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1. **Tue** 25. April 2017
2. **Wed** 17. May 2017
3. **Wed** 7. June 2017
4. **Tue** 20. June 2017 (107dB)
5. **Thu** 20. July 2017
6. **Wed** 6. September 2017
7. **Thu** 28. September 2017
8. **Fri** 13. October 2017
9. **Sat** 4. November 2017



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Motorsport Days' intuitive online platform makes it easy for users to locate the track or test day that meets their exact requirements. To support this goal, MSD distributes a weekly e-newsletter to more than 8,000 subscribers. In addition to up-and-coming events, this includes the latest industry news, exclusive features, plus readers' competitions.

MSD'S MULTI-PLATFORM PORTFOLIO

For the last four years, MSD has also published the invaluable *Motorsport Days PRO - AM Annuals*, which boasts a 40,000-wide readership across Europe. A first of its kind, these publications showcases the best of professional and amateur motorsport, ranging from Blancpain Series to the VAG Trophy and everything in-between.

Motorsport Days produces three issues each year: *The Professional Annual (PRO)*, *The Amateur Annual (AM)* and a *PRO-AM Summer Edition*. Each 100+ page publication includes exclusive interviews with motorsport legends as well as focusing on the next generation of talent, in addition to the MSD Awards and a full listing of the year's Championship results.

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MSD ANNUAL PRO

MSD will extend its celebration of motorsport to the professional end of the spectrum by introducing a **PRO** publication for the first time in 2017. This includes global endurance and sprint race listings at the very top end of motorsport – distributed to race teams, Championship organisers and the drivers themselves.

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MSD ANNUAL AM

The new style of **AM** will continue to showcase the sport with interviews, features and track guides. In addition to a packed contents, this annual will also feature full Championship results from clubs such as BARC, BRSCC, CSCC, 750 and MSVR – to name but a few.

FROM THE EDITOR



2016 was another thrilling year for motorsport. With some of the largest grids ever seen across Europe, it has been epic to watch. But what better way to round off the year than through the PRO-AM Annuals which for the first time, include all levels of this growing sport.

As the industry has evolved, so has MSD and this is reflected on our reporting on both professional and amateur racing. MSD's brand has taken a great leap forward by refocusing its attention for 2017. This includes an extended range of Annuals across the board and includes various articles, such as driver fitness with Porsche Human Performance, in-depth technical features from the likes of suspension supremo Öhlins, an exclusive one-to-one with

Bruno Senna and a critical assessment of Dieselgate on the worlds of rallying and endurance racing.

Talking of driver fitness, did you know that most young karters already have similar back problems to more veteran racers? This is a shocking stat and an area we will return to in future issues. However, our time spent recently with the Porsche Human Performance labs proved that all racers, whatever their age, can improve posture and general fitness, to make them better drivers in 2017.

Throughout this Annual you will find a wide variety of interviews, which I hope will not only make for an entertaining read, but will also provide a useful source of information and advice.

We will continue to publish the Summer Issue, which will

be available from June as a mid-season report and keeps in with our ethos of supporting and promoting PRO-AM motorsport.

As always, we're keen to hear from track and test day users and racers, so if you would like to make a suggestion, or if you're keen to get involved in any of MSD's activities in 2017, please feel free to get in touch.

Finally, I would like to take this opportunity to thank all of our advertisers. They are all passionate about motorsport so please make sure you support them too. And I would like to thank you for taking the time to read this Annual.

See you on track soon,

Ben Whibley
Editor & Director
Motorsport Days

PRO-AM

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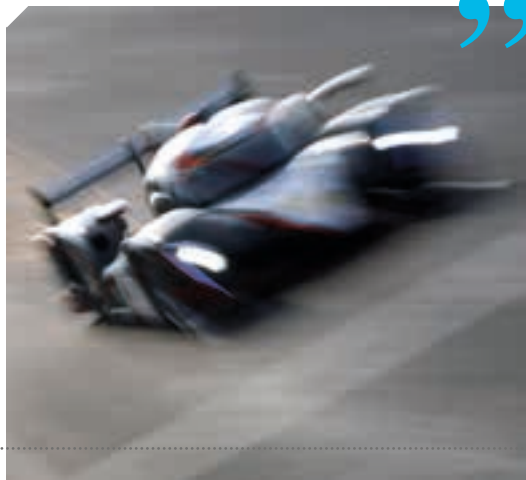
Offers pour in for rising Formula 3 star Callum Ilott

DRIVER QUOTES OF 2016



MICHAEL SIMPSON

Karting isn't a necessity on the route to earning a living in the sport. Don't get me wrong what you learn is invaluable, but karting should bring families closer, give the children weekends to look forward to and create wonderful childhood memories. Dad and Mum spent all their hard-earned money on karting as it was a family activity, it is what we did three times per month. We would have turned up, winning or not, as we met wonderful people and had a bloody ball travelling the country/Europe doing it. We managed to win more titles than most which became the icing on the cake for us. It was never intended to be a career for me, and I don't kid myself that even with all the success that is not what got me into my current driving position. Karting turned me into a man and taught me to deal with all walks of life. Preparing me for the world and been in the right place at the right time is my story.



DAN WELLS

2016 has been a really interesting time for me. After a very special 2015 season, where I won 11 consecutive races and the Asian Formula Renault Championship, I was very happy to be rewarded with a factory seat in the Changan Ford Chinese Touring Car team. I was allowed to bring my own car and data engineer to help the team achieve the manufacturer's championship, and the team delivered which was fantastic. It has been very much about team work and letting go of the more egotistical aspects of being a race driver, but I've enjoyed it immensely. Now, I'm very much looking forward to what the future brings and hope to continue driving in all categories, from single seaters and GTs to touring cars.



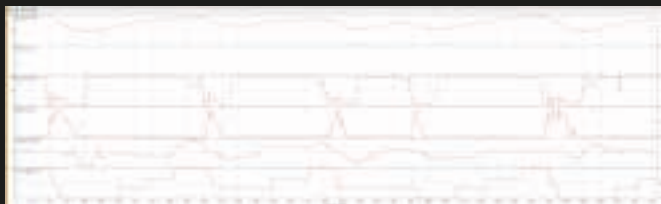


MICHAEL LYONS

It's been a fantastic year in the FIA Masters Historic Pre 78 F1. The Championship has been going from strength to strength over the past few seasons, so it's a fantastic achievement for Lyons Racing to finally clinch the Drivers' Championship, especially having missed three events. I'd like to thank all our partners whom we've worked closely with for all their help & support!

JAKE HILL

2016 has been my first full season of racing since 2011 and what a way to return than in the BTCC. This has been by far my toughest challenge yet, racing against some of the best Touring Car drivers in the world, and to come away finishing in the top 10 regularly, in the oldest car on the grid, was a fantastic feeling. A massive thank you to all my sponsors for making this happen.

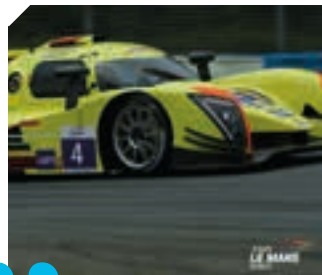


PAUL WILSON

The secret that GPS-Based video logging systems will improve your lap time has long since been exposed with plenty of systems now on the market, but how can you maximise your investment and lap time gains further? The answer is to combine this information with feeds from what the car and driver are doing. You can see some of this information with GPS by using the lateral and longitudinal sensors which are part of the standard package. DPR's Racelogic VBOX HD2 installations can give you all of this and more with a custom package of options from installation to configuration and training.

“ DARREN BURKE

My 2016 season: Absolutely fantastic living back in the UK and even better having the opportunity to race with ARC Bratislava in their Ginetta LMP3 car in the Asian Le Mans Series. Thanks to all my supporters!! Let's look forward to 2017!





*Pro racer Paul Rivett
and MSD Editor
Ben Whibley swap
Tarmac for treadmill
to learn more about
driver fitness and
how best to counteract
the physical pressures
that racing forces on
our bodies*

DRIVER TUNING

12 cal/min



DRIVER FITNESS OBJECTIVE

The words “driver fitness” are regularly heard in the modern motorsport paddocks. Long gone are the days when fitness and diet were considered a joking matter. With drivers and sponsors investing huge sums in their motorsport, it is not surprising that fitness plays a key role. A healthy and fit driver will have better concentration, approach and balance compared to their unfit counterparts. So, what does it take to get race fit?

Firstly MSD spent time with Clio Cup driver Paul Rivett at Brands Hatch, measuring his heart rate over the course of a test day to get a better idea of how a pro reacts to the pressure of being on track. We also visited Porsche Human Performance (PHP), which helps guide and improve drivers and athletes on a regular basis. This ranges from the likes of Mark Webber (World Endurance Championship driver) to Bradley Smith (MotoGP rider). The facilities at Silverstone offer physiological analysis of a racer’s performance, enabling you to measure output, track your progress and maintain precision in your training and



preparation. PHP has a real passion for sports and knows what it takes to help you achieve your potential.

ON TRACK - BRANDS HATCH

Our mission started at the final round of the BTCC, meeting up with 3-time Clio Cup winner Paul Rivett. We wanted to understand how the heart rates of a pro driver would compare with an amateur during a race. What happens when the lights go out or when overtaking?

Rivett differs from most pro drivers as he is a hands-on member of the team. He works closely with his engineers and is not afraid to get involved – he can regularly be seen putting his own tyres on the car! So, it was hard to pin him down for a relaxed heart rate, but as soon as he got in the car, his heart rate dropped and you could see he was getting into the zone, preparing for his 40-minute test session.

PARTICIPANTS

- *Paul Rivett – Clio Cup Driver*
- *Jack Wilson BSc (Hons) Porsche Human Performance*
- *Olivia Caesar – Porsche Human Performance*
- *Gerard Gray BSc (Hons), CSCS – Porsche Human Performance*

Paul Rivett Bio

Paul Rivett started his 28-year professional racing career as a multi race winner in the Cadet and Junior Britain Kart categories. He even took Jenson Button to the cadet title showdown, but was forced to miss the final event due to breaking his shoulder. More recently, Rivett has competed in the Renault Clio Cup, taking three championships on the BTCC platform. A true, sporting gentleman, Rivett is a great ambassador for the sport who is looking to follow his dreams and compete in the BTCC.





When Rivett hit the track, his heart rate increased slowly every time, although not instantly, which is what you would expect. Of course, a pro's nerves and levels of excitement are very different to an amateur, who is less used to this type of stress. On

reaching what is effectively a workout state, Rivett's heart rate increased to a maximum of 134bpm.

So what does that mean? Your max heart rate is 220 minus your age and not to give the game away on

Rivett's age, his max is 182bpm so not exactly at his peak, but in the fat-burning state he'd be burning 12 calories a minute.

You can see from the results that Rivett came into the pits a few times and out with similar results over the 40 minutes, although the last session was littered with red flags so it was hard to get into that all-important rhythm.



OFF TRACK - PORSCHE HUMAN PERFORMANCE

The next stage was for Whibley and Rivett to head to Silverstone, home to Porsche Human Performance.

Usually on raceday, drivers bring out their "excuses book" and talk themselves down to help deal with their own

Habits of Good Nutrition

- ✓ *Eat whole foods instead of processed foods whenever possible*
- ✓ *Be prepared to eat every 2-3 hours*
- ✓ *Drink mainly non-calorie drinks*
- ✓ *Eat vegetables and/or fruit with each meal as your main carbohydrate source*
- ✓ *Eat some quality protein with each meal*
- ✓ *Eat a mixture of natural fats daily*
- ✓ *Stick to the rules 80% of the time*



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expectations. I'd say a pro is less likely to do this, but I was surprised to hear Rivett giving me his recent life story about his general fitness levels. He was right to be nervous though. He's a busy family man, who runs his own business, so when does he have time to exercise?

As we arrived we were immediately greeted by two LMP1 cars sitting proudly outside PHP HQ, highlighting how professional the PHP setup is. Rivett swiftly got changed, before we met the team and discussed the objectives of the day.

We discussed the typical issues that they have found over the years that affect racing drivers. "Racing compresses the spine," is PHP's Gerard Gray's initial comment, adding: "There should be four curved parts to a man's spine, although most drivers don't have this."

ASSESSMENT OBJECTIVES

- *To obtain baseline body composition analysis measures*
- *To screen for visual impairments*
- *To assess and benchmark other physiological parameters of known importance to motorsport performance*
- *To provide lifestyle modification advice, specifically for exercise and nutrition*



It's shocking to hear how much racing drivers' bodies are under pressure, far more than you think. Ok, they are not rugby players, but the pressures on the body is still extreme.

