014 (in Bahrain), finishing just one place (10th) behind Hulkenberg in the drivers' championship, his performances were inconsistent.

It seemed as though the Perez star, which at one stage seemed destined to carry him to great things in F1, was now fading into midfield obscurity.

Hulkenberg outscored Perez by 40 points over the first 10 races of 2014, and Perez admits he was still struggling to deal with McLaren's rejection.

"I was doubting myself," he says. "I lost a lot of passion, thinking McLaren was a big chance missed, always thinking back, which

is not good. But when you get such a big opportunity, you feel you could have done so many things differently.

"McLaren was on the podium at the first race of 2014 with Kevin [Magnussen], and I was not doing well. The first two races I had some issues with the car; the second race I was not able to start. There were a couple of hits that took some motivation out of me. The third race I got onto the podium, but still I was not 100 per cent in my head — the motivation was still low, because I thought my chances of getting into a top team were gone."

Force India was impressed by Perez's mental resilience in bouncing back from setbacks race to race, such as losing a potential podium in Canada after a last-lap clash with Felipe Massa's Williams. But he wasn't coping with the wider impact of seeing his career potentially tainted irrevocably by that short stint at McLaren. After the summer break, he turned things around, outscoring Hulkenberg by three points over the final eight races and becoming a more dependable performer. "I was looking back on my races I did with Sauber and thinking, 'That's me, I can do this, I can really be strong,'" recalls Perez. "I'm good

enough to go into a top team — I believe in myself, I believe I am one of the best drivers out there, and I am here because I am one of them. I can do the job."

"That was the key to getting my confidence back, but what really changed in the second half of the year was the motivation came back to me, the hunger. I had a little break in the summer and thought, 'I'm going to give it my all; I'm going to enjoy.'"

"It just took me longer than I thought it was going to take me. I was demotivated thinking I was never going to have the chance of getting into a big team again, but the second half of 2014 was very strong, and since then things have been going very well."

Perez has used his time at Force India to resuscitate his ailing reputation. The first part of 2015 was also tough, as aerodynamic restructuring and financial pressures at the factory meant starting the season late with a barely updated version of the '14 car, while Perez also had to adjust to changes in his race-engineering team following Gianpiero Lambiase's move to Red Bull.

But the second half of 2015 was outstanding, as Perez adapted well to the updated 'B-spec' VJM08 and outscored all bar the

Mercedes and Ferrari drivers over the final nine races of the campaign, finishing a career-best ninth in the world championship.

His performances in the Russian GP (where he finished third), in Mexico (where he held off faster rivals on older tyres) and Abu Dhabi (where he nearly outqualified Kimi

Raikkonen's Ferrari on merit) were particularly impressive, and made a serious impression on his team.

Force India discovered a driver with a fierce work ethic and a real desire to improve his driving. "From the moment he turned up here he was all about, 'What can I do better?'" says Force India engineering chief Tom McCullough, who joined the team at a similar time to Perez. "It's interesting because I didn't know him at all until the start of last year, and you read stuff... Sometimes when he's interviewed he's very casual, and I don't know whether the experience at McLaren, the fact it didn't end well, the fact he saw this as his last chance [made a difference]. I'm hypothesising."

"I think when you go to a team like that, when you've had the success he had at Sauber, you expect it to be a frontrunning car and to be easy. But in the 15 years I've been in F1, I've found you actually learn more as an engineer the worse your car is."

"The faster cars are just at the front whatever you do, and set-up-wise you've got to really mess it up not to go well, but when you're struggling in the midfield pack it's the accumulation of all the little margins that makes the difference. »

"I thought, 'I'm good enough, I am one of the best'. That was key"

Perez on bouncing back in 2014

“That comes from hard work and understanding, and he’s got that for sure. He knows that to have a good, long career he’s got to maximise every race. He wants to learn. And, as far as working during a race weekend goes, in meetings we practically have to kick him out!”

Perhaps the lessons of that chastening experience at McLaren, combined with the less political and more driver-focused nature of Force India’s operation, has brought Perez down to earth a little, helping him to knuckle down and better hone his craft.

“I worked with Mark Webber when I was at Williams,” adds McCullough. “A lot of drivers get to F1 and think, ‘Woohoo, I’ve made it!’ and he used to make reference to the Roy Keane autobiography, where Keane was basically massively into going out in Dublin, getting hammered and getting into fights while he was at Nottingham Forest.

“He says the best thing that ever happened to him was going to Manchester United, because at Forest he was seen as the legend, and he could live his life like that, but at United he realised he was one of the worst, and it was that attitude of ‘I’ve got to bloody work or I’m out’, basically.

“It’s a bit extreme compared to how I see Sergio, but from picking up on things from the past, and seeing how he works now, every single race he wants to be better, and that’s what drives a driver forward – to know you’ve not made it.

“I tend to find the environment is so much more important with some drivers than others. When Rubens Barrichello came to Williams, just seeing him being valued and loved, you got so much more out of him. He was always upset at Brawn that he wasn’t the



Lessons learned at McLaren in 2013 have helped Perez grow

“He wants to be better. That’s what drives a driver forward, to know you’ve not made it”

Force India’s Tom McCullough

chosen one, but when you put him in the situation where he was the loved character and got the politics out of the way...

“With Sergio it’s the same. Vijay loves him because he’s a racer. That Bahrain podium in 2014 really kickstarted things, and from then on, from the top down, he’s been really valued.”

Perhaps McLaren was the right place at the wrong time, but there’s no doubting how much better he is for his subsequent stint at Force India, improving – particularly in qualifying – to the point where he looks more like the driver who made such a startling impression on the paddock in his Sauber days.

What he needs to do now is continue that progression, outshine team-mate Hulkenberg consistently, over a full season, and try to earn a second chance to show what he could do with a seat at the top table.

He will need to be fast *and* lucky. And, given the way perception sticks in F1, Perez will probably need to be luckier than most. ❧





How Perez rebuilt himself after 2013

HAVING ENGINEERED Nico Hulkenberg at Williams, spent the 2013 season at Sauber, and followed both Hulkenberg and Sergio Perez to Force India for '14, Tom McCullough is uniquely placed to assess how far Perez has developed since McLaren chewed him up and spat him out.

Force India's chief engineer has now spent two years working with the Mexican, and says he's been pleasantly surprised by what he's discovered. "He was already at a level much more advanced than I was led to believe," says McCullough. "In the press he was sometimes portrayed as being a bit lazy, but I was very impressed with how keen he was to learn."

McCullough says Perez has particularly improved in qualifying, and the stats back him up. Hulkenberg has been stronger overall across each of their two seasons together, but each time Perez has been faster over the second half of the campaign. He was also relatively much quicker in 2015, closing the average deficit from 0.461 per cent in 2014 to a much more respectable 0.160 per cent last year. Over the final nine races, Perez was 0.113 per cent faster

than Hulkenberg on average.

"Consistency in qualifying was sometimes not his strength," confirms McCullough. "His management of the tyres, his racecraft, his pace, his consistency, his fitness, are all pretty good. As far as improving the consistency of qualifying, there's no magic to this game – it's all in the data."

"Psychologically and mentally, I think he's always been quite strong. He likes to have this casual atmosphere, but when it matters – in debriefs, strategy meetings and in the car – he's fully focused, fully on it, and he's now got that level of experience."

"You pick up on the

"He was at a level more advanced than I was led to believe"



areas he's not so strong at and you have to feed him the right information, but once he understands it he's good at doing it."

Perez has a particularly good feel for throttle application and tyre slip, which helps him protect the delicate Pirelli rubber in races. McCullough says Perez's natural driving style contrasts with Hulkenberg's, which is much harder on the rear tyres relative to the fronts. The net result is that both have learned from each other.

"Historically, in his days at Sauber and even at McLaren, Sergio struggled a lot on front-limited circuits," adds McCullough. "Sochi [2015] was a front-limited race, and it was pleasing to see him have that kind of result [a podium] on what would have been one of his worst tracks in the past. Two or three years ago, he wouldn't have been able to do that."

XPB IMAGES

THE LANDMARK DRIVES

Five races that define the F1 career of Sergio Perez so far



2011 AUSTRALIAN GP

Stunned the world with a seventh-placed finish on his F1 debut for Sauber, before both of the team's cars were disqualified for a rear-wing irregularity.



2012 MALAYSIAN GP

Lost a potential victory after running off the circuit while chasing Alonso's Ferrari. More podiums at Montreal and Monza, from lowly starts, impressed.



2013 CHINESE GP

A low point in a season of disappointments. Qualified well adrift of Button, clashed with Raikkonen's Lotus, and finished a pointless 11th.



2014 BAHRAIN GP

Finished on the podium in only his third race for Force India, after leaving McLaren. That's as good as it got, as Perez wrestled with his 2013 demons.



2015 RUSSIAN GP

Nursed heavily worn front tyres expertly to land a second podium for Force India, after Bottas and Raikkonen overtook him then crashed.

TEE/LAT



Volvo's plan for world domination

The World Touring Car Championship has a leading force, but Volvo has a plan to conquer all – in good time

By Jack Cozens, WTCC Correspondent

[@JHCozens](#)

“Given that we are all very cold, I would have done it in a track a little bit further south, maybe,” jokes Polestar head of motorsport Alexander Murdzevski Schedvin, as he shivers against the Mantorp Park pitwall. “But it’s a great effort, from central marketing down to the engineers who

have been working on the project.”