Gray explains the effects further; "The effects we've seen on more mature racers' bodies over the past 10 years, we are now seeing in young karters and single seater drivers. They are already suffering from mid-back issues due to spending their adolescence constantly in a kart and probably not taking part in sports at school as

much which would counter this problem. "

Gray went on to explain; "While the younger drivers are developing in this age period, it's also the age their spines are moving and spending 4-5 times a week in a kart, it isn't good."

So recommendations need to be in place to provide counter-effects, including limiting time in the karts to prevent long-lasting issues, such as chronic back ache when older. As Gray explains: "What should be strong is weak and what should be long is short."

PHP's Jack Wilson and Gerard Gray both agree that young drivers are not as strong as they used to be, exactly for the reasons mentioned previously, plus racing from such an early age. They are not participating in other sports as much as they should either.

So could the racing seat be better designed? "No, it is forward flex which is bad for the body composition, but the best for driving position," says Gray.

Getting drivers to understand body composition is extremely difficult, but PHP has solved this dilemma. "Tell them the body is like a racecar. They understand the racecar's body shell's flex and pressure areas and so drivers instantly understand when we tell them their problems with stressed areas."

Straightaway, you can see the benefits of being seen regularly by these guys. Look at Mark Webber. After a long stint in WEC races, he heads straight to a debrief with his

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Racing compresses the spine. There should be four curved parts to a man's spine, although most drivers don't have this.

”

engineers. PHP has managed to help with this by boosting his recovery with drinks and dietary advice.

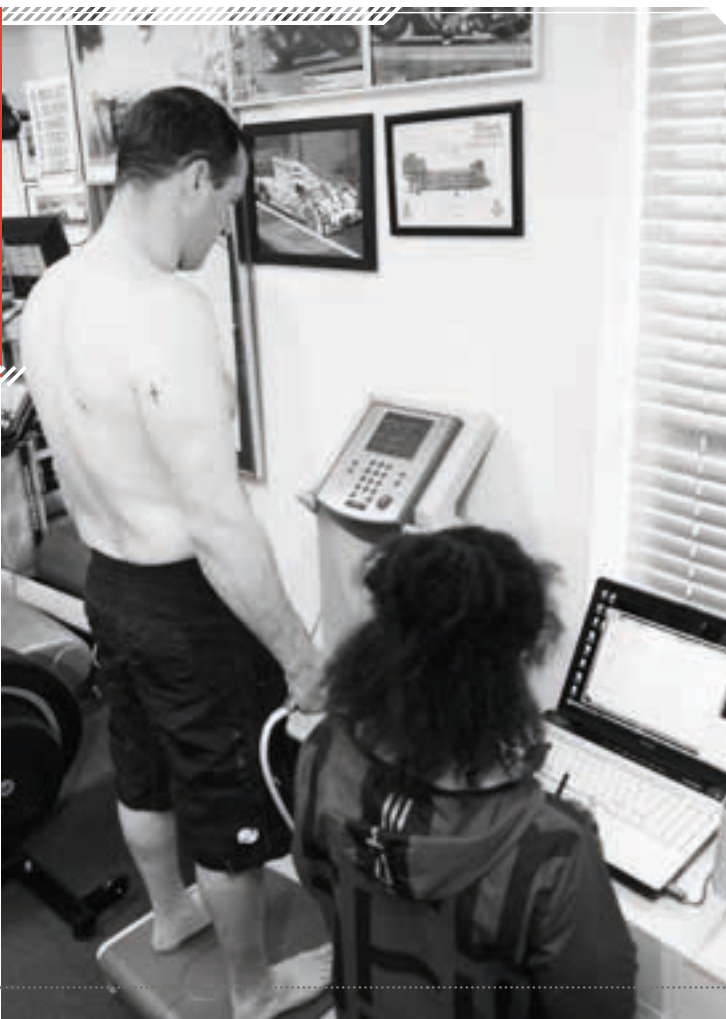
This involves sweat analysis, as Wilson explains: "Electrolytes lost in sweat need to be replaced in addition to plain water. Sweat volume and composition are different for each person. For example, sweat sodium content can be around 250 mg/L in one driver and more than 1500 mg/L in the next. Similarly, one driver might lose half a kilogram in sweat per hour in the car whilst another might lose 3-4 times that amount."

Given these potential variances, PHP can assess athletes' sweat samples and formulate an electrolyte replacement drink and hydration strategy that matches their unique physiology to optimise performance.

We could have sat talking all day about the physiological effects of racing, but Rivett had tests to undergo and so the team went to work.

BODY COMPOSITION

Detailed body composition information is important to motorsport athletes since body mass is a major performance factor. This analysis quantifies bodyweight and its compo-



ment parts that can be altered, namely muscle and fat mass. Fat can adversely impact thermoregulation and therefore minimising body fat mass within healthy ranges will also aid heat tolerance during competition. An even distribution of muscle throughout the limbs and trunk is also important due to the association between muscle mass and athletic performance.

Data was collected using skinfold calliper measurements three times for an average. This allows

site-specific changes in fat mass and hormone status to be monitored over time and body fat percentage to be estimated using set algorithms.

REACTIONS & CO-ORDINATION

A wall-mounted instrument contains a touch-sensitive panel with 33 LED lights arranged in three concentric circles and one centre light. This is used to test and evaluate accurate hand-eye coordination, spatial integration, and

“
PHP is looking for a 4,500 target and Rivett achieved an impressive 3,800 on his first attempt.
”

reaction times, allowing PHP to assess Rivett's ability to identify, react and respond to a range of visual stimuli. PHP is looking for a 4,500 target and Rivett achieved an impressive 3,800 on his first attempt.

Rivett then moved on to the BATAK, which assesses peripheral vision, sensory-motor reactions, proprioception (appreciation of where limbs/parts of the body are in space) and gross motor control. He was advised to look through the wall, but the aim of this test is to detect and extinguish illuminated red lights that are presented intermittently in a random order over a period of five minutes. The concentration needed over the five minutes was tough and a professional athlete would achieve two lights a second.



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STRENGTH

This was mainly a one rep max and fatigue on any given exercise. For example, complete as many pull-ups, press-ups, inverted row, plank hold, vertical jumps and peak power. These have their own targets which Rivett was not aware of, making him push as hard and as quick as he could.

CYCLING ZONE CHECK

Rivett particularly impressed the team in the VO₂max Test. The maximal oxygen uptake value (given as VO₂ ml.kg. min⁻¹) represents the largest quantity of oxygen that you are able to actually consume per minute at your highest exercise rate near to the end of the maximal test. This specific single value allows a direct comparison to all other motorsport athletes and the value is responsive to both training status and changes in body weight.



HEART RATE TRAINING ZONES

From the respiratory gas data collected during the VO₂max test, PHP devise a set of bespoke training zones to help improve athletes' training efficiently in order to improve their results most effectively.

Zone 1 Base Endurance (BE)

Base Endurance training specifically aids the devel-

opment of the aerobic energy system. In turn, this improves efficiency during prolonged duration, moderate intensity exercise. Benefits include increased power of the heart muscle to pump large volumes of blood and an improved use of fat as a fuel source, especially during long sessions.

Zone 2 Anaerobic Threshold (AT)

Sustainable for approximately two hours in well-trained individuals, Anaerobic Threshold (AT) represents the upper limit of aerobic exercise. This type of training is demanding and needs to be balanced with plenty of recovery time. Usually one to three sessions per week is sufficient. The upper, middle and lower ends of this zone correspond to intensities just below, at and just above AT, respectively. Spending progressively longer durations at these intensities during training is an effective way to increase this threshold and improve endurance.

Zone 3 Race Tempo (RT)

Race Tempo refers to the intensities that are sustainable





for up to one hour and can be quantified in terms of heart rate or pace. It can be measured or estimated from the lab test results and verified by collecting data from actual races wherever possible. Short interval work at RT is a powerful training tool.

Characterised by:

ATHLETIC SCREENING

These are simple measurements to assess static posture and movement limitations. PHP closely monitor any changes throughout its fitness programming including excessive muscle tightness or long and weak muscles. PHP checked Rivett for tightness, looked at from all angles, using bony points as landmarks. This test raised a few concerns on the lower left of his body.

Conclusion

The initial assessments of Rivett's body composition revealed that overall bodyweight, skeletal muscle mass and fat mass were all at the very upper end, slightly above the normal range for someone of his age, height and gender. Not surprisingly there were many areas for improvement, but to be fair to Rivett this is the end of the season. If we made a return trip to PHP in January, I think the readings would tell a very different story. However, the Lab was particularly impressed with Rivett's VO2 max test, reporting "your scoreline was far greater than we would expect, which suggests that you possess a good level of baseline aerobic efficiency". In fact, not only did the Porsche Human Performance team give Rivett advice on how to improve his performance levels across the board, but it also concluded the report on a positive note - "while there is a lot that can be done to improve your fitness closer to the standards we would ideally see in elite motorsport athletes, your results were perhaps better than expected given your current training status."





Long-time motorsport insurer Grove & Dean is launching the all-new National Driver Rankings competition in 2017, allowing drivers to compare their performance across more than 50 UK championships. Director Andy Hancock, handy himself in an Alfa 156, explains how the format will work.

Every season, Grove & Dean Motorsport Insurance is proud to be supporting successful championship-winning teams.

In 2016, these have included wins in WEC GT-AM, ELMS GT, V de V Prototypes, V de V

TOP RANKING

LMP3, British GT GT3, plus many UK-based championships. Indeed, since 2014, Grove & Dean has supported more than 30+ teams winning World and European titles, including Le Mans &

Spa 24 hours class wins. Our clients are fantastically successful!

As a middle-aged, overweight, underfunded and limited in talent driver myself in the



“

At the end of the season, winners will qualify for fully-funded test drives in Prototype, GT and saloon cars (based on their experience).

”

BRSCC Alfa Romeo Championship, I can only dream of such success! Although I do enjoy a small degree of success in my own racing activities and am happy racing my trusty Alfa 156 to the best of my ability. But, I suspect, like many other racing drivers in the UK, I often wonder how I compare to my peers racing in other series – and just how good

am I, and the people I race with/against, at this great sport of ours.

So, in 2017, Grove & Dean Motorsport Insurance is launching the National Driver Rankings. It will look at every competitor in more than 50 of the UK's (regular) motorsport championships and ranking them according to their comparative lap

times in qualifying and the races on a weekly basis. It is free to take part and at the end of the season, winners will qualify for fully-funded test drives in Prototype, GT and saloon cars (based on their experience).

The scheme should be fun and gives every driver taking part a National ranking, plus the motivation to improve their lap times (and no DNFs!!) each time they go out on track. *MotorsportDays.com* will be providing updates throughout the course of 2017 and the full Sporting Rules & Regulations will be published in the New Year. More information will be available via my Twitter feed (@GroveDeanAndy) and Facebook pages before and throughout the 2017 season.



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DRONING AROUND

Drone technology has improved dramatically over the past 12 months and so Motorsport Days considers how these developments can be incorporated into an MSD Track Walk, helping a racer get a better understanding of a circuit and get that all-important edge over grid rivals.

Getting the best view of a circuit is always difficult. You either need to be in the grandstand or in a car. Even then though you are restricted to what you can see and learn. So, Motorsport Days decided to look into ways to help both the professional and amateur drivers and find a solution to this conundrum. The answer is a drone which is capable cruising at 100m above any corner, offering a bird's eye view of the track.





Drones seem to be a buzz word now and easily accessible online. Although a drone for just a few 100 pounds doesn't instantly make you capable of flying it, or capturing inspiring footage. For that you need an expert who has the required Civil Aviation Authority licence. Something else to consider is that flying a drone in public spaces or around

machinery can be very dangerous and may require public liability insurance.

That said, what can be learned from this distance? Well, quite a lot actually. From up in the sky, all corners open up into a readable state. For example, the Paddock Hill Bend at Brands Hatch completely changes, allowing a driver to see various racing lines, gradients and grip.

It allows you to view the run-off areas or marker points which are all important when trying to find those small margins we need as racers.

MSD's new Track Walks offer even more. We've mixed the benefits of a drone with professional drivers, such as three-time British Touring Car (BTCC) Champion Matt Neal and fellow BTCC driver Jake Hill to explain how they achieve fast laps and racing on Europe's most raced circuits. Every driver is different, but by creating a relaxed environment, a driver is more likely to reveal his or her enjoyment of a circuit and unlock areas that have been hidden to the most experienced drivers. In fact, MSD has been contacted by a variety of racers who have confirmed that these track walks have helped them improve on track.