The ‘it’ he refers to is the launch of Volvo’s return to top-level international motorsport in 2016, with a two-car, manufacturer-backed assault on the World Touring Car Championship through Polestar Cyan Racing, Volvo’s motorsport branch.

Touring car racing has always been the Swedish marque’s motorsport forte. Its WTCC participation will take place alongside existing tin-top commitments in Scandinavia and V8 Supercars, but its latest project is by far the biggest undertaking the marque has committed to.

“This is so aligned with Volvo motorsport DNA or Polestar motorsport DNA, racing touring cars, and now we are doing it at the very highest level in an official FIA title and on a global calendar – I’m extremely happy,” continues Murdzevski Schedvin, punctuated only by the roar of the team’s Volvo S60 as driver Thed Björk practises his starts.

If the scene feels a little familiar, there’s good reason for that. Polestar and Volvo have been here before. In 2011, Robert Dahlgren undertook an exploratory WTCC campaign in a C30, for the aptly bannered ‘Volvo Polestar Evaluation Team’. Results were hard to come by, with the team finishing the season without a single podium to its name.

There were highs, though. Dahlgren achieved fourth at a moist Oschersleben and also carved his way through the field for two strong points finishes at Donington Park,

and, by the end of that campaign, those inside the camp had clearly been bitten by the international racing bug.

“We did an evaluation season in 2011 with the C30 and the plan was to do it with the V40 for a couple of years maybe before the [TC1] regulations, but unfortunately outside circumstances made it impossible to continue at that time,” says team principal Christian Dahl. “Volvo was changing ownership to Geely, and there was starting to be talk about new regulations. At the time it was really disappointing that Volvo didn’t want to continue, but in

hindsight I think it was a good decision.”

But five years on, with a dominant domestic operation to look after, plus involvement in V8 Supercars, why, as Dahl puts it, have ‘the stars aligned’ to make an extended programme in the WTCC so much more favourable?

Three major projects may sound like a handful (and let’s be clear – Polestar will have plenty to juggle this year), but the company has been savvy with its division of labour. In Australia, the team lends its name and engines, plus assistance, to Garry Rogers Motorsport. Polestar has recently entered into an agreement with WestCoast Racing in the Scandinavian Touring Car Championship to assist with operations at home, having slimmed its domestic line-up from three cars to two.

“If it all started at once, I think it should have been impossible,” says Dahl, who doesn’t envisage too many problems with Polestar’s division of its workforce. “STCC has been stable technically for four years now with the current cars, so that runs well, the cars run themselves; and then Australia – it’s not us running the complete project, GRM is running the cars and we build the engine.

“So of course, the main focus will be on World Touring Cars now. I think we must allow ourselves to give that focus because it’s a really tough championship, but I think this season in World Touring Cars we can manage without a problem and then just make sure we supply good engines in V8 Supercars.”

It’s also worth noting, at a time when the WTCC is much maligned, that Dahl and Polestar have consistently praised the introduction of the TC1 regulations introduced for 2014 – from

the perspective of those competing in the championship, as well as the manufacturers looking to market products – and their role in attracting Volvo back to the discipline should not be underplayed.

“It’s not that the S60 is a quicker or sportier car than the V40 or anything like that, it’s just the Super 2000

regulations favoured small, light cars,” says Dahl when asked about the suitability of the S60 for the WTCC. “There wasn’t a lot of aero in the championship – you didn’t have an advantage of a flat floor or big dimensions. Unfortunately the hatchback is a small car – all manufacturers have low profitability on a car like that, so it’s not that interesting to promote, actually.

“There were more and more talks about the TC1 regulations and I think they’ve been really successful – you’re more free. Now everyone has the same chance I think finally the stars are aligned.” ➤

“WTCC is really tough, but I think we’ll manage without a problem”

Christian Dahl



Volvo's heritage

VOLVO, OR POLESTAR?
Or Volvo Polestar?

It's a tricky one for the casual spectator, not made easier by the fact that next year the team will race as Volvo Polestar Cyan Racing in the WTCC.

Until July last year, the two were separate concerns, with Polestar – which has a performance-car division of its own – working closely with the manufacturer, but only as Volvo's motorsport partner.

That relationship was changed slightly when Volvo purchased the Polestar company which has become its performance branch, although Dahl retains autonomy over the racing team, which was rebadged as Polestar Cyan Racing to reflect its status as a separate

entity. So, easy enough, really.

Volvo's and Polestar's racing relationship is one that goes back 20 years, to the inauguration of the Swedish Touring Car Championship, when it partnered with domestic ace Jan Nilsson and his Flash Engineering (from which Dahl, having served his apprenticeship in motorsport with the squad, would later purchase the team) to win the first campaign with a Volvo 850.

Since Polestar's takeover of Flash Engineering in 2005, more recent success includes the 2012 TTA Racing Elite League crown with Eklom in Sweden, which preceded three successive titles in the reformed Scandinavian Touring Car

Championship with Bjork.

It's a long-standing partnership, but Volvo had of course competed before then. Its 1985 ETCC success (pictured above) with Gianfranco Brancatelli and Thomas Lindstrom had the Eggenberger Racing 240 Turbo claim six wins from the 14 events.

The man they dethroned that year was Tom Walkinshaw, and it was with his team that Volvo would become one of the best-loved teams of the BTCC's Super Touring era. It pioneered its quirky Volvo 850 estate in its first campaign in 1994 with Rickard Rydell and Jan Lammers, and four years later it swept to the drivers' title with Rydell in the iconic S40 (below).



POLESTAR

Meticulously planned launch was indicative of the team's approach

Perhaps most significant, though, is the extent to which this programme has been planned. Polestar has spent two and a half years evaluating a return, designing its car and formulating a plan for success.

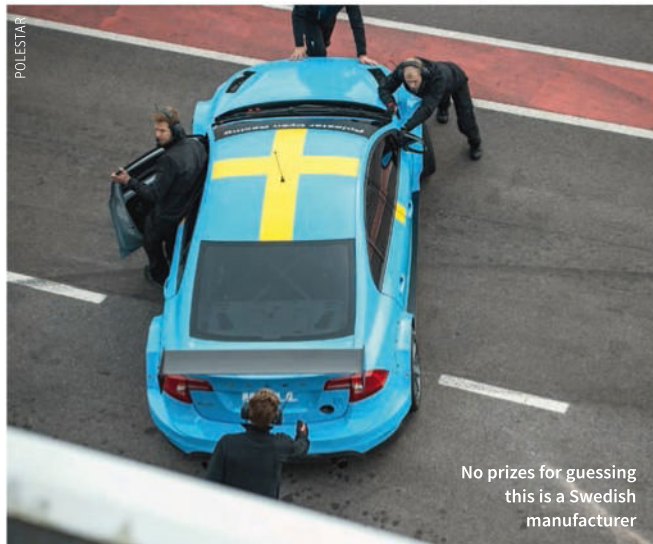
The operation feels a great deal slicker than the fledgling 2011 effort. There's no 'evaluation' in the team name, for starters, and small details, such as announcing its return to international competition 30 years to the day since Volvo's 1985 European Touring Car Championship success, give an indication of just how much preparation has gone into the marque's assault this time around.

That said, such preparation by no means guarantees that the team expects to fight with Citroen from the get-go (or indeed take up its mantle when it exits as a works team after 2016).

There's certainly no lack of respect for the French manufacturer's achievements in its short time in the category. The mood in the Polestar camp is one of excitement, and of optimism about its latest steps, but mention the 'C' word and there's a palpable switch of focus, an awareness of how difficult a task it will be to dethrone Citroen.

"We should not underestimate also that you can't find many manufacturers in many championships that have won more or less everything that they have done for the last 12 years, so that's the leader of the pack we're trying to catch," says Murdzewski Schedvin, not once referring to Citroen by name. "It's a fantastic

POLESTAR



No prizes for guessing this is a Swedish manufacturer

LAT



challenge for us, which means that this is also one of the biggest projects in the history of our motorsport heritage, and also in Sweden – in fact, the biggest motorsport programme ever in this country.”

Dahl, too, is quick to distance his team from any comparisons with Citroen.

“I have a tremendous respect for what Citroen do and, of course, it’s difficult to judge because usually it takes a couple of years before you can do a really good result in the world championship,” he says. “I think Citroen was helped a bit that there was a big change in regulations where everyone had to start from fresh, but of course it’s quite obvious that Citroen has done the best job of it. They didn’t compete before in those championships so they could do a really good build-up with the technical side.

“I think our project is something completely different from what Citroen have, though. They do the manufacturer project in-house – we are an independent team doing it together with the manufacturer; it’s a big difference.”

Expectations are being kept in check and 2016, as Murdzevski Schedvin puts it, “will be a learning year, probably”. There are still things Polestar will need to evaluate, like how well it can handle running two cars in the series, with a view to adding a third machine to its stable.

“It is a multi-year commitment and we have made the plan for two cars,” says Dahl. “But obviously, if you look at the championship and the history of it, I think you need more cars to win the championship one day, so quite quickly we will upgrade to more.”

Make no mistake, though, Volvo and Polestar have entered the WTCC to become champions. Budget figures aren’t discussed, but Dahl is content with the backing – both financial and with resources – that Volvo has given the project.