MSD will be continuing these track walks at circuits across Europe in 2017, so check out our website: www.motorsportdays.com - for more information.

cover your tracks



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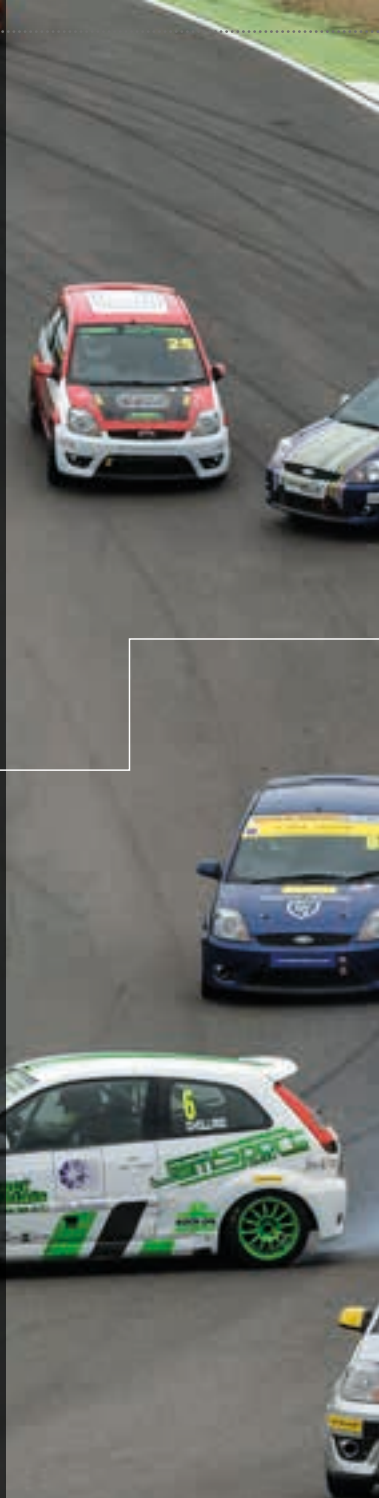


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BETTER SAFE THAN SORRY

Insurance is vital in motorsport, whether you are racing over a weekend, taking part in a one-off track day, just chauffeuring the car to the track or organising cover for your driver. So follow our practical guide to help you stay out of trouble on and off the track. In addition, MSD Ambassador Andy Hancock, director of Grove & Dean Motorsport Insurance, explains in layman's terms, why a ruling in the Slovak Republic could have a detrimental effect on your racing.





Insurance is something we all need in our day-to-day lives and should not be overlooked. Though in motorsport, it is something that is needed by everyone – whether you are doing a track day, a race weekend, insuring the driver and just the transportation. But with new, potential boundaries set through the Vnuk judgement, how are you set for 2017?

If you are unfamiliar with the case, the “Vnuk incident” involved the use of a tractor and trailer on agricultural land within the Slovak Republic which resulted in an injury to a third party (Mr Vnuk). As the use of the vehicle was on private land it was not subject to compulsory insurance indemnity and so was not provided by the Slovakian motor insurers.

The Advocate General of the European Court felt that there could be different interpretations of “use of motor vehicles” across Europe and to achieve a consistency did not consider that compulsory cover should be confined to use “in traffic”, but should extend to include any accident involving a motor vehicle, wherever it occurs. This includes motorsport, or any vehicle racing or track days, and so Motorsport Days (MSD) asked MSD Ambassador Andy Hancock (a director of Grove & Dean Motorsport Insurance) to explain the latest position and the threat this ruling poses to the UK and European motorsport scene.

“The EU ruling states that compulsory motor insurance must now extend to ‘any use of a motor vehicle consistent with the normal function of the vehicle’. So, potentially, compulsory insurance would be required for all cars taking part in any motorsport activity – a bleak prospect,” says Andy. “Grove & Dean Motorsport Insurance has continued to work with the British Insurance Brokers Association (BIBA) and the Motorsport Industry Association (MIA) and supports the proposed amending of the wording of the directive to assume only vehicles in traffic, and used for transportation of goods and/or people, would be subject to compulsory insurance.”

Unfortunately, since Brexit, the momentum for change has diminished and while the UK may have lost its voice in Europe; Germany and Ireland have exactly the same motor insurance laws as the UK and so the insurance and motorsport regulatory bodies are pressing and supporting their equivalents in these countries to keep the pressure on for change.

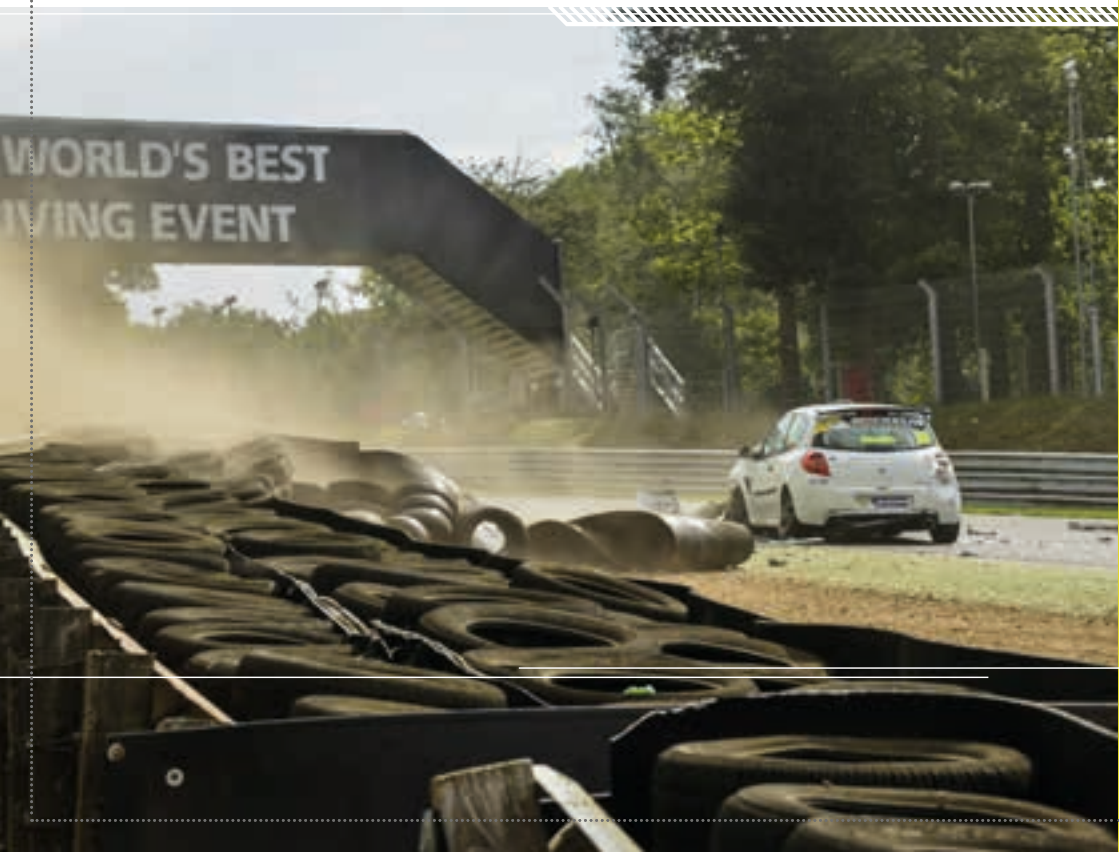
“The current political view is that we should remain hopeful that eventually European legislation will be amended to free motorsport from the ruling, although this looks to be many months off,” says Andy. “In the meantime, we continue to abide by UK law, which means no compulsory insurance for motorsport activities.”

Andy goes on to say that “the insurance world view is that the Vnuk judgement is no longer high on the ‘to do’ list, so no change is imminent. In any case, we steadfastly believe the judgement could never be enforced due to the massive impact it would

have on the worlds of motorsport and construction and we believe the wording will be corrected at some stage.”

So, the threat to motorsport is not completely eliminated, but is in remission! Although our advice and Andy Hancock’s remains the same - whether driving for a works team in European GTs or running your own car in UK national motorsport - on-track insurance is a must to keep you on track and ensure repair bills are settled quickly.

The best track days, with the most track time, can often cost a fair amount of money, but if you have an incident on the track, you could see yourself without a car for a while, or even for good. Insurance for track days protects against anything that happens on track. However, as the driver, you can take other steps to ensure you stay safe, keep the car on the track and improve your skills as quickly as possible. Follow our simple steps to be safe on the track.





BOSS Racing

CATERHAM RACE & TRACK DAY CAR HIRE

✓ Prepare your car

- *Before leaving home take steps to minimise any problems that may arise while you're hooning it around the track. Always start with a clean car as this is a great opportunity to give it a once over, as well as ensuring it is looking fantastic for any photographers that might be hanging around.*
- *Take time to check the fluids - everything from your radiator, to oil, to the windscreen washer fluid. If you are low on radiator fluid or oil it could affect your car's performance on the track, not to mention the fact that you run the risk of doing some serious damage if you run out. Check these the night before you leave and then again when you get there, just to rule out any leaks. The last thing you want to do is leave oil all over the circuit.*
- *Don't just assume your tyres are suitable for track driving. The higher quality road tyre the better grip it'll have but you also need to check your tread depth. If you're creeping up to the minimum tread depth of 1.6mm, consider new tyres for your session. You want to stay on track and bald tyres are not going to help you do that.*
- *Tyre pressures are also important. It's generally best to stick with the recommended pressures you'll find in your car's handbook, but if you have a bit more knowledge, or can find another driver to assist, you can adjust the pressures based on track conditions and tyre temperatures. The key here is not to over- or under-inflate as you want as much of your tyre in contact with the track as possible.*
- *Before hopping into your car to head out onto the track for the first time make sure you remove anything that could move around at high speed. This means no sunglasses on the passenger seat or cleaning products in the boot. As a bonus, removing all this extra weight will help you to go that little bit faster.*



Not just your average track day experience.
Just arrive and drive and we do the rest!

- Track day car hire
- Corporate events
- Caterham road and race car set up / service

✓ Learn the track

- *You reduce the risk of an incident on the track by getting to know it inside out. Start by looking on MotorsportDays.com and view track guides and track walks on YouTube. Watch in-car footage a few days before you're due to get out there. If you can find a racing game or simulator of the track, then even better. Taking time to learn the corners and braking distances, even in a different car, can help you when you are out there for real.*
- *See what other racers say about the track and the corners too. Tips from the pros not only give you an insight into the world of a top racing driver, but it is invaluable knowledge for when you hit the track yourself.*
- *Many track day companies offer drivers the chance to either walk the track or go around in a minibus before driving it themselves. It's so important that you take advantage of this because drivers that know a track well are less likely to crash.*
- *Take your time on the sighting laps. Use them as a chance to move around the track slowly in your own car while learning the corner layouts, angles and racing line. If you need more time after the initial sighting laps, keep off the racing line and drive round at your own pace. If a quicker driver comes up behind you, move out of the way and indicate to let them know you're letting them past.*
- *Taking your time to build up your pace means you're less likely to make those little mistakes that could turn into big incidents.*

✓ Get an instructor

- *An instructor sitting alongside you can seem expensive, but having a professional beside you as you drive can bring your track day insurance down. Often, you'll save enough money on the insurance to cover the instructor. Not only do you reduce your premium, but you'll get some first-class coaching at the same time that will allow you to go faster than ever before.*
- *An instructor will also help keep you safe as they are a second pair of eyes when it comes to moving through traffic. No matter how safe you are, you need to be aware of other cars who may not have seen you or might be new to driving at speed.*

✓ What to do in the event of an incident

- *Sometimes, despite our best efforts, things do go wrong. If something does happen on track, get off the circuit where it's safe to do so. You should have marshals nearby to direct you if you're still running.*
- *It's important for the circuit and for your insurers that you record the incident properly. Work with the circuit to photograph the car or cars and any other subsequent damage around the circuit. Your insurers will need this to process your claim so the more information you can give them, the quicker it will be handled.*
- *Contact your insurer as soon as possible and go through the claim process. As well as someone from the circuit, they will need the details of any other drivers involved too.*





MOTORSPORT INSURANCE

✓ The key points to remember when it comes to staying safe on track are:

PREPARATION / RESEARCH / PATIENCE

- *Track days should be taken seriously, so take your time to get it right by choosing the right circuit, organiser and insurer.*



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GET A GRIP



Öhlins has been supporting the motorsport industry with high performance suspension for more than 35 years. However, its impressive Road & Track Package takes suspension to an entirely new level, thanks to Öhlins' own Dual Flow Valve technology, offering an impressive three ways for damping fluid to flow inside the shock.