“I think we have a good chance to do it – of course, it’s a fantastic challenge but over a couple of years I think we can do it and we have the resources we wanted,” he says. “We got the budget that we presented, we got the continued support that we presented to Volvo and we have the freedom as we’ve always had to get the resources



Bjork (right) and Ekblom will lead the charge in 2016

“This is one of our biggest projects and the biggest ever in this country”

Alexander Murdzevski Schedvin

in terms of engineering capacity and facilities inside Volvo, so with a few years under our belts I really think we can challenge.”

Part of that plan to win will inevitably rest on its driver choices. Three drivers were in contention for the two

seats, and it was ultimately Dahlgren who missed out, with three-time STCC champion Bjork and Fredrik Ekblom instead given the chance to represent the marque on the grid.

In Bjork and Ekblom, Polestar has chosen known quantities – to itself, at least – and there’s certainly no lack of enthusiasm from the pair about pitting their wits against some of the best drivers in the world. What Polestar’s decision shows more than anything is its belief in the pair (who between them have made just eight WTCC starts) to do the job, rather than opting for an experienced campaigner, in-house or otherwise.

Time will tell if Polestar can follow through on its goal to conquer the WTCC, but, if nothing else, it retains a genuine belief that it can take the fight to the best in the world.

“We have been very successful in all of our touring car efforts and we are not going to stop short,” says Murdzevski Schedvin. “You can never guarantee that you can win, regardless of budget or anything, but it won’t be a lack of trying that stops us.”

Paddon jumps at his big chance

The Kiwi made his WRC breakthrough last year with a first podium finish. Now, with a three-year Hyundai deal, he's aiming for victories. And he's earned his opportunity the hard way

By David Evans, Rallies Editor

[@daviddevansrally](#)





Geraldine, New Zealand. Lovely place. Beautiful place. Not a big place. Definitely not a big population. In fact, 2244 has become 2243. Hayden Paddon's moved out. Paddon's new abode is Frankfurt, Germany. A bigger contrast you could barely imagine. But the 28-year-old is an adaptable bloke, the sort who finds home comforts wherever he settles. And the most comforting thing he's found in Europe is right around the corner in Alzenau. It's called Hyundai Motorsport.

And, for the next three years, Hayden's calling it home.

Paddon's new pad has taken some building. Unlike Hyundai's motorsport HQ itself – parts of which still have paint drying – the likeable Kiwi's career has come together at a frustratingly steady pace. He's been a slow-burner. And the flame flickered a couple of times, but when his deal through to the end of 2018 was announced late last season, the fire caught.

It's hard to imagine a more deserving driver. The determination Paddon and the team around him have shown has been something else. Finally in the seat he's been chasing for far too long, Paddon will find himself with time on his hands – somebody else can chase the millions now.

Paddon started rallying as soon as he could, aged 15, funding the early days by wrapping a morning paper round and evening job in the local fish-and-chip shop around his days at college.

Choosing rallying over rugby was never the most popular route among the Pacific islanders when Paddon was starting out. Interest in the sport was centred on one man: 'Possum' Bourne. Bourne was Kiwi rallying. A regular in the Subaru World Rally Team, the former Asia-Pacific Rally champion was killed in 2003 while practising for the Race to the Sky hillclimb.

Rally New Zealand fired the attention of some North Islanders annually, but Geraldine sits well down the South Island. And Canterbury folk aren't overly fussed by the big noises being made in Auckland or Hamilton.

So, locally, there was never a huge awareness of what Paddon wanted to do. And there certainly wasn't the sort of commercial, industrial or financial infrastructure to support lifting a local lad and sending him around the world in a rally car.

"That was one of the biggest problems we faced early on," says Paddon. "It costs, say, €50,000 to do the whole New Zealand Championship. But that wouldn't even buy you a WRC round in Europe. The mindset is very different at home and it was a struggle to get people to understand what was required to put a world championship programme together."

The frustration was that Paddon had potential. Real potential. Historically, Group N rallying in the WRC has been difficult to read. Local drivers would regularly win – particularly rounds outside Europe – in the face of limited competition and with significant knowledge of their surroundings. But there were no such fingers pointed at Paddon when he took a maiden PWRC win in Australia, 2009, just his third outing at world level.

That victory secured him a place as a 2010 Pirelli Star Driver. The tyre maker backed six drivers, at least one from every FIA region, and gave them six WRC rounds in a Mitsubishi Lancer. Paddon impressed, but team-mate Ott Tänak stole the show.

Tänak's speed was huge, but those who looked longer at the stage times and behind the Estonian's bent metal would see »

"It costs €50,000 to do the NZ Championship. That wouldn't even buy you a WRC round"

Hayden Paddon



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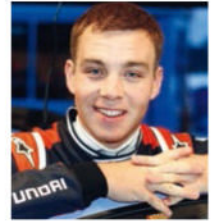


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Pirelli Star Driver 2010
outings were reward
for pace and grafting



CV

HAYDEN PADDON HYUNDAI WRC DRIVER

AGE 28

2015 WRC
*Maiden podium
with second in
Sardinia*

2014 Joins Hyundai
for six WRC
rounds
*Best result 6th
in Australia*

2013 Debut in
factory team,
driving Ford
Fiesta RS WRC
*Best result 8th
in Catalunya*

2012 SWRC
2 wins

2011 PWRC
champion
4 wins

2010 Pirelli Star
Driver
*5 PWRC
podiums*

2009 PWRC
*Win in Rally
Australia*

2008 NZ champion

2007 WRC debut at
Rally New
Zealand

2006 NZ Junior and
rookie title
winner

2002 First rally
(aged 15)

serious progression from Paddon. His second place in PWRC in Germany showed both pace and learning.

A year on and he'd scraped enough cash together to do PWRC privately. He dominated, winning the first four rounds and the title.

New Zealand was waking up to Paddon, but still the leap was too large financially and the following two years were even more of a struggle as he stepped out of a Group N Subaru and into the fiscally more demanding Skoda Fabia S2000.

That was the point where he got in touch with fellow

Kiwi Scott Dixon. The IndyCar racer had launched a novel scheme offering himself as an investment. Paddon was intrigued. "I contacted Scott and he helped me set something up for myself," says Paddon. "Without that it would have been really difficult. We have 68 different shareholders."

Paddon has raised more than £1,000,000 to keep his career on track. That, as much as his ability in a car, is what caught the eye of team principals. Paddon simply wouldn't give up on his dream. "When you're in the middle of the struggle, you don't really notice it," he says. "You just go on chasing the next dollar. You can't give in. You can't stop. That wasn't an option."

While he was competing in the feeder series, you would regularly see Paddon pulling on clean overalls and straightening his cap at 10 o'clock at night. After a day's rallying, when his

rivals had retired to watch onboards for the next day or to get some sleep, Paddon would stand in front of his backers and give a presentation about his day. Every day. Then he went to the hotel room and watched his onboards; then he found time for some sleep.

It worked. In 2014, he pulled in six WRC rounds with Hyundai before starting every event except the season-opening Monte Carlo last season.

"Hayden works hard, he always has," says Hyundai team principal Michel Nandan. "You can see how much he wants this. He's hungry."

And late last year, Nandan showed how much Paddon meant to him and Hyundai with a three-year deal. Theory is, that came off the back of two great rallies: Sardinia, where he was second, and a fourth in Poland.

He's about more than those two rallies. Take a

look at Rally Australia 2013. His self-run Skoda suffered alternator failure before Friday's first stage, benching him for the opening day. With the weekend to prove himself, he blitzed the WRC2 competition and humbled many a World Rally Car in a startling show of speed. And he did it knowing full well that his entire spares package would fit in the Fabia S2000's non-existent glovebox.

Now Google 'Hayden Paddon 2015 Rally Otago'. Granted, a Ford Escort's no World Rally Car, but the speed and raw ability on show down those roads is second to none.

Paddon's a rally fan through and through. Driving a MkII on the limit means something to him in the way driving a Ferrari 312T would mean something to Sebastian Vettel. Putting the BDA performance to one side, it was the fourth in Poland that began the serious negotiations with Hyundai.

"I was a bit new to all of that," he says. "The big thing for me was a long-term deal. I told them that and they said, 'Well, we were thinking of three years...' We then had to go away and make sure everything was right."

The 'we' he talks about is himself and John Kennard, his co-driver. They've been together since 2007, when Kennard was as much a mentor as map man. It's difficult to imagine one without the other now, even though the 56-year-old Kennard admits he won't be carrying on forever.

It's the times of raw emotion when the qualities of such a >>

"Hayden works hard, he always has. You can see how much he wants this"

Hyundai's Michel Nandan

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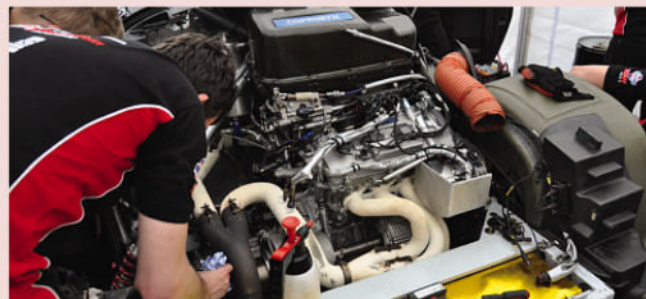
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strong in-car relationship are tested. When the gearbox broke in Sardinia last year and Paddon was convinced their rally was over, Kennard found the words to comfort him: with a hand on his driver's arm, he helped compose Paddon at the stage end.

"It'll come," he told him in a tone carrying the assurance of a man who'd been there and seen it all before. And, with the help of some ratchet straps, and a wing and a prayer, second place did come for them a day later.

But now, it's time for the win. Or at least a better start to the season than last year.

"Yeah, the start wasn't great," says Paddon. "We're in the 2015 car for Monte, it's our first time on that event. After that, we're in the new car everywhere and I think we've got to be looking to push on for the win from Portugal onwards. Personally, this

"This year is about winning rallies and a title challenge in 2017. Everything feels good"

Hayden Paddon

year is about winning rallies and building towards a title challenge in 2017. Everything feels good right now."

And the new Hyundai feels really good for Paddon. "It's more turnable," he says, chopping through the last two minutes of engineering speak. "It's more suited to me, with a bit more understeer. It works."

The next three years have to work as well. Not just because Paddon's spent so long getting to this point, but because All Blacks coach Graham Henry has told him what he wants. "Graham's a Hyundai ambassador," says Paddon, "and a few of us were out for lunch back home. When he was going out of the door, Graham stopped and said, 'If you're not world champion before 2018, I'll be disappointed boy'."

He won't be the only one. ❧



Paddon's first WRC run was only in 2013...



...and now he and co-driver Kennard are podium finishers

How Neuville's team became fair game

THIERRY NEUVILLE GOT out of his car and wandered over to the Kiwi-flagged i20 WRC. He wasn't after a chat, just mind games. He had a long look at the Michelins at the front of Hayden Paddon's car, stood up and walked away.

Awaiting them was the second run at Rally Italy's Monte Lerno last year; a tyre-killer if ever there was one.

"I'm not sure what he's looking for," said Paddon. "Maybe he'd be better looking at his own tyres..."

The needle had started. For all those rallies when the Belgian couldn't buy a result, Paddon was stacking up the stage times and the kudos within the team.

By his own admission, Neuville's mind wandered mid-season. Frustrated at the delay in delivery of the

new car, his performances slipped. Having started the season as a genuine threat to Sebastien Ogier in some places, he was being blown into the weeds by the world champion as the year progressed.

Not long after, Hyundai team manager Alain Penasse put the world in the picture in forthright fashion. "Since he [Neuville] crashed in Argentina, he is no longer

within the pace of the pack and the most annoying thing is that neither he, his co-driver nor his entourage has any explanation," he said. "We are happy to have Hayden, because with him driving we are making progress." That's that cleared up then.

This year Neuville, Paddon and Dani Sordo start with equal-number-one status. All with the

same testing, all with the same opportunities.

Twelve months ago, Hyundai was Neuville's team. Now he wants it back.

Hyundai's power struggle will be a fascinating part of 2016, and Paddon smiles at the prospect. "We've got to be professional," he says, "but rivalry can add a bit of spice."

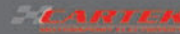
You get the feeling that Paddon's learned to play Neuville's game.



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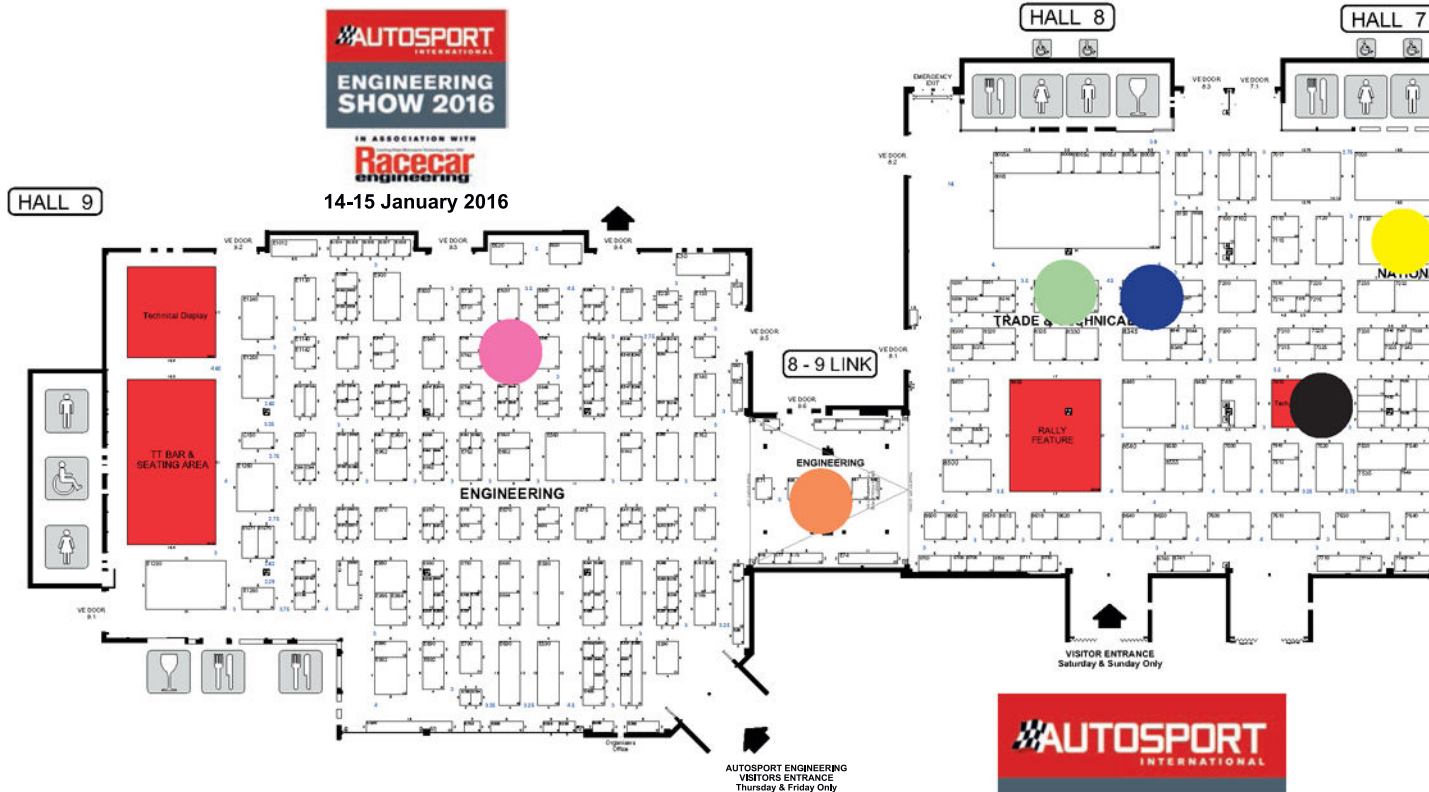


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Peterhansel vs Sainz as

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STEPHANE PETERHANSEL HAD SEEN IT ALL before. He'd been content to play second fiddle to WRC superstar Sebastien Loeb through Dakar's first week and, when the leader upended his Peugeot on Monday afternoon, Peterhansel pounced and hit the front for the first time.

The pace of the Peugeot and Loeb provided the talking point at Saturday's Salta rest day, a week down with a week to go. Loeb, the self-confessed rank outsider, led by more than two minutes.

Peugeot has historical context on this event. But, let's be honest, last year's 2008 DKR didn't warrant a place in the same sentence as the 205 and 405 T16s that had dominated the African Dakar between 1987 and '90. Last year Peugeot rocked, despite those solid foundations.

As for Loeb, he has no cross-country pedigree. His sole desert start prior to Dakar had ended in myriad problems and with his Peugeot on its side.

Despite that inexperience, Loeb was nothing short of sensational on the road up and out of Argentina. He won three of the first four stages and moved into a decent lead. Peterhansel gave chase, but cast a knowing eye over Loeb's progress as the leader powered across the Bolivian border with ever-increasing speed.

"It's a different rally when we get to the sand," said the 11-time Dakar winner. If anybody knew that, it was him. "This is where it will be difficult

for Seb." When Peterhansel speaks, it's worth listening. He's seen it all on this event. And he called this one right too.

Heading out of the bivouac, for the start of the second week, Loeb readily agreed with his team-mate. "Today," he said, "it gets more complicated for me."

And then some.

He and Daniel Elena got lost, got stuck and then, six miles from the end, they got out of a seriously second-hand-looking 2008. They'd rolled, and would lose more than an hour getting the car moving again. "I'm not used to these kind of conditions," Loeb said. "I was driving what I could see and I didn't see the hole. I should have gone somewhere else. Or slower. We had to change two wheels and the transmission, so we lost a lot of time. Now I need to carry on driving and get some more experience."

That crash left Peterhansel out front, although he'd been slowed by a puncture earlier on Monday. As *Autosport* closed for press, Peterhansel held a two-minute lead over Carlos Sainz's sister car. An engine problem cost Sainz 14 minutes on the opening special and cast him unfairly into his team-mates' shadows. In a typically quick, gritty and determined drive, El Matador moved himself back up the leaderboard and into contention. He won Saturday's stage before closing further on the lead when the event went off-piste on Monday.

In the end, the Spaniard lost stage eight to top Mini driver Nasser Al-Attiyah by just 12 seconds

Sainz is playing catch-up after early delay



Loeb rolls

after 250 miles of competition.

Al-Attiah didn't win a stage in the first week. In fairness, he didn't come particularly close to winning a stage. And last week was the one expected to favour the four-wheel-drive X-Raid machines. The technical, twisty nature of the road should have exposed Peugeot's decision to run a buggy-style rear-wheel-drive car. But it didn't.