What's the most important part of a performance car?

People might say the engine. Of course, without an abundance of power, a car will struggle to earn the performance title. But what about harnessing that power? Without a chassis to match the engine, all that raw horsepower will be for nothing. If the car's suspension cannot keep the tyres in contact with the

road all the time, how can the engine transfer its power to the Tarmac?

Of course, most modern performance cars are built with excellent chassis and suspension systems. But just as with the engine, brakes and tyres, improvements and optimisations can still be made. More importantly, if you do increase the performance from your engine, perhaps with an engine

control unit (ECU) remap or a new sports exhaust, then you should upgrade the other parts to suit.

It's the same story with grippier tyres, or more powerful brakes: if you don't extend the performance of your suspension system, the improved chassis parts can be overshadowed, cancelling out at least part of any performance gains elsewhere.



OVERCOMING TOUGH CONDITIONS

Öhlins know all about performance. The company has been developing suspension for the world's finest race and sportscars in the world for more than 35 years. From the rarefied world of F1, through the glory of Le Mans and sportscar racing, touring cars and single seaters, down to the controlled chaos of World Rally Championship and Rallycross, Öhlins has built suspension systems to win in the toughest of conditions. All the while, the team works hard to transfer the cutting-edge technology they develop there into its roadcar products. For Öhlins, this is the whole point of

competition - improving the breed and forcing them to work harder to make the suspension work better.

The result of this work? Öhlins' Road & Track range of suspension upgrade packages. These are aimed at the more discerning performance driver and designed for a wide range of today's fast cars - at an affordable cost. Öhlins' Road & Track shocks take the best of the company's competition know-how and puts it into a package that's aimed at drivers who love the track and track days, but still spend most of their time on the road. This package boasts Öhlins' Dual-Flow Valve (DFV) technology for superior wheel

control under the most arduous of drives. In addition, it automatically adapts to heat build-up with temperature-variable damping needles; quickly and easily adjusts to swap between road and track setups and can be fitted to most cars for less than the cost of a set of nice-looking, new alloy wheels. The Road & Track range is aimed at the cars you love, the cars you drive. Think fun-driving VW Golf GTI, through to pure drivers' cars like BMW's M3, Toyota's GT86, Mazda's MX-5, RX-7 and RX-8. The Porsche 911 has a special place in any performance fan's heart and Öhlins has worked hard on its range for the Stuttgart masterpiece. From the 996

“

Öhlins' Road & Track shocks take the best of the company's competition know-how and puts it into a package that's aimed at drivers who love the track and track days, but still spend most of their time on the road.

”



Carrera through the Turbo and Turbo S, right up to the 997 range: the Carrera, Turbo, and the mighty GT2 and GT3 RS. The wild rally replicas are not ignored either: Subaru's Impreza and Mitsubishi's Lancer Evo have several fitting options too.

Öhlins does not leave the driver behind once the shocks are installed though. Each Road & Track kit comes with full operating and adjusting instructions, plus suggested setups for comfort, fast road and track use. Altering the suspension settings is simplicity itself: a few turns of the supplied adjusting tools can alter rebound- and compression-damping settings. Instead of working with multi-adjusters, Öhlins uses just one adjuster for both rebound and compression, offering a four-way adjustable shock thanks to smart DFV technology. This allow you to spend more of your track day driving, rather than chasing suspension settings! And it's easy to return to the original settings for the drive home.

Of course, performance is not just about how something works when new. Öhlins make its shocks street-tough to last for the long run. Shock bodies are salt-spray tested for durability, damper shafts are micro-finished and honed for low friction and ultimate toughness. Aluminium parts are anodised and all materials are chosen for their longevity as well as performance. Although, if you do manage to wear out an Öhlins shock, all units are fully serviceable and rebuildable.



What is DFV Technology?

Öhlins DFV damping technology sounds complicated, but is really simple. It has just one job – to keep the wheels in contact with the ground as much as possible, no matter what. This technology has three ways for damping fluid to flow inside the shock. It's like the doors of a shopping mall. On a normal weekday, there's a big revolving door that lets a steady stream of people in and out without any holdups. That's like the DFV shock's central shaft jet bleed, and it deals mostly with low-speed damping, such as when you accelerate, and the car's weight is transferred off the front wheels and onto the back. Of course, there is usually a big rush of people each Saturday at the mall. Then, the revolving door cannot cope so well, and the crowds cannot get through. So the mall staff will open the normal doors either side of the revolving door to release the

pressure. That's what the ports in the DFV shock's piston do, when there's a sudden wheel movement, like hitting a bump. The piston ports open to allow more damping fluid through; letting the wheel move more quickly, but still under control. Think what happens at the mall during the New Year sales? The crowds are incredible and neither the revolving door, nor the normal doors, can cope with the numbers of people trying to flow through. So the security team will open the fire exit doors to allow even more people through. That's similar to the DFV shock when a wheel hits a very large bump or pothole. Then the extra ports in the DFV unit open, allowing oil along another route through the damping circuit. So, like the shoppers getting to the bargains, the Öhlins DFV shock can move very fast, allowing the wheel to return quickly to the ground after a bump, and regain its grip on the asphalt. Simple, isn't it?

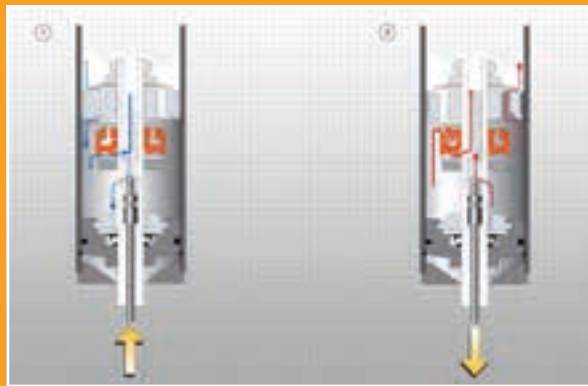


Figure 1: (Compression flow) At low shaft speeds, oil flows mostly through the shaft jet bleed (lower dotted arrow). At higher shaft speeds, oil flows mostly through the compression ports in the piston (upper dotted arrow). At very high shaft speeds, or during sudden shaft accelerations, oil can also escape through the compression ports in the DFV, increasing comfort.

Figure 2: (Rebound flow) At low shaft speeds, oil flows mostly through the shaft jet bleed (lower dotted arrow). At higher shaft speeds, oil flows mostly through the rebound ports in the piston (upper dotted arrow). At very high shaft speeds, or during sudden shaft accelerations, oil can also escape through the rebound ports in the DFV, maintaining tyre contact with the road.



WINNING THE WORLD OVER



CAST AND FORGED ALLOY COMPETITION WHEELS
AS USED AND PROVEN BY CHAMPIONS WORLDWIDE.

A full-page photograph of Bruno Senna, a young man with dark, wavy hair, smiling at the camera. He is wearing a black racing suit with orange and white accents. The suit has a 'Gilbert' logo on the left chest and a 'McLaren GT' logo on the right chest. He is holding a yellow and blue racing helmet in his right hand. The background shows a blurred racetrack with a metal guardrail and some trees under an overcast sky. The overall tone is professional and aspirational.

BRUNO SENNA

Ayrton Senna's nephew continues to showcase the family flair for speed. As Bruno Senna tells Alex Goldschmidt earlier this season, he was never frightened of following in his uncle's giant footsteps, saying "if you don't try you will never know if you will be there".



The loss of Ayrton Senna at the Italian Grand Prix in 1994

was a devastating blow to the racing world fraternity, as he was charismatic, full of self-belief and a fighter every time he went out on track.

A decade later, a new face carried on the lineage of the Senna family in racing, as Ayrton's nephew, Bruno, took his first steps in single-seater racing after a ten-year hiatus following the death of the three-time Formula 1 World Champion.

Since then, Bruno has been in Formula 1, making his début alongside Karun Chandhok in the Hispania Racing Team in 2011, along with driving for Renault and Williams, and many other single seater categories such as GP2 and Formula 3.

The Brazilian, who has now completed his second season in the Formula E Championship with Dilbagh Gill's Mahindra outfit, has also raced at Le Mans in GTE Pro with Aston Martin and currently with RGR Sport by Morand in the LMP2 class, alongside Filipe Albuquerque and Ricardo Gonzalez.

It's been a very varied career for the São Paulo native, who is clearly making a name for himself in his own right, as well as being someone who appreciates his fans globally.

The 32-year-old was able to chat with MSD's Alex Goldschmidt, after having just taken his maiden podium finish behind e.DAMS Renault's Nicolas Prost at the penultimate

race of the Formula E season in London.

This was also an historic moment, as it was the first time the racing world had seen a Prost and a Senna on a racing podium since the 1993 Australian Grand Prix.

Alex Goldschmidt: Bruno, you've got a lot of fond memories with Ayrton when you were a child, doing karting. Plus the memories of you winning the first race at the private kart track he opened at the family farm in Tatufi.

There was a particular name that he had for you, which roughly translates into English as "brake-foot." There's some footage of you on *YouTube*, at eight years of age, saying that he was always braking. How did that come about?



Bruno Senna: It's a funny thing that people tell each other in Brazil, a common saying to all the racing drivers back in the 1980s, and it was always to make fun of people, and Ayrton ribbed me about that.

But he knew very well that I could do the same lap time as him at the track, so he was always trying to keep it light and keep it fun. I used to say that he was the one that was always a "brake-foot", because his rear tyres were always locking up and screeching.

AG: Ayrton was always very competitive, which seemed to help push you a little bit, whether it was on a kart or on a jet-ski. How did that inspire you, especially through your grandfather Milton helping you to start karting at the age of five? Did you want to have a bit of fun with it, or see where it went from there?

BS: It's hard to say, as I was obviously five years old in a go-kart for the first time, and I guess that any kid would go crazy about it, so I enjoyed it. I enjoy driving, pushing and being silly. I was in the kart every day for as long as I could, driving everywhere in the go-kart and on the track every time from the moment it was ready.

When there were family holidays somewhere else, I would just go to the farm and drive. It was a passion from a young age, and I clearly enjoyed it. Ayrton always pushed me in a good way, being competitive, teaching me via experience. My grandfather was more

“ Ayrton pushed me in a good way. ”





pedantic, telling me what to do, and I think they both did a good job in teaching me.

AG: With Ayrton's death at Imola in 1994, it meant that you were on the sidelines for 10 years. You came back in Formula BMW UK with Carlin, as well as the Asian Formula Renault Challenge. Did it feel like second nature, jumping back in the car, or were you finding that you had to reacclimatise to racing very quickly?

BS: Not at all, because going fast in a car is one thing, but having a good race is something else entirely, and I lacked racecraft badly. I had to really learn a lot, in terms of racecraft, to compete with the

top guys and in a few short years, I was competing for championships in Formula 3 and GP2, two of the toughest series in the world.

I was confident that I could do the job and I've had a pretty good career so far, considering that the amount of mileage I've done is half of what most of the drivers actually do at the same stage, so I'm pretty happy.

AG: When you signed for Williams back in 2012, to team up with Pastor Maldonado, it was really good to see you have the blessing from the rest of the family to race there. It was a completion of the circle for the Senna family, with Ayrton racing with them

in 1994 and you joining them 18 years later.

It must have been a big honour, as well as a very special feeling to carry on the tradition of a Senna racing at Williams?

BS: It was really nice to see that my family was happy with me being at Williams and not being in any way negative about it. For me, it was really nice to have that opportunity.

It was a good team and they scored points, and I had a good time in many ways. Although, ultimately, it was not as long as I wanted it to be, but I'm happy that everybody was in a good way about it.

AG: So what advice Bruno would you give to young drivers, especially with motorsport being more of a business these days, on how to follow their passion and dreams, to push forward and to keep going?

BS: I guess, as with any expensive sport, you need the right opportunities, so you've got to do your best. You never know what's coming the next day, so if you have the chance to be in a go-kart, have some good races, someone might spot you.

You have to look for every opportunity that you can, as motor racing is a business, and there are lots of people trying to find the next World Champion. If you don't try, you'll never know if you'll be there.