Over a game of table football at the rest day, last year's winner Al-Attiah was resolute. He wouldn't give up.

"Anything can happen," he said. "This is Dakar. I still believe I can win."

Monday was a good start. But, with a 14-minute gap between the Qatari and the leader, a little bit more of anything is going to be needed for him to climb two more steps of the podium.

Behind him was fellow Mini driver Mikko Hirvonen, now faring the best of the WRC rookies, with Loeb down to eighth.

DAVID EVANS

POSITIONS AT END OF MONDAY JANUARY 11

1 Stephane Peterhansel/Jean-Paul Cottret (Peugeot 2008 DKR), 26h01m44s; **2** Carlos Sainz/Lucas Cruz (Peugeot), +2m09s; **3** Nasser Al-Attiah/Matthieu Baume (Mini All4 Racing); **4** Mikko Hirvonen/Michel Perin (Mini); **5** Leeroy Poulter/Robert Howie (Toyota Hilux); **6** Yazeed Al-Rajhi/Timo Gottschalk (Toyota); **7** Giniel de Villiers/Dirk von Zitzewitz (Toyota); **8** Sebastien Loeb/Daniel Elena (Peugeot); **9** Vladimir Vasilyev/Konstantin Zhiltsov (Toyota); **10** Nani Roma/Alex Haro (Mini).



Eurasia pair took debut win

Youngsters Thai up a win

ASIAN LE MANS SERIES

BURIRAM (T)

JANUARY 10

ROUND 3/4

FORMULA 3 STAR ANTONIO GIOVINAZZI and GP2 racer Sean Gelael made a perfect LMP2 debut with victory in Thailand in their Eurasia Motorsport ORECA-Nissan.

Gelael qualified the car on pole, but a first-hour puncture dropped the Indonesian to the back of the field and he had to recover into the lead before Giovinazzi took over.

The Italian was racing away in front when an ill-timed safety car in the final hour brought James Winslow (in the Algarve Pro Racing Ligier-Nissan he shared with Michael Munemann and Dean Koutsoumidis) and Niki Leutwiler (in the Race Performance ORECA-Judd also driven by Oliver Webb) onto his tail. And, with the out-of-sync Giovinazzi needing an extra stop before the finish, the win was in doubt.

But Giovinazzi got a huge break when

Winslow had to serve a 15s stop-go penalty for speeding in the pits. When Giovinazzi subsequently made his stop, he rejoined just ahead of Winslow and right behind Leutwiler, who he swiftly passed.

Winslow backed off to save fuel late on but held on for second, while the other Eurasia ORECA — led by Richard Bradley and Nick de Bruijn — finished fourth.

The safety car also set up a four-car GT fight, but Australian Josh Hunt in the Nexus Infinity Ferrari got a breather while Adolderly Fong (Absolute Racing Audi) and Nobuteru Taniguchi (AAI BMW) wriggled past the AAI Mercedes of Hiroki Yoshimoto.

RESULTS

1 Sean Gelael/Antonio Giovinazzi (ORECA-Nissan 03R), 113 laps in 3h00m23.603s; **2** James Winslow/Michael Munemann/Dean Koutsoumidis (Ligier-Nissan JSP2); **3** Oliver Webb/Niki Leutwiler (ORECA-Judd 03R); **4** Richard Bradley/Nick de Bruijn/William Lok (ORECA-Nissan 03R); **5** Ho-Pin Tung/David Cheng/Laurent Thomas (Ligier-Nissan JSP3); **6** Josh Hunt/Dominic Ang (Ferrari 458 Italia GT3).

Dayraut, Dubourg on top

ANDROS TROPHY

ISOLA 2000 (F)

JANUARY 8-9

ROUND 4/7

JEAN-BAPTISTE DUBOURG CONTINUED his march towards a maiden Andros Trophy crown by notching up another win.

Dubourg topped the qualifying heats — which pay the majority of points — for the second final of the weekend, with Adrien Tambay's WRT-run Audi alongside him on the front row. But Tambay appeared to struggle for traction off the line, allowing Dubourg's younger brother Andrea to launch into second place and ensure a one-two for the family's team of Renault Clios.

Tambay did his best to barge a way past Dubourg Jr but ran out of opportunities in a race shortened as the ice all but disappeared

from the track in the gloomy conditions.

Multiple champion Jean-Philippe Dayraut had continued his resurgence after early-season technical problems in the first race of the weekend. Dayraut's Mazda emerged atop qualifying from the Dacia of Franck Lagorce. But, when Dayraut went sideways at the first hairpin, that forced Lagorce to the outside line into Turn 2, forcing him into the slush and allowing the Citroen of Benjamin Riviere plus J-B Dubourg into second and third respectively. This race also ended early — it was red-flagged when the inflatable Andros bridge across the start-finish line collapsed, rather limiting the track width!

Olivier Panis (Audi) beat team-mate Tambay to fifth in this one, but both Panis and Lagorce retired from the second final.

Matthieu Vaxiviere kept up his Electric series domination with two more wins.

RESULTS

Final 1 **1** Jean-Philippe Dayraut (Mazda 3), 6 laps in 4m37.553s; **2** Benjamin Riviere (Citroen DS3), +1.586s; **3** Jean-Baptiste Dubourg (Renault Clio 3); **4** Franck Lagorce (Dacia Lodgy); **5** Olivier Panis (Audi A1 Quattro); **6** Adrien Tambay (Audi). **Final 2** **1** J-B Dubourg, 6 laps in 4m32.610s; **2** Andrea Dubourg (Renault), +5.608s; **3** Tambay; **4** Riviere; **5** Dayraut; **6** Toomas Heikkinen (Mazda). **Points** **1** J-B Dubourg, **441**; **2** Lagorce, 400; **3** Riviere, 394; **4** Tambay, 388; **5** A Dubourg, 365; **6** Olivier Pernaut, 360.



Dayraut leads Riviere in first final

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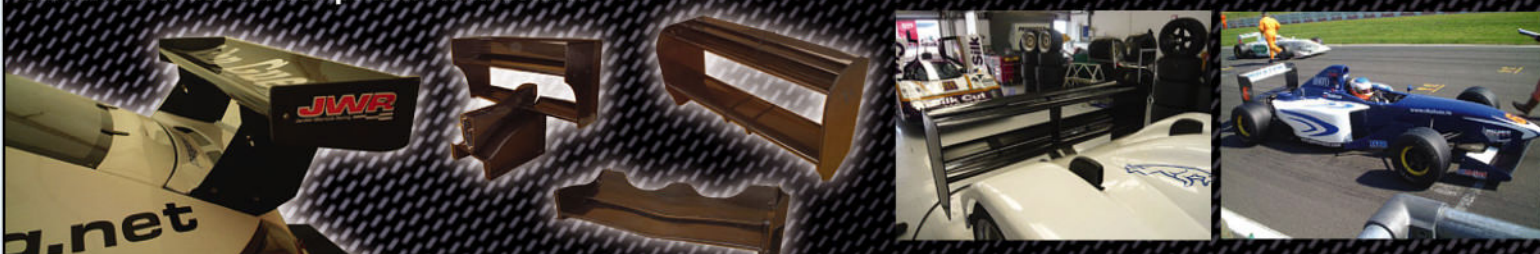
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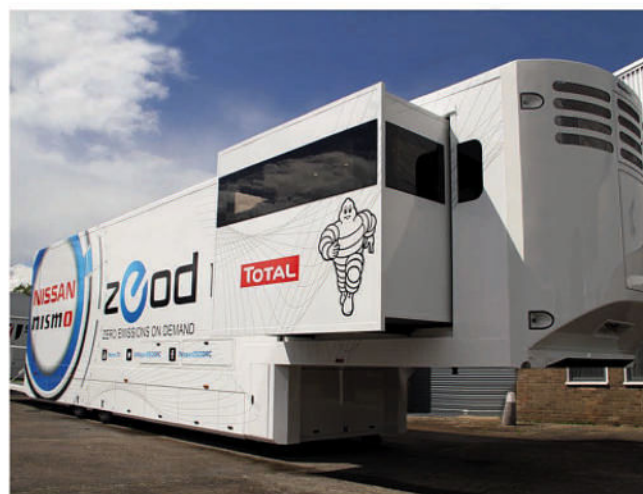
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Modern BTCC cars are part of Development Series plan

BTCC teams launch development series

A NEW CLUB-LEVEL TOURING CAR championship will run this year with the aim of giving teams and drivers a chance to sample tin-tops before graduating to the main British Touring Car Championship.

The B-TEC Development Series will run at six club meetings and incorporate 12 races. The opening round is scheduled to take place at Brands Hatch on March 27-28, the week before the BTCC opener. The winner will receive a test in a 2016 BTCC machine.

Useful experience

Prime mover behind the series is Triple Eight Racing boss Ian Harrison. He said: "There are cars out there that are eligible to compete, and we think we can have up to 12 for the initial season.

"We are deliberately running at club meetings to make this a cost-effective category. The budgets for the 12 races should be under the £100,000 mark.

"It will be a great way for drivers to get experience of a modern BTCC car, and it will also provide a useful stepping stone for teams, engineers and mechanics too. They will have a

chance to sample the cars and the level of competition required before maybe stepping up into the main series."

The B-TEC Development Series has been given the nod by BTCC series director Alan Gow, but there will be no link between BTCC organisers TOCA and the new category.

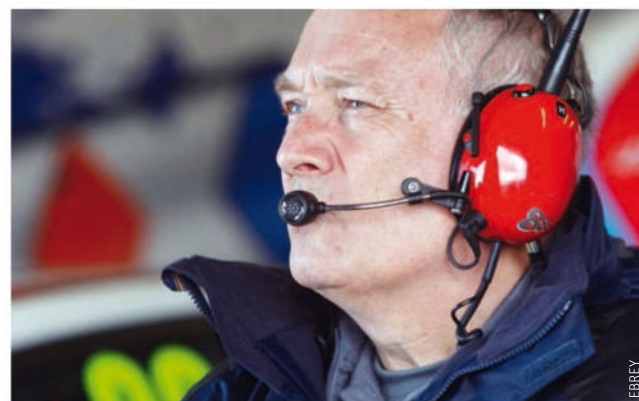
"In the longer term, this Development Series will be a benefit to the main BTCC," he said. "The teams and drivers it creates will already be at a standard before they make the step into the series."

The series is named after the new BTCC entrants' group, which was formed last year to look at exploiting the commercial streams that are available to teams that take part in the top-flight championship. The format will include one 40-minute practice session and one 30-minute qualifying session on Saturday and two 30-minute races on Sunday.

Austin signs up

Rob Austin Racing has already confirmed that it will run its outgoing Audi A4s in the series in 2016.

"I was very keen to support this idea,"



Triple Eight boss Harrison has been a driving force behind new championship

explained the two-time BTCC race winner. "There is a lot of equipment out there that is still competitive, and there are lots of drivers out there who want to race touring cars but have nowhere to do it.

"The regulations mean that the BTCC is highly competitive and close – it is some of the best racing on the planet – and this new series means people will get the chance to experience that without the commitment and outlay of the top flight." ❄

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BRITISH GT

FF Corse back with 488 GT3

LEADING FERRARI SQUAD FF CORSE WILL RETURN to the British GT Championship this year with at least one of the Italian firm's new 488 GT3 challengers.

FF Corse has entered into a partnership with the Fox Motorsport team to field the first customer 488 GT3 programme to be announced in the UK. Fox has secured the 3.9-litre twin turbocharged machine, but will continue to focus on its GT4 operation while FF Corse oversees the GT3 programme. The car is due for delivery next month, with testing to begin at the Algarve circuit in March.

Drivers for the new Ferrari machine have yet to be announced, but FF Corse head Anthony Cheshire said negotiations were ongoing.

"We're excited to have the new 488 GT3 as part of our line-up and we want to be running it in British GT as it's a terrific championship and a great platform," said Cheshire. "We're looking around for the right driver pairing.

"We've known Paul [McNeilly, Fox Motorsport head] for a few years and looked after a number of Ferrari Challenge

cars for him. This is a fantastic opportunity because the 488 GT3 is a stunning car and a big step forward from the 458. The car shares the same chassis platform as the GTE car, so it should easily be capable on the UK circuits."

The deal marks part of a major expansion for the Fox Motorsports team, which has also bought a Ginetta Junior machine with a view to contesting selected rounds in 2016 and a full campaign in 2017.

McNeilly, who shared the Fox Ginetta G55 GT4 with Jamie Stanley in British GT last year, added: "Fox already runs cars in the Ginetta GT5 Challenge, Racing Drivers' Club and karting [through McNeilly's son, Liam] and we want to create a ladder for drivers from karts to GT3.

"With the addition of the Ginetta Jr and the 488 GT3 we can take drivers from karting and up to the top level of British sportscars."

FF Corse will also take delivery of a second 488 GT3 chassis, which will contest the GT3 Le Mans Cup with Johnny Mowlem and Ivor Dunbar.

BRDC F4

HERTA AND ISMAIL LAND TOP F4 SEATS FOR 2016

CARLIN HAS ANNOUNCED that Colton Herta will complete its 2016 BRDC Formula 4 line-up.

The 15-year-old son of IndyCar star Bryan finished third in the MSA Formula points in 2015, with a strong finish to the season, and joins Ameya Vaidyanathan and Lando Norris in the squad.

The American has already started testing the new Tatuus-Cosworth MSV F-016.

"Last year was a great start to my European racing career," said Herta. "With Carlin, I was able to learn a lot and finish the season very strong. I look forward to carrying that momentum into the new season in BRDC F4."

Team boss Trevor Carlin added: "Colton is a great asset to the team and we have no doubt he will be a frontrunner in 2016."

Elsewhere, race winner Omar Ismail will continue in the championship for a second year with title holder HHC Motorsport.

The Solihull-based driver made his car racing debut in BRDC F4 last year, competing with Chris Dittmann Racing from round three, having been too young to race in the first two rounds, and took a race win on just his fourth outing.

Ismail, 16, will join Sisa Ngebulana at HHC, which ran Will Palmer to the title last season.

BRITISH GT

SuperDry founder to try his hand at British GT



THE CO-FOUNDER OF fashion company SuperDry will make his racing debut in British GT this year with the SuperRacing team.

James Holder, who co-founded the £1.3-billion SuperGroup fashion company in 2003, will enter the championship in an Aston Martin Vantage GT4.

Holder will share driving duties with experienced driver coach Matthew George, while the car will be run by

David and James Appleby's Generation AMR outfit.

David Appleby said: "It will be James's first season of racing so we want to make sure he learns what is required to be competitive going forward."

Holder added: "We have a dedicated team with a winning heritage. The first season will be a learning curve and we'll use it to build a solid foundation for future class wins for SuperRacing."



EBREV/LAT

GOODWOOD

Group 5 monsters to run at MM

HIGH-SPEED DEMONSTRATIONS

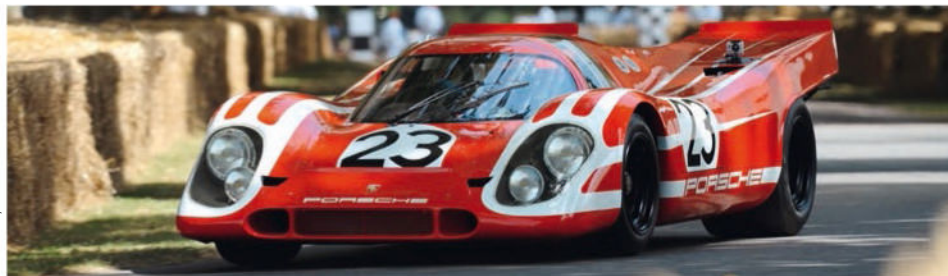
featuring six Porsche 917s and five Ferrari 512s will be a major feature of the 74th Members' Meeting at Goodwood in March.

A total of 16 Group 5 machines from 1969 to 1971 will be put through their paces as the March 19-20 event celebrates a special period in world championship sportscar racing.

Joining the Porsches and Ferraris will be four Lola T70 Mk3Bs. The five-litre cars were built when production cars, of which at least

25 had to be built, were allowed five-litre engines rather than the three-litre cap for sports-prototypes of the same era.

The Porsche 917 line-up will include the 1970 Le Mans 24 Hours winner of Richard Attwood and Hans Herrmann. Attwood, who is a regular racer at Goodwood, said: "The 917s are great old things, but of course compared to modern cars they are quite dangerous. I used to run it up the hill at the Goodwood Festival of Speed every year."



J. BLOXHAM/LAT

TRUCK RACING

New promoter promises more races

THE BRITISH TRUCK RACING Championship has doubled track time at its showpiece events after changing its promoter for this year.

New company Truck Sport Promotions Ltd has been founded by series regulars Steve Thomas, Stuart Oliver and Steven Powell and will work alongside the British Automobile Racing Club to grow the championship.

The proposed switch to Truck Sport Promotions caused unrest amongst the championship regulars late last year [*Autosport*, Nov 26], but the British Truck Racing Association board agreed to align itself with the new firm.

The company's first action has been to double the number of races over a weekend for its key events, including the series opener at

Brands Hatch on March 27/28.

"We have 30 trucks lined up for Brands already so we'll run 10 races over the weekend instead of five to cater for everybody," said Truck Sport Promotions Ltd's Steve Thomas, who added that his firm was pushing for an increased TV deal for the series, which he hopes will include coverage on terrestrial channels and in HD.



PCCGB

Latif makes return to sportscars

TEENAGER ALESSANDRO LATIF WILL RACE IN THE Porsche Carrera Cup GB this year with GT Marques.

The 19-year-old finished 13th in the Pro Mazda Championship last year, but previously starred in GT racing, having won the Pro-Am Trophy of the Blancpain Sprint Series in 2014, alongside Marc

Basseng. The Briton will switch to the TOCA support category, having tested with GT Marques last year.

"I'm really looking forward to the season ahead," said Latif. "It's exciting to be a part of the Porsche family, and hopefully this will be the start of a long relationship."

IN BRIEF



PAT MANNION 1934-2015

Club racer and entrepreneur Pat Mannion passed away on New Year's Eve. He was 80. Pat moved to England in the 1950s and founded Revolution Wheels in 1967, before becoming an accomplished racer in his own right. By the 1980s he was competing in special saloons and won the Wendy Wools Special Saloon Championship in 1984 in his renowned Sunbeam Stiletto. He notched up numerous lap records and podium finishes.

PEREZ TO CONTINUE IN GINETTA JUNIORS

Seb Perez will return to the Ginetta Junior Championship this year, continuing with the JHR Developments squad. The 16-year-old had a difficult rookie season in the category, finishing 20th in the standings, but took his first podium in the Winter Series.