Senna, along with his RGR Sport teammates, continued their hard-fought WEC campaign in the ultra-competitive LMP2 category, since this interview took place, with the trio taking two wins and three second places over the course of this season.

They had to settle for second in the FIA WEC Trophy, just 30 points behind the winning efforts of the #36 Signatech-Alpine, a team which had previously bagged this year's Le Mans 24 Hours, thanks to Gustavo Menezes, veteran sportscar driver Nicolas LaPierre and Stéphane Richelmi.

MSD would like to thank Bruno for his time to speak to us, as well as Naomi Panter, who kindly assisted in arranging the interview.



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MOTORSPORT DAYS PRO-AM AWARDS 2017

In Clubman motorsport there are many hard-working and unsung heroes who rarely receive the recognition they deserve. Motorsport Days has changed that with the creation of the Motorsport Days Awards, recognising the industry's outstanding organisations and individuals that have made the most important contributions to motorsport during the last 12 months.

FOR THE THIRD YEAR RUNNING, we have asked championship organisers and our e-newsletter readers – more than 8,000 subscribers in total – to vote for the people whom they believe are deserving of each of the nine MSD PRO-AM Awards. Our Awards Taskforce – comprising racers and other influential figures from the motorsport industry – considered the three nominees with the highest number of votes in each category, before ultimately deciding the outright winners. We hope you will join us in praising these tremendous achievements.

★ MSD UK AMATEUR DRIVER OF THE YEAR: **TOM MENSLEY**

The nominees were considered on results, performance, budgets and overall dedication for the UK Amateur Driver of the Year title. The winner, who has competed in the Classic Sports Car Club (CSCC) in 2016, had a record number of votes. Seen in the paddock as an “all-round good guy” and an “outright race winner on more than one occasion”. Voters were also keen to point out how helpful Tom had been at a Donington meeting when a driver had a heart attack during a race. Although the driver was not a personal friend of Tom's, he took care of the driver's racecar and trailer that evening, enabling the unwell driver's family to be at the hospital without any additional concerns. Other drivers highlighted in this category were Aaron Head in the Caterham R300 and the Track Day Championship's Jack Wright. Congratulations to Tom Mensley on winning this award.

★ MSD SUPPLIER OF THE YEAR: **GINETTA**

There are many suppliers to championships and drivers, providing everything from car parts to race gear. Grand Prix Raceware was only just beaten this year by a company who is already a multiple award winner in 2016. With its strong brand successfully bringing new drivers into the sport, the company's main man Lawrence Tomlinson has helped design, build and grow Ginetta into a key name in the industry. Voters comments included “always responsive and friendly for all driver needs” and “a dream to race which I never thought would be possible”. Congratulations to the Ginetta team and we looking forward to following its successes in 2017.



★ UK/EUROPEAN TRACK DAY ORGANISER AWARD: **RSR SPA**

Modern track days are seriously competitive and having that bit extra is difficult to achieve. Last year's winner Gold Track came close to winning again, just being pipped by RSR Spa. Run and led by Ron Simons, who offers track walks to all participants, RSR exceeds expectations and certainly sets the standard.

“Friendly and well run organiser” and “in another league in the track day world”, shows RSR is “best by far, in terms of professional values and safety”. So clearly a worthy winner, so make sure you get yourself on track with RSR soon.



★ MSD UK/EUROPEAN CIRCUIT AWARD: **SNETTERTON CIRCUIT**

There are many circuits and airfields to choose from across Europe, but MSD makes it easier to find them via our calendar page on Motorsportdays.com. But which circuit stood out? They were judged on their facilities for both track users and spectators, focusing on general improvements and safety upgrades. The winning circuit is run by MSV, renowned for delivering first-class facilities. Over the past few years, Snetterton has improved greatly and this was echoed by the voters, who commented that “huge improvements in viewing areas and improvements to drainage of the track”, “new 300 circuit is fair to BHP cars, and agility with less power and “new viewing banks excellent for spectators” or more accurately, “brilliant circuit, technical and ballsy”. A great circuit from MSV so congratulations to all the team at Snetterton.

★ MSD UK PROFESSIONAL DRIVER OF THE YEAR: **JONNY ADAM**

A new award for this year, which focused on successful drivers in the PRO arena. We saw drivers nominated from the BTCC, including the likes of Gordon Sheddon and Matt Jackson, but there was clear winner, who was labelled as having “world-class pace and adaptability” and being “untouchable”. Our winner has been a multiple champion across all levels – he even participated in a Daytona prototype in 2016 – and has now been crowned British GT Champion. So, congratulations to Jonny Adam.



★ UK/EUROPEAN TEST DAY ORGANISER AWARD: **SILVERSTONE**

Again, another competitive award, with MSVT having won this for the past two years. However, this year we have a new winner – a circuit that has seen multiple changes over the last decade and sets the standard across Europe as not only the best circuit, but also providing professional test days to all racers. Voters comments included “always well organised and good track time” and “just one of the best circuits and professional as always”. It’s no doubt Silverstone deserves this award, so congratulations to all the team.

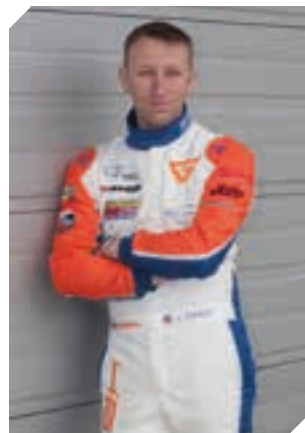


★ UNSUNG HERO AWARD: **STUART GARLAND**



For MSD, this is a very satisfying award which recognises those who often go unnoticed in the world of

motorsport. We open this up to all areas and this year’s co-ordinator for the Track Day Championship (TDC) and Track Day Trophy won the hearts of most. Stuart Garland is a worthy winner who has apparently “worked his proverbial **** off and never stops being helpful and putting others before him”. A true statement which we saw for ourselves this year when he left half-way through a holiday to help the TDC winners. Comments such as “always goes beyond the call of duty to help competitors, from answering questions though his personal Facebook, to always having a well organised race weekend.” Stuart always does a fantastic job in running the TDC smoothly so congratulations and enjoy your praise.



★ INSTRUCTOR AWARD: **JAMIE STANLEY**

A new award this year highlighting one of the most important aspects to track days or racing. We feel this is a crucial element of any track day and list all the instructors on our website (www.motorsportdays.com) to make it easier for drivers to make improvements on the track. This year’s runners-up include the likes of Ben Clucas, David Brise and Mike Newman. Of course, there can only be one winner and that went to the instructor who has shown how to improve safely on track while communicating perfectly to all clients and gone above and beyond, resulting in comments such as “a great attitude to coaching” and “giving me confidence in the car and my own skills”. We strongly recommend time with winner, Jamie Stanley, as part of your 2017 campaign.

★ UK AMATEUR CHAMPIONSHIP OF THE YEAR: **TRACK DAY CHAMPIONSHIP**



With more than 100 championships in the UK, it can be tough to decide which one best suits your needs. This award recognises the championship that has helped encourage both new and existing racers to compete on a regular basis, while ensuring a fair and enjoyable racing season. This category was

well challenged by the CSCC, as well as its feeder championship, the Track Day Trophy. But the Track Day Championship (run by MSV) has achieved great results this year with getting people on track cost effectively. With fantastic end-of-year prizes and a well organised Championship thanks to its dedicated staff, it’s no wonder the positive feedback included “friendly paddock and well run by Stuart and his team”. Congratulations to everyone involved in the Track Day Championship.

In 2013, Rebecca Jackson set herself a goal of racing at one of the most famous motorsport venues in the world – Le Mans. Jess Shanahan finds out what it was like to realise this dream.

REBECCA RACER'S PROJECT LE MANS



Having a plan is so important in motorsport and, for many, the end goal involves racing at Le Mans. Not surprising, considering La Sarthe is arguably one of the most prestigious events on the motorsport calendar. In 2016, Rebecca Jackson realised her dream by competing there in the Road to Le Mans Race.

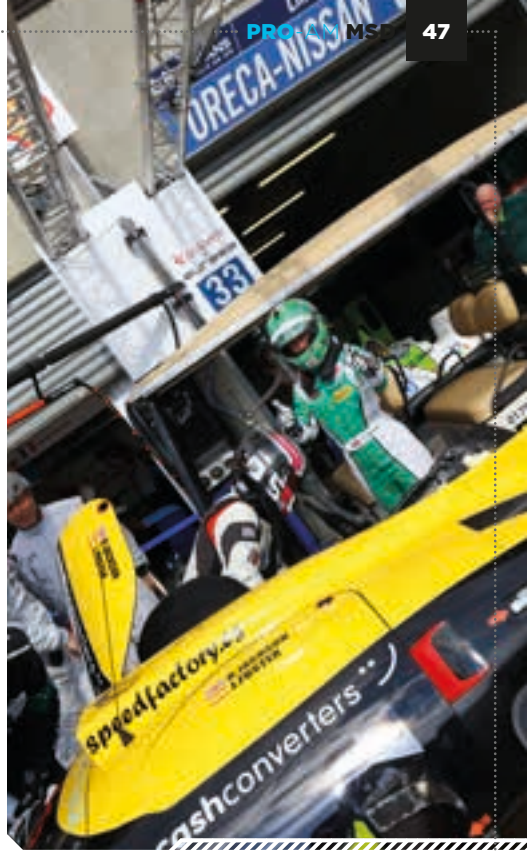
Rebecca's motorsport career kicked off when she began racing in the Porsche Championship, first in a 924 before going on to win the production Boxster class. It was during this time that Rebecca decided she wanted to reach the famous endurance race and Project Le Mans was born.

In 2015, she had competed in the GT Cup, driving a Porsche 997 Cup car - a challenging machine with no driver aids - which set her up to drive an array of cars the following year. The car that featured most heavily in the 2016 season was the KTM X-Bow GT4. This carried Rebecca to a third-place finish in the female standings of the Reiter Young Stars Championship and an overall team win.

She also got behind the wheel of a JCW MINI for four rounds of the MINI Challenge, Scuderia Cameron Glickenhaus' SCG003C and the Ligier LMP3 car, which she raced in the Road to Le Mans race.

SENSATIONAL JOURNEY

After working so hard for the past 3½ years, Rebecca can only feel pleased at what she's achieved, but it certainly wasn't easy. As she says: "People see the glory in the press, but at times there were tears, frustration and disappointment when things did not go to plan. It was tough, but I stuck with it. The



doors that opened and opportunities that came my way all formed part of the sensational journey that has been Project Le Mans."

Experiencing the 24 hours of Le Mans as a spectator is spectacular, but visiting as a racing driver takes things up a notch. "As a racer, the atmosphere is incredible," says Rebecca. "The crowds of fans watching from on top of the karting building, grass banks, campsites, hospitality and various other points around the 13.6km circuit all add to this atmosphere. I also had some amazing supporters, all wearing t-shirts with 'Go Rebecca Racer!' on the front, alongside a picture of my car."





The Road to Le Mans race was one of the supports for the main 24-hour event. While it fulfills all of Project Le Mans goals, it doesn't mean that Rebecca is not looking ahead to the full endurance race. She says: "I would love to go back and race at Le Mans again and if I can secure enough sponsorship to do that, whether it's next year or the year after, it would take more than wild horses to hold me back!"

SPOILT FOR CHOICE

Having driven the Nissan-powered Ligier LMP3, MINI JCW, SCG003C and KTM X-Bow GT4, it's no wonder Rebecca struggles to pick a favourite. "They are actually all very different. The MINI is so much fun, yet the LMP3 is the fastest racecar with no traction control or ABS, making it rather old school in a way, which I love."

The front-wheel-drive MINI is, of course, the anomaly in this list of racecars, but the others are quite different from one another too, as Rebecca explains: "The SCG is an absolute monster, so quick and powerful. These are all rear-wheel-drive, but the KTM requires slightly more aggressive inputs, unlike the gentle controls you give the LMP3 car. One feature of the SCG is that as the tyres start to go off later on in the race, but you can increase the race traction-control system to give them some assistance."

The powerful little MINI was a huge learning curve, but Rebecca had no choice but to get to grips with this very different configuration of car. "I thought it would be easier than it was because it looks so cute, but with limited seat time it definitely took at least three races to really understand how to pedal these cars fast, not just quick."



WHAT'S NEXT FOR REBECCA RACER?

While Rebecca's career has featured RWD sportscars for the most part, the MINI has introduced her to the world of touring cars and sparked a potential future career path. She says: "Touring cars are fun, busy, jam-packed grids with very little difference in lap times across the whole field. It's close, exciting racing and I see it could feature in my future."