GAFFNEY BACK FOR SECOND ASSAULT

Reigning GT Cup class champion Rob Gaffney will return to the Ginetta GT4 Supercup this year with his Amigo Motorsport team. The 25-year-old won the GTA class of the GT Cup in 2015 in a Ginetta G50 and raced in the G50 class of the Supercup between 2011 and 2013.

FORMULA RENAULT ALPS CANCELLED

The Italian-based Formula Renault ALPS Championship will not run this year after series organisers opted to shelve the series. The Pan-European championship had run in its current guise for the last six years, having morphed out of the Swiss FRenault Championship, and held races across Northern Europe including rounds in Italy, Belgium, Austria and France. The series attracted grids into the mid-20s last season, but European FRenault classes have suffered against the rise of the FIA's Formula 4 concept, and the withdrawal of factory Renault support for all two-litre classes besides its own Eurocup 2.0. FRALPS helped to launch the careers of several F1 drivers including Robert Kubica, Daniil Kvyat, Kamui Kobayashi and Pastor Maldonado.



A 'ROAR'ing success!



Sunoco Whelen Challenge Winner Jonny Adam got behind the wheel of the Action Express run no.31 Whelen Corvette Daytona Prototype for the first time at the Roar Before the Rolex 24 last weekend. After meeting team-mates Eric Curran, Dane Cameron and Simon Pagenaud, Jonny Adam was soon settling into handling a new car and finished his final practice with an impressive 1:40.659 lap time. He is no stranger to 24 hour racing, but this was Jonny's first stint in a DP car, a far cry from what he is used to. However, the team are confident that the car set-up, driver line-up and crew have all the ingredients they need to be in with a chance of a podium finish this year. Find out how the Scottish racer gets on when he is back for the Rolex 24 At Daytona on 30th January!



Paddy McClughan was on top form during ROAR Before the Rolex 24 at the weekend where he was driving in the BMW Performance 200 (Continental Tire Challenge) Racers Edge Motorsports no. 16 Ford Mustang Boss 302R. The weekend started with McClughan achieving lap times of 2:02.725, and by the end of the ROAR McClughan sped home in 5th place with his fastest lap at 1:58.979. Team-mate Chris Beaufait could not have been happier to have been paired with McClughan and they are both now set to come back to the Rolex 24 race weekend fully prepared for the BMW Performance 200 race on Friday 29th January, the support race to the Rolex 24 At Daytona.



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A real racer with a gift for improvisation

By Marcus Pye, the voice of club racing

EXPENDITURE, AND PROFESSIONAL HELP,

short-cuts the process for many these days, but much of the genuine joy in club racing used to be down to personal endeavour, often hidden from view. Long before one-make classes predominated, when competing cars looked as different from trackside as the intriguing solutions that lurked beneath their skins, weekend warriors toiled for endless dark nights in freezing lock-up garages dreaming up fantastic machinery that could take on the world.

A large proportion of the fascination for many, this 'backroom boffinry' was intrinsic to the folklore of each successive era. Among its greatest quiet achievers was northern Special Saloon/GT legend John Leek, who I was much saddened to learn – from his pal Andrew Hanna – succumbed to cancer on Sunday, aged 67. Racing was John's life, as marshal, driver and mechanic. The last and best-known of these roles does not do justice to his extraordinary skills, as many a rival of Jim Evans and Tony Sugden (whose cars he prepared) would attest.

The gentle giant built several successful racers, and his name was synonymous with creating phenomenally fast Lotus and Skoda silhouette machines for these serial winners to name but two. I have personal knowledge of the Skodas, having driven three for a memorable *Autosport* Track Test published on August 6 1992. 'Suggy's' ultimate weapon, a magnificent and brilliantly developed device built around a Leek monocoque suspended on March 762 F2 and 761 F1 corners and motivated by a savage, but wonderfully driveable, turbocharged Ford Sierra Cosworth RS500 engine making 520bhp, tops the club-car tree in my experience.

Hanna marveled at his remarkable talents: "I had the privilege of spending many, many years in a cold Yorkshire barn while he patiently taught me the proper way to build

and maintain racers, including a Cobra kit car, a replica McLaren M1C he built from scratch and, latterly, a full-race Ultima GTR. From exquisite fabrication and repair of monocoque chassis and making bodywork to designing a composite venturi/underfloor, John could turn his hand to anything. And it would cost buttons!

"John helped many friends and rivals with broken racing cars in paddocks. His old BRM F1 transporter was a regular sight at all kinds of events, an Aladdin's Cave from which he always seemed to magic miracles out of the vast collection of old parts to be found within. Nothing was ever thrown away... John always appeared to have just the bit you needed 'in stock', would help anyone genuinely in need – and gave his skills for free. He will be greatly missed by all who knew him."

Throughout his long battle with illness John focused enthusiastically on his latest racing project with Hanna and Sugden, never complaining about his health. Indeed, shortly before his death he was still working out how best to design and create a low-cost honeycomb chassis to replace the reinforced tubeframe he had just made. That John did not see his final brainchild on track is a travesty, but he heard the Ultima's big fuel-injected Chevrolet V8 engine (mated to a Hewland DG300 gearbox) run for the first time, which is of considerable comfort to his co-conspirators, who will complete the journey in his memory.

It's been a sad month for motor sport, with the passing of McLaren team prime mover Tyler Alexander, F1's first lady Maria Teresa de Filippis and hillclimb stalwarts Simon Harratt and Brian Kenyon (of MG Midget fame) as well. As I write, listening to a seemingly endless succession of incredible David Bowie songs on the radio in tribute to the rock icon who died on Sunday, I remember them all. ❧



BROTHERSTON'S F3 RETURN

Thirty-six years after his last race, driving the ex-Keegan F3 Chevron B34 to fifth in Mondello Park's Leinster Trophy, Scot David Brotherston will achieve a long-held ambition to return to in Classic F3 this season. Now 60, Brotherston has bought an ex-Trivellato Racing Chevron B38 raced by Piero Necchi in 1977 (above).

SIMON HARRATT 1947-2016

Simon Harratt, former chairman of the BARC South West Centre and inspirational driving force behind its widely lauded Gurston Down hillclimbs, near Salisbury, for more than 20 years, lost his battle with cancer on January 4.

As an enthusiastic competitor, Harratt was a popular figure in the close-knit fraternity, sharing his immaculate Brabham BT21B with wife Jane (and occasionally with daughter Melissa) at home and in Europe.

His enduring legacy is a strong team and infrastructure at Gurston, winner of nine Norrie Galbraith Memorial awards for the season's best-organised British Hillclimb Championship round. This year's are on May 28-29 and August 27-28.



FF2000 DELTA FOR BLAKENEYS

Thruxton chief instructor Pat Blakeney has bought the ex-Tom Mills Historic FF2000 Delta T80. Son Scott may share it when Classic F3 (in which it can guest) is on the HSCC bill.

"Going back to FF2000 is something I've wanted to do for ages. It's renewed my enthusiasm for racing," said Blakeney.

WHAT'S ON



The difficulties of Dakar coverage

SEBASTIEN LOEB'S ARRIVAL HAS sparked new interest in the Dakar Rally, but viewers tuning into Eurosport's 30 minutes of nightly coverage for the first time may find it a world away from what they were expecting.

But is it really possible for an event that covers hundreds of miles every day and spans South America to translate to television as smoothly as other forms of motorsport, even in 2016?

The World Rally Championship can put multiple camera operators stage-side and bring in onboard footage, and the short stage lengths and regular service breaks allow it to be collated relatively easily. The Dakar gives less opportunity for producers to gather videos and makes pulling content together much more challenging.

Toby Moody has covered seven Dakars, from 2001-'05 and again in '09/10 with the Speed channel in the US. Though technology has improved, he points out that the event's switch from Africa to South

America has made things even harder for European broadcasters.

"Back in '01 there was nothing digital, it was all on cassette! So you couldn't just drag and drop it," he says. "The difficulty with going to South America was because they're four hours behind us, we lost three or four hours in edit time. Yet the rally still started at dawn [local time], it didn't start any earlier for TV and getting it into Europe."

To save time, the camera helicopter will land after the first 120 miles of a stage, footage from stage-side cameras

Loeb's entry has sparked interest in Dakar – but does coverage match viewer demand?

Long stages take their toll on TV production process as well as the drivers

will be passed on, and during the refuelling phase it will be uploaded to a satellite for the production team sitting at the finish.

But even if the mix of trackside, aerial, onboard and drone camera shots makes the pictures look more like traditional rallying coverage, albeit edited in a compromised timespan, the broadcasts at times feel more like a travel show on a shopping channel.

This is mainly due to the funding the Dakar gets from local governments; showing off the landscape in the style of a Turkish Delight advert – with obligatory sand dunes and camel – is part of the deal.

"The president of Argentina came along both years in 2009 and 2010," recalls Moody. "It's big business to put them on the map. [Rally organiser] ASO has people employed for the political element, for the smoothing of the path of the rally."

The twice-daily live programmes on French television include reporters



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dedicated solely to 'landscape' stories, and also benefits from a language advantage with a high percentage of French competitors.

"Their coverage is exemplary," says Moody of France Televisions. "Eurosport did a bit – I wasn't a part of that coverage because I was busy elsewhere – but it was difficult because they've got to broadcast in different languages, so if a driver speaks in German the commentator has to translate it from German into English."