Not one to rest on her laurels, Rebecca has another plan in the works too. Of course, she's not giving anything away, but there's lots of other exciting projects in her pipeline too, including a new television show and series of children's books.



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THE RACING GAME

Simon Mason is a convert to the benefits of simulators for training, praising their ability to almost perfectly recreate driving fast in the real world. He recommends that both pros and amateurs take time behind the screen to up their game.



efore we start I have a confession to make. When simulators first arrived on the scene I was sceptical. After all, I've been teaching people to drive on the track since the late '80s and, like

many, I had a PC with rFactor (industry-standard racing simulator) and a wheel at home. So why pay someone else to do the same thing? What could it offer over and above what I already had?

That view changed when a client needed to learn Thruxton before he raced there, but due to his schedule, our only option was a simulator session. We visited a well-established facility and, within minutes of driving, my view had changed completely. This was reinforced by my client who, despite limited experience of computer games, took to the experience like new slicks on a warm day! My outdated belief that real world, on-track testing was the only viable option for driver training was blown out of the water! From that day on I started looking at what, how and why simulators add value.

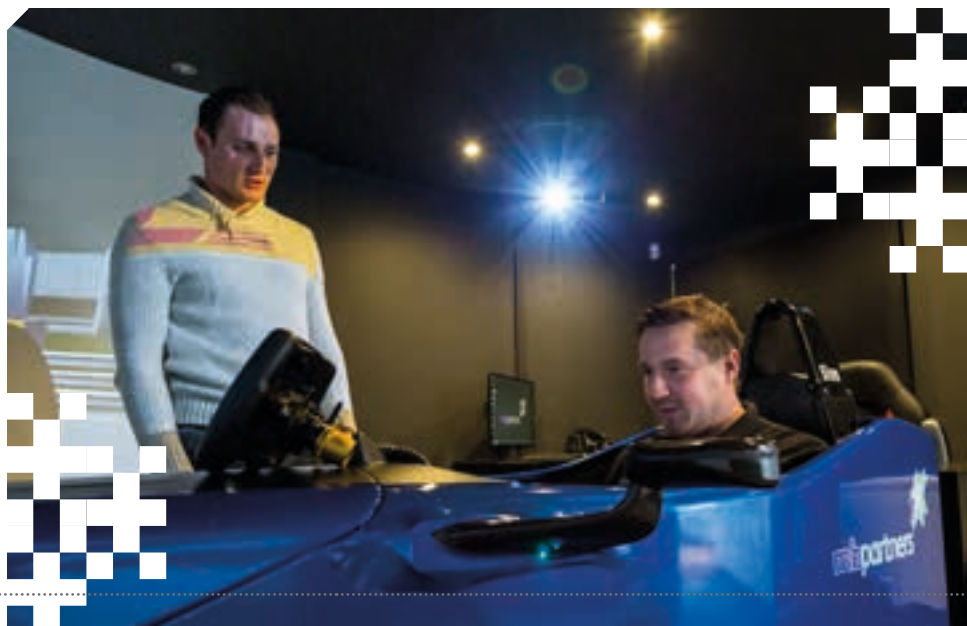
Typically, all professional racing drivers use simulators on a regular basis, either as home set ups or at professional facilities. They are used for rehearsing techniques, concentration and mental capacity. Circuit learning is actually

a minor part of a sim's value to elite drivers who know most circuit layouts already and learn new tracks very fast.

So why has the use of simulators become a conventional method of driver development for pros and amateurs alike? Put simply, the available technology has developed dramatically in the past six years, making simulators more accurate, versatile and cost-efficient, although there is no denying that it is still a minefield for private use.

The same principles of driving fast in the real world can now be applied to a purpose-built, professional, training simulator. Both hardware and software can be calibrated to fine details and tuned by the resident pro driver's experience in the real world. Frankly, the only significant element missing for learning on a simulator is fear! However, the lack of fear allows for extra capacity to understand, learn and focus for the real thing.

Of course, an off-the-shelf home simulator cannot be compared with the equipment and calibration time spent on a professional training simulator. For example, the steering wheel motor alone in a professional driver training simulator would buy a very decent home gaming rig including screen, wheel, pedals and PC and that's only the start!





Simulator centres now offer drivers affordable methods of improving their skills when combined with driver coaching. Obvious benefits include no red flags, while changeable conditions and traffic become a choice and hitting a wall whilst learning to stay cool under pressure doesn't cost a bean!

Simulations can be set up to give manageable oversteer into a corner, developing genuine, real world anticipation and control skills or can be set up to be the most beautifully predictable and superfast car you have ever driven. It is even possible to have a "ghost car" to chase (taken from your coach's best lap) and then refer to data to fine-tune mental focus to beat that time.

However, I think it is also important to dispel a couple misconceptions around the specification of simulators for training. The first of these relates to the need for motion! For the most common systems, the simulated motion is not particularly relevant for teaching as it cannot truly represent the G-forces of the real world (there is no weight behind it). Even the high-end

Vision is the single most important skill in driving quickly

simulators, such as those within the top Formula 1 teams, have led to the likes of Lewis Hamilton being quoted as "not satisfied with his simulator's mapping to reality", finding more value in his static system at home. For the purposes of teaching, motion systems become a "nice to have" extra.

This view, for me, is reinforced when experiencing full motion simulators. I am conscious of the effect of the motion system for the first 10 - 15 minutes, but then begin to subconsciously ignore it. This got me thinking. What are the key cues that a driver bases his decisions and reactions around? These are primarily vision and then anticipation. These cues are delivered effectively through the screen and the quality of the controls, not an unloaded chassis.

Another misconception comes down to what we are looking at. Vision is the single most important skill in driving quickly. The real world is 3-dimensional, a TV screen or projector is not and so we are not required to move our head around when we use them. A professional training simulator must require head movement as a fundamental fact of use. It does not need to be an impressive 200-degree-plus wraparound projector screen. Curved projections often induce motion sickness, oversize the car and ramp up the end user cost significantly. Times have moved on. Simulators are not games anymore. They are an affordable ticket for amateur racers and track day drivers of all experience levels to improve their skills and understanding.

**Simon Mason @
Motorsport-tuition.com**



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January 2017	Saturday 21st	Bedford Autodrome GT
February 2017	Saturday 4th	Abbeville
	Saturday 25th	Hethel - Lotus test track
March 2017	Saturday 11th	Croix en Ternois
	Saturday 18th	Spa-Francorchamps
	Monday 20th	Cadwell Park
	Saturday 25th	Blyton Park
	Monday 27th	Silverstone GP
April 2017	Saturday 8th	Folembray
	Friday 21st	Castle Combe
	Saturday 29th	Hethel - Lotus test track
May 2017	Bank hol Mon 1st	Abbeville
	Thursday 4th	Brands Hatch GP
	Thursday 18th	Spa-Francorchamps
	Thursday 25th	Brands Hatch Evening
	Saturday 27th	Blyton Park
	Bank hol Mon 29th	Blaster Berg
June 2017	Saturday 3rd	Anglesey International GP
	Tuesday 13th	Castle Combe
	Saturday 24th	Hethel - Lotus test track
	Tuesday 27th	Zolder
	Friday 30th	Croft

July 2017	Saturday 1st	Blyton Park
	Tuesday 18th	Donington Park Evening
	Saturday 22nd	Folembray
	Sunday 23rd	Abbeville
	Monday 31st	Spa-Francorchamps
August 2017	Saturday 5th	Hethel - Lotus test track
	Friday 11th	Zandvoort
	Tuesday 22nd	Dijon Prendis
	Wednesday 23rd	Brands Hatch Evening
	Wednesday 23rd	Ales
	Friday 25th	Ledenon
	Bank hol Mon 28th	Croix en Ternois
September 2017	Monday 18th	Castle Combe
	Saturday 23rd	Blyton Park
	Saturday 30th	Hethel - Lotus test track
	Saturday 30th	Folembray
October 2017	Saturday 14th	Croix en Ternois
November 2017	Saturday 4th	Abbeville
	Friday 10th	Donington Park National
	Saturday 11th	Cadwell Park
	Tuesday 14th	Spa-Francorchamps

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Hockenheim, Brands Hatch GP, Paul Ricard, Spa-Francorchamps, Zolder, Nurburgring and Le Mans, racing in front of 200,000 spectators across the season.

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The Lotus Cup UK Speed Championship is the perfect environment for Lotus owners to take their first steps into Motorsport, with drivers alone on the track and without the distraction of other cars, or the fear of contact, able to concentrate on their technique and speed. It appeals to both track day drivers, who are able to use their skills in a competitive environment, and complete novices, who can instantly compare their performances to the frontrunners.

The Championship consists of several rounds taking place at a number of race circuits. Each driver completes a set of

solo runs timed by electronic equipment accurate to 100th of a second, with the winner recording the best time of the day.

Road going cars are eligible to participate, and the vast majority of competitors will not need to fit a roll cage, fire extinguisher or harness to take part.



2017 Calendar

21-23 April	Hockenheim	Hockenheim Historic
6-7 May	Brands Hatch GP	Blancpain
3-4 June	Paul Ricard	Grand-Prix Camions du Castellet (3 Races)
7-8 July	Spa-Francorchamps	25 Hour Fun Cup
15-17 September	Zolder	FIA Truck Grand-Prix
29 Sep - 1 October	Nürburgring	Saisonnfinale
28-29 October	Le Mans	Inter Ecuries (3 Races)

2017 Provisional Calendar

25 March	Snetterton	7 August	Hethel
22 April	Cadwell Park	2 September	Brands Hatch
7 May	MIRA	17 September	Curborough
18 June	Silverstone Stowe	22 October	Rockingham
8 July	Blyton Park		



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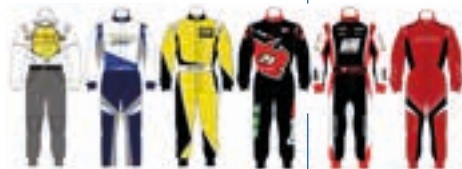
clothing. Today HRX is an established name in the automotive industry. Many people ask why HRX has grown so steadily in such a short amount of time. The answer is simple. We have motorsport in our DNA. Racing is a business like no other, it's dynamic with tight schedules. Tight deadlines need to be met, but performance cannot be compromised. HRX has a business that meets the realities of

the motorsport world with performance and quality assured. Our product is high Italian quality, with a high level of care and attention-to-detail, always looking for the best materials and technologies. We follow the product in all processings, from design to finished product. Our materials are light, breathable and resistant, shiny and matt. We can provide the driver with all the safety clothing they need.

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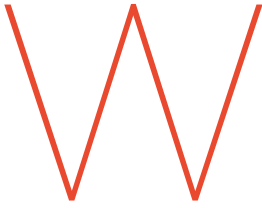
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THERAPY SESSION

Ron Simon, founder of track day supremos RSR, could be considered the “Godfather of Spa”. He offered MSD Editor Ben Whibley a unique insight into this ferociously fast circuit, a favourite of many Formula 1 drivers, before sending our man out for some heart-pounding laps on his own.



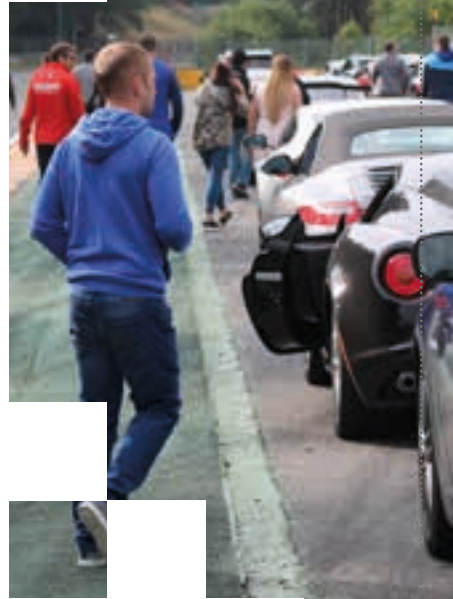
When RSR Spa's invitation arrived at Motorsport Days, offering the chance to head across the Channel to experience a day with one of Europe's biggest

track day organisers, there was a clamour to go. Who wouldn't want to drive around the fear-somely fast Belgian racetrack?

I stayed at La Source Hotel, ideally positioned just off the circuit corner. From my room I could even see the famous Eau Rouge corner.

Next day's briefing started at the track at 8.20am with Ray Shepherdson, who was excellent at delivering both information on the day and safety. This included overtaking on both sides and without consent. This was surprising and made me think "OK, I will treat this as a race session". But you are quickly bought back down to earth with Ray saying "know your limits" and "you don't want to be that guy who crashes", but more importantly, "it is a track day not a race day".

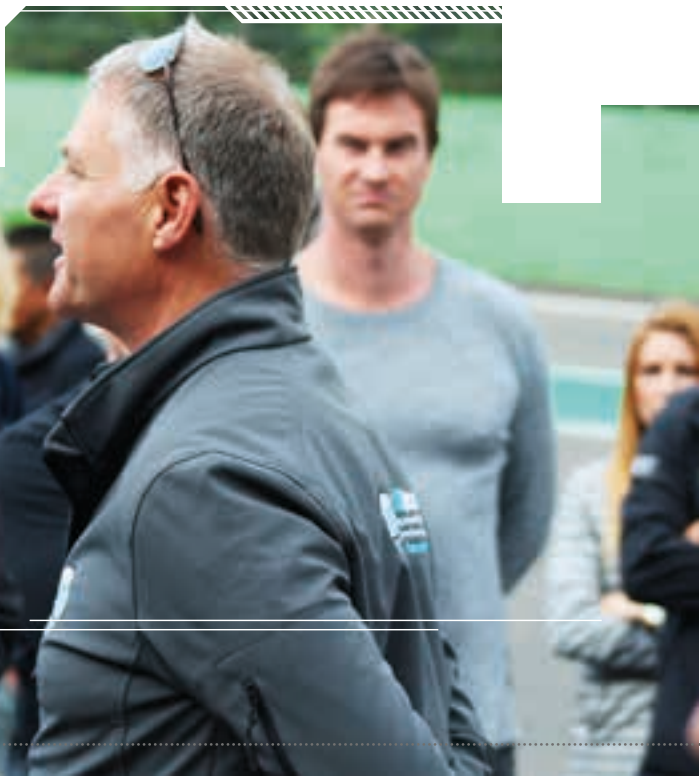
At 9am, we had a track walk with ex-racer Ron Simons, the man behind RSR (Ron Simons Racing). At this time at other tracks you are usually getting set to go out for your first session, but with RSR there is a full hour to walk and learn the circuit. As a newbie to the circuit (hard to believe I know) I really enjoyed this and would be keen to see other circuits do the same thing. It helps to get a different view.



We only had time for a few corners and Eau Rouge was first, with about 50 punters ready to listen. There was a lot of advice for this corner – or the three it is split into. Ron was quick to reveal that the corner has three facts too: *1. You're in top gear; 2. It's blind; 3. It's off camber.*

We moved on to Pouhoun, or "500m of sex" as Ron puts it! It's a favourite for many Formula 1 drivers, but I was surprised how steep it was down to the first double apex corner. A brilliant, hold your breath and hold on corner and I'll admit it moved up in my corner rankings. Unfortunately, we didn't get time to visit more, especially as Ron has a mountain of knowledge.

It was now time for me to take to the wheel of a Renault Megane RS 265 Cup, which was great fun. I also got Ron to take me out for a few laps too – he may be an ex-racer but has lost none of his commitment.



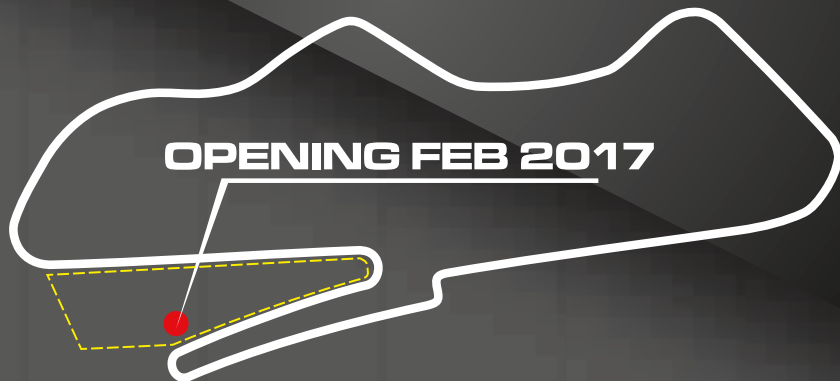
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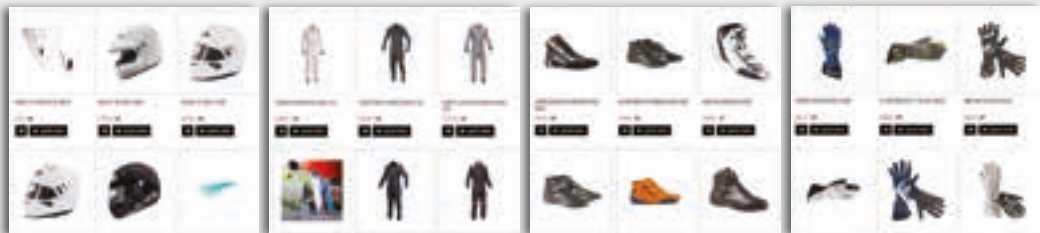


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MSD: What inspired you to race and why?

RS: I always was interested in engines and speed, everything mechanical. So I was already tuning a little go-kart and little bikes, very small ones – 50cc stuff – and then went into off-road endurance bikes and go-karting before I started racing.

I got infected by the Alfa bug at first so we raced Alfas for a long time and then Ferraris.

That's how I got involved with Ferrari for driver and training stuff.

I was living in Eindhoven, which is close to Zolder and Spa, so this was my back garden. It was also near to the Dutch track at Assen and the mighty Nürburgring.

It was here that we took RSR to the next level. We always had a very international customer base, but they wouldn't be asking "When do you want me? When can I drive?". They would

be saying "I am here and I want to drive today". That is only possible at the Nürburgring because it is open every day of the week, and if it is not open during the day, it will be open in the evenings.

So that is how it all started. We allow our clients to drive the Nürburgring even if they cannot bring their own car – so is ideal for our international customers. Now we have slowly expanded into Spa because this is a place where you can drive five days a week. There is the odd day where Audi or another manufacturer is on the track, but it's not like Nürburgring where there is 12 weeks of industry testing. Spa is mostly track days, so you know that it is either on or off. You can drive here almost every day of the week, but

“*I played in a rock band and was the supporting act for Fats Domino and Jerry Lee Lewis*”





not weekends. Not many people know that we also have two-hour sessions in the evenings. Sometimes we compare a bit with the Nordschleife - the tourist session in the evening - but these are not tourist sessions.

MSD: Where is RSR based?

RS: We were based at the Nürburgring originally, but now we have four or five different locations there because we have so much stuff that we need - houses and staff - and it's the same here at Spa. We have a gas station workshop up the road and another house over there. We also have the villa in Spa town and three or four years ago we bought a 10,000sq²m compound just outside the track, plus a 4,000sq²m facility which we are starting to build in eight

weeks. That is going to be the bigger version of the Nürburgring. So where there's wheels involved, then we are involved. We do a lot more than just the track days though. We have just had the launch of the new 217 Nissan here - we pushed through 350 journalists from all over the world, all arriving in new GTRs. And I still fly out to all the corners of the world, carrying out instruction tips for customers.

RSR is much bigger than everything you can see here, and the investment in the new building is going to be €3 million or more; it's a very serious operation. It's not that Nürburgring is going downhill, or that there's no future there, but Spa is a much more serious place for driver training and we are starting work with Radical

next year - a serious car for a serious track.

MSD: So what inspires you?

RS: Hardworking, motivated people.

MSD: OK so if you got a scratchcard and won £100 million, what would you do with it?

RS: Buy more cars! Oh and music - I love music. I was a musician for a long time, played in a rock band and was the supporting act for Fats Domino and Jerry Lee Lewis all over Europe. I am not into rock & roll, but was playing music which we made money from. I'm into jazz. I like Jimmy Coltrane and the big names from the past. But what I really like are guitar players like John Schofield and Pat Metheny - they are my heroes.

Formula E is already in its third year, proving that electric can deliver fast-paced, competitive racing. More importantly though, it is proof that there is an exciting alternative to those fossil-fuelled motors.



FORMULA E: THIRD TIME'S A CHARM



The rivalry is hotting up in the FIA Formula E Championship, now in its third series. It's getting more competitive between the 10 teams and 20 top-tier drivers who are competing over 12 race weekends, spanning city streets across the globe.

Defending champions Sébastien Buemi and Renault e.Dams are the team with a target on their back, but the Swiss ace is already leading the way after winning the opening two ePrix in Hong Kong and Marrakesh.

With the aim to bring motorsport to the masses and inspire the next generation of motorsport professionals and fans, Formula E runs on a single-day format. Pole position is decided over four preliminary qualifying sessions, with the top five taking part in "Super Pole." The 20-strong grid then competes over a single ePrix, which lasts approximately 45 minutes and includes a mandatory pit stop.

HEART-STOPPING ACTION

These cars may not have the speed of Formula 1, but that does not stop the drivers going for brazen overtaking manoeuvres at any point during the race, making for some great action. Drivers who opt to go for the fastest lap of the race will also take points during the event itself, which has been shown to make all the difference between being a champion, or having to settle for second.

DOZEN FIXTURES

For season three, the FIA has announced a 12-race calendar, with new locations being awarded the chance to host an ePrix, including Brussels, New York and Montreal. In addition, the Mediterranean will provide the backdrop for the sun, glamour and fully-charged speed, as the streets of Monaco will host one of the rounds in May 2017.

Although continental Europe remains a firm fixture on the calendar, with Berlin and Paris continuing for season three, London drops off the calendar, after hosting the finale in Battersea Park for the past two seasons.



One of the most notable rivalries that has emerged over the past two seasons is that between Buemi and Audi Sport Abt Schaeffler's Lucas Di Grassi. They were fighting until the bitter end last season, when it all came down to who was fastest in Battersea Park.

OLD HANDS AND NEW FACES

Thanks to a raft of heavily-experienced talent joining the field this series, it should make for more interesting racing. Germany's Maro Engel, a seasoned touring car and sportscar veteran, joins Venturi alongside World Endurance Championship's Stéphane Sarrazin, while the multi-versatile Felix Rosenqvist teams up with ex-Formula 1 ace Nick Heidfeld, and three-time World Touring Car Champion José María López stepping into the DS Virgin Racing camp with stalwart Brit, Sam Bird.

A total of nine teams are manufacturer works or supported outfits, with Jaguar Racing joining the motorsport fraternity after a 12-year hiatus following their exit from Formula 1, bringing Adam Carroll and Mitch Evans into the Formula E fold.

SO IS THIS THE FUTURE?

The focus on alternative technologies is advancing at an ever-increasing rate, with electric mobility being one of the key targets by many of the main players in the automotive sector. The automotive and motorsport worlds go hand-in-hand when it comes to bringing the latest advances to our attention, and Formula E is no different. In many respects, BMW and Audi are already involved, plus Mercedes Grand Prix Ltd reserving themselves a spot on the grid for season five.

Credit must go to Alejandro Agag and his team for bringing Formula E to life and then helping it to expand. This work has been bolstered by the recent creation of the Electric Sports Coalition, following the Marrakesh ePrix. With several key signatories already on board, including Formula E, the FIA, Roborace and Paris Electric, the Coalition's mantra is to raise awareness of electric mobility and the eventual phasing out of fossil fuels.

Granted it may come under some stern opposition, but the future of racing will continue in one form or another, and Formula E could kickstart this trend.



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THE MAGIC OF MACAU

You might think that the streets of Monte Carlo would be the firm favourite when it comes to the ultimate test for any racing driver, but you'd be much mistaken. Formula 3 racer Felix Rosenqvist reveals why Macau is the ultimate test.





The former Portuguese colony of Macau hosts the annual highlight of the international racing calendar every November, pitting the best of today's racing talent on two wheels and four against each other. The 6.120-km Circuito de Guia is the ultimate test of a driver's skill, with no margin for error and with speeds approaching the best part of 300km/h at times. If a driver gets it wrong, it usually ends up being the catalyst for a monster pile-up.