Vast distances, funding stipulations and language barriers notwithstanding, in an era of live timing apps, live streaming of stages by the likes of the WRC and plenty of high-definition motorsport broadcasting, Dakar TV coverage in the UK can feel like it's still living in the early 2000s.

It will always be harder to televise than circuit racing, but surely in 2016 more should be possible for fans of one of rallying's greatest spectacles?

RORY MITCHELL



HOT ON THE WEB THIS WEEK

You Tube RIDE WITH THE WING AT DAYTONA

Search for: Roar before the 24 lap with Andy Meyrick

As preparations continue ahead of the Daytona 24 Hours, take the opportunity to ride along with DeltaWing driver Andy Meyrick as he hustles his machine around the 3.56-mile circuit – including a nifty moment as he slices through the #98 Aston Martin Vantage V8 and the new Ford GT on the speedway's banking.



BEST OF RALLYE MONTE CARLO 2015

MOTORS TV

Sunday 1655-1745

Looking for a rallying fix ahead of the Monte next weekend? Your eyes need flick no further than Motors TV, which has highlights of the 2015 event. Won convincingly by Sebastien Ogier, it's also another chance to relive what was almost certainly Sebastien Loeb's final WRC outing with Citroen.

MCKLEIN/LAT

INTERNATIONAL MOTORSPORT

DAKAR RALLY

Stages 12-18

January 3-16

Buenos Aires, Argentina

There's not long now until the end of another gruelling Dakar, where Peugeot looks set for victory. Saturday's Villa Carlos Paz-Rosario stage brings the 2016 event to its conclusion, with Eurosport offering highlights of the stage that evening and throughout the week.

WATCH ON TV

**Nightly highlights
on Eurosport**

Times vary

DUBAI 24 HOURS

24 Hour Series

Rd 1/7

Dubai, United Arab Emirates

January 15-16

The Gulf and Sepang 12 Hour races may seem fresh in the memory, but the start of the GT season is already upon us as a stellar field heads to Dubai for the first round of the 24 Hour series – with 100 entries in place for the traditional curtain-raiser.

WATCH ON TV

**Friday Jan 15
Motors TV**

0930 Race start



Dakar: rally reaches end



Dubai 24 Hours: GT season roars into life



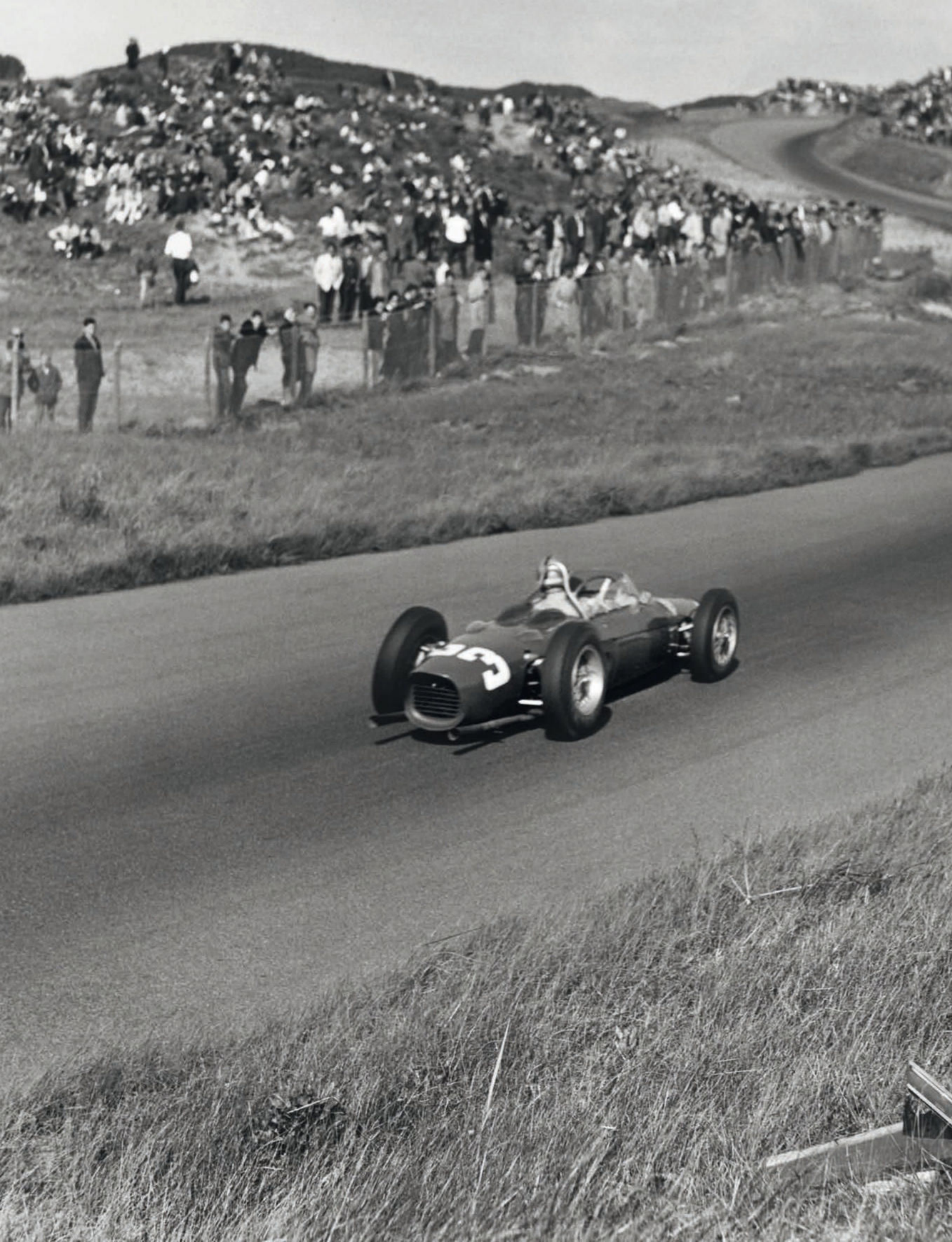
Toyota RS: racing Down Under

TOYOTA RACING SERIES

Rd 1/5

**Ruapuna, New Zealand
January 16-17**

2016 marks the 12th running of the Toyota Racing Series, which last year was won by Williams protege Lance Stroll. Taylor Cockerton, James Munro and Brendon Leitch will give Kiwi fans plenty to cheer about, and there's British interest, too, as Lando Norris kicks off his packed 2016 campaign with M2 Competition, where he's joined by hot prospect Pedro Piquet.





THE ARCHIVE

“Could you hold that pose a minute please?”
Artistry on track and off, as Wolfgang von Trips heads for 1961 Dutch GP glory – recorded on canvas

LAT Photographic

TOP FIVE

LAST-LAP BLUNDERS

Everybody, even top-level racing drivers at the peak of their powers, is human. Never is this illustrated more than by a high-profile mistake, but the worst offence is a driver throwing away victory. And this has happened on several occasions, whether it's in Formula 1, rallying, sportscars, touring cars or whatever. But what have been the biggest (or best, depending on where you sit) last-lap blunders?



1 HILDEBRAND BLOWS IT AT INDY

JR Hildebrand was leading America's biggest race in 2011. Behind, Dan Wheldon was resigned to second place. Hildebrand approached the final corner, with backmarker Charlie Kimball in his view. The National Guard-sponsored Panther Racing car went high to pass him, and slid into the wall. Hard. The impact took off the whole right-hand front of his car. Hildebrand kept his foot planted and his battered Dallara crawled over the line – but not before Wheldon nipped past to win, demoting Hildebrand to second. Up until that point the 23-year-old's best finish was 10th. He's not been on the podium since.



2 BRABHAM CRACKS: MONACO 1970

Jochen Rindt had begun charging and had long-time leader Jack Brabham in his sights. Rindt, yet to take his first win of the season, slashed eight tenths off the previous fastest lap the penultimate time around, but Brabham was still in the clear. Then he locked up into the final hairpin and slewed into the barriers. A disbelieving Rindt drove past to victory as Brabham rejoined to finish second.

3 WIRDHEIM CELEBRATES TOO SOON

As International Formula 3000 pacesetter Bjorn Wirdheim reached the famous Monte Carlo pitwall on the last lap in 2003, he slowed right down to wave to his Arden mechanics in celebration of his achievement. Only he hadn't crossed the line. Nicolas Kiesa couldn't believe his luck as he cruised past Wirdheim, who realised what was happening all too late and lit up his rears in pursuit – to no avail.



4 MANSELL HOPES DIE WITH HIS ENGINE

Nigel Mansell had a lead of almost a minute as he started the last lap of the 1991 Canadian GP, seemingly on his way to his first win since his return to Williams. As he rounded the hairpin, he waved to the crowd... and the engine died. His nemesis Nelson Piquet won for Benetton, with Mansell classified sixth. A blunder? The consensus is that the jubilant Mansell had allowed the engine revs to drop too far.



5 NEAL BREAKS RACING'S GOLDEN RULE

You do not take your team-mate off. In racing, sometimes it's that simple. Gordon Shedden led Matt Neal on the final lap at Oulton Park in 2011, with rain falling and rival Jason Plato a distant third. Honda crew members were waiting on the pitwall to celebrate. But as they approached Lodge for the final time, Neal dived to the inside. They touched, and flew into the gravel – Plato won, Honda was incredulous.



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