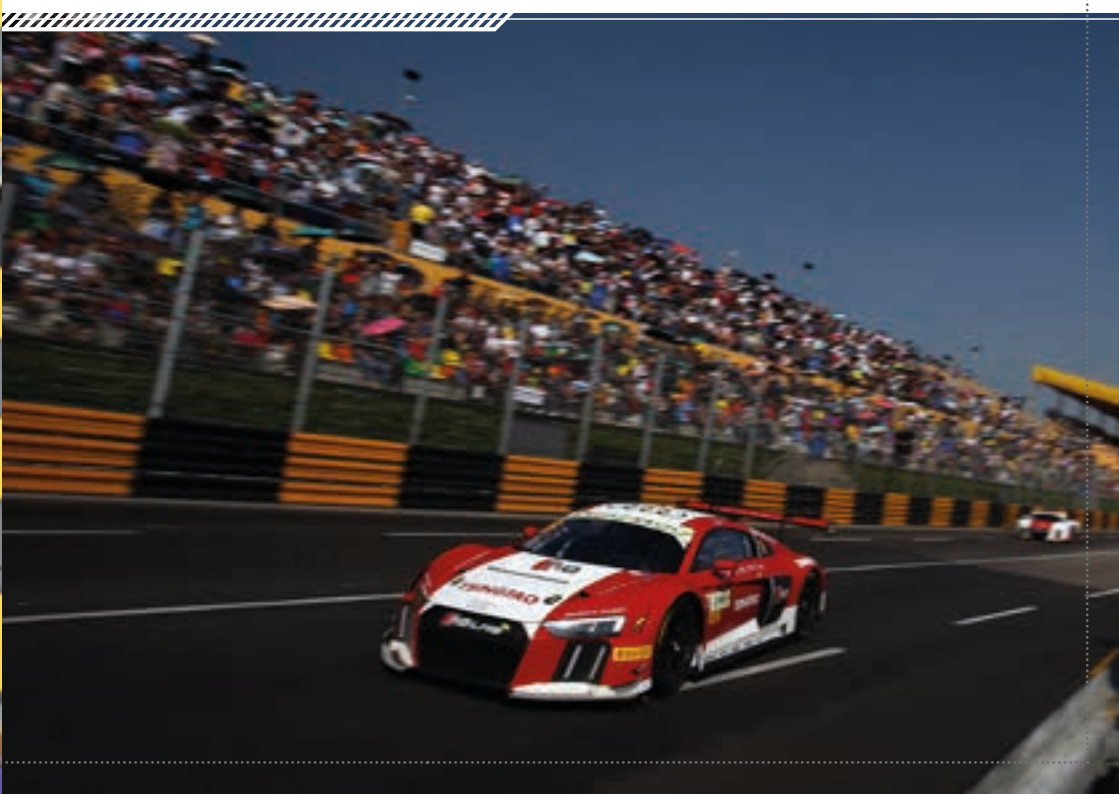
Well-known names in international motorsport have raced here, with Britain's Rob Huff being the driver with the most wins around Macau, with eight to his name. The circuit has a long history though, previous



winners include Maro Engel, Edoardo Mortara, Daniel Juncadella, António Félix da Costa and former Formula 1 World Champions Michael Schumacher and Ayrton Senna.

MSD recently had the opportunity to speak to two-time defending Macau F3

champion, Felix Rosenqvist, about the different sides of this incredible race weekend. The Malmö native has been busy in 2016, having raced with Team AKKA-ASP in the Blancpain GT Series, Belardi Racing in Indy Lights, Mercedes in the DTM and now with Mahindra Racing in Formula E.





We caught up with him as he headed back to a track that could see him tear a page out of the history books – Rosenqvist was aiming to become the first driver in a Formula 3 car to successfully defend his Macau GP title three years in a row, along with the prestigious honour of winning the inaugural FIA Formula 3 World Cup.

The 25-year-old knows what it takes to win on the streets, and was up front and

matter-of-fact about racing there. “I think you have to be clever during the whole weekend, especially in the race,” says Felix Rosenqvist. “The key corner is during the Melco hairpin, especially if you have someone right behind you. You have to keep them at bay there and have a good exit. You can survive for another lap if you’re under pressure, but if you’re not, it’s all about nailing it in the second sector every lap, as well as making no mistakes.”

“

The ultimate test of a driver’s skill, with no margin for error and with speeds approaching the best part of 300km/h at times.

”

TEST OF NERVES

With speeds for the Formula 3 contingent reaching 275 km/h on the approach to Lisboa, before a hard-braking zone towards the 90-degree right hander, Macau tests the nerves of all. This includes Rosenqvist, who has won with Mücke Motorsport and Prema Powerteam over the past two years.

Rosenqvist reveals that the strategy changes throughout the weekend, with drivers focusing on different aspects in the run-up to the main event, where one wrong move can end in instant disaster after a potentially hefty impact. “You sort of change your driving for the race, compared to qualifying, where you try and do the best lap time that you can,” he explains. “In the race itself though, you’re braking a little bit earlier and trying to carry more speed out of the corners and trying to stay safe.”

From Lisboa onwards, the challenge becomes even more intense, as the combination of speed and precision is the best partnership for those wishing to have a good chance of hitting the top step on the Sunday afternoon.

ADDITIONAL DEMANDS

Any racing driver that heads to Macau will have a very demanding schedule until the evening after the chequered flag has been waived. Rosenqvist admits that every driver will be in a “bubble” from the moment they reach the track, trying to eke out every last tenth of a second out on track, so as to get the best advantage possible when the lights go out.

“It’s not all that social, because you have a lot to do, especially media commitments, just like in the DTM, where you are busy all the time. You’re also trying to focus on the driving aspect too,” says the 25-year-old.

And, despite some not having the best results to return home with, there is always a mutual feeling of respect between the fraternity of drivers that head to Macau



every year. “There is a lot of sportsmanship between everyone during the race weekend and afterwards, everyone can have a laugh about it,” admits Rosenqvist, who has had his fair share of ups and downs over the years at this event. “Even if you have a crash, it’s part of the game, and I see so much more respect between the drivers in Macau.”

MACAU BITES BACK

There were many incidents over the course of this year’s event, which also included the spectacular conclusion for the second running of the FIA GT World Cup. Laurens Vanthoor took that win, despite having a heavy impact coming out of Mandarin, a 240km/h corner. With the red flag being

brandished to prematurely end the race, the Belgian WRT driver found himself sliding on his roof for the majority of the straight between Mandarin and Lisboa.

Other aspects on racing at Macau that can have a bearing on the final result are traffic and experience. Rosenqvist was unable to take the top step this time, having made it to sixth place in the qualifying race. However, thanks to some daring overtaking during the main race, the Swede fought his way past some of the young chargers in the field, including Van Amersfoort’s Callum Hott, Japanese Formula 3 champion Kenta Yamashita and Red Bull junior Sérgio Sette Câmara. Rosenqvist eventually finished second behind fellow two-time winner, António Félix da Costa; running out of laps to make Macau history, but still registering a credible fourth podium in the past five years.

And Rosenqvist can confirm that Macau offers the best adrenaline rush, combined with a challenge unlike any other. That’s why these streets can show us the talents of the present, as well as those of the future.





MSD Ambassador Adam Christodoulou looks back an epic season which saw him secure his AMG seat and then power home to victory in a rain- and hail-soaked Nürburgring 24 Hours, making him only the fourth Brit to achieve such an accolade.

2016 is a year that I can look back on with enormous pride.

From a professional standpoint, it was the year that I officially became an AMG driver, which is something I had been working towards for a long time. But from a personal standpoint, I will best remember this season for winning the Nürburgring 24 Hours – without doubt the highlight of my career so far. I've been racing on the Nordschleife circuit in various classes since 2011, but the 24

OUR MAN IN THE HOT SEAT

Hours is an event that everybody who competes on it dreams of winning. You need absolutely everything to go right in the right order to win. Even if you do your job correctly, set the car up well, hit all your apexes and look after the tyres, there are still so many random elements that can

spoil your race. A slower car that isn't looking in its mirrors can wander into your path, there could be oil on the track that the marshals haven't spotted or like this year, the weather can turn from normal to apocalyptic in the space of a few corners. This year we had torrential rain in the first hour – cars were aquaplaning all over the place. It was both tricky and spectacular at the same time. To make matters worse, the rain turned to hail, acting like marbles on the road, which meant the cars couldn't get up the hill. I've never experienced anything like it! The race had to be suspended for a while, but I was just glad to get through it unscathed. Of course, the memory is made even more special because of the way the race ended. We were in contention to win throughout, with my team-mate Maro [Engel] hunting down the leader, and making the pass on the final lap was just an incredible moment. I remember seeing



Sean Edwards winning the 24 Hours a few years ago, and thinking 'I want to be like that someday'. So, I'm really pleased to join him as one of only four British winners of the event, after Steve Soper and Andy Priaulx. Having lost a wheel in last year's race, this year definitely made up for that. I am so thankful to have been given the opportunity by AMG.



BIG SURPRISES

Aside from my own racing, there have been a few curveballs in this season's motorsport, none more so than at Le Mans. Seeing the Toyota grind to a halt with just three minutes to go was absolutely heart-breaking - the kind of thing you cannot make up. Another one for the history books was the FIA GT World Cup in Macau, which was truly bizarre. That finish was something else, with Laurens Vanthoor being declared the race winner after being overtaken into turn one, before rolling in a rather spectacular fashion - sliding

for what I can only imagine felt like a lifetime on his roof - thankfully emerging unhurt due to the pure strength of these modern GT3 car, only to be declared the winner due to the immediate red flag. Then, obviously, the announcement that our Formula 1 World Champion, Nico Rosberg is retiring, which was another one which nobody saw coming. I've got mixed emotions about it. I can understand he wants to put his family first, but I just couldn't imagine retiring at 31, especially as he's only four

years older than I am now! I'm sure Rosberg will have some involvement in motorsport in the future, because I don't believe it's possible to go from an all-encompassing passion to cold turkey at the flick of a switch. But it's been great how he's taken the time to make appearances here there and everywhere. He comes across extremely well - humble and relaxed - and seems to be enjoying himself, which is what he should do having just won a World Championship! You can relive some of these highlights by following these links:



Link 1 - The incredible final two laps at the Nürburgring
https://www.youtube.com/watch?v=z__vcxCvdY4

Link 2 - Or the Nürburgring five minute highlights
https://www.youtube.com/watch?v=djZToFEfw_0

Link 3 - Here's a link of my wheel falling off last year
<https://www.youtube.com/watch?v=iWWNSrBUt-GA&t=58s>

Link 4 - Audi Macau GT Crash
https://www.instagram.com/p/BNBxkv4ho_e/



ENGINEERING

THE DRIVER

Strakka Racing has signed up a new partnership with McLaren for 2017 – thanks to its innovative approach to driving training. Motorsport Days catches up with the Silverstone-based team to find out how they use technology to improve their drivers.

Britain's Strakka Racing has been a mainstay of sportscar racing for 10 years. From a low-key beginning with a BMW in domestic championships through to podiums at Le Mans - and developing its own car- Strakka has become a respected

British team. That respect has now seen it forge a new partnership with McLaren for 2017, with an ambitious four-car assault on the Blancpain GT Series. The development is not just happening on track though. Strakka's facilities, just a stone's throw from Silverstone, have expanded in the past 18 months. A larger workshop will house the GT campaign and is complemented with a simulator that the team is increasingly renting out to other teams and drivers.

Strakka Racing was created by driver Nick Leventis in 2007. He had been a skier, but one too many falls meant a change of focus was needed. Nick's father Harry was competing at that time in historic motorsport, with a glorious Ferrari 330P and Aston Martin DBR1, and Leventis accompanied his father to several track days. This led him to decide to start racing at an international level. However, Leventis's competitive nature meant that he wanted to be the best he possibly could be and so formed Strakka Racing to progress not only as a race team, but to personally develop as a racing driver too.

“

We had a novice driver in Caterhams who, after two hours, learnt so much about bad habits that, as a result, was halfway up the grid, not right at the back. That was just after one session with us.

”



“We were looking to develop Nick into a very competitive driver,” says technical director Jay Davenport. “That’s become more critical as more drivers, some highly professional drivers, are leveraging the ‘silver’ grading and not ‘amateurs’, as perhaps race organisers intended. We realised that you could use technology to improve the driver just as you would the car or a component. Examples included mounting HD cameras on the cars to review driving lines. We also brought in driver

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coaches to drive a second car. They could chase Nick, or be in front and block him or show him racing lines, in real time. We looked at extracting the most from the data too. That meant live telemetry, with the data coming in real-time on our screens in the garage. We could then say 'Brake later into Luffield', or 'You need to be fourth gear there,' etc. It's easier to act on the instruction whilst on track rather than poring over the data 30 minutes later."

Strakka's infrastructure was also attracting more drivers, increasingly on the single seater ladder. With track time so expensive, any opportunity to make the most of a session was proving very attractive. "Our Strakka Performance programme grew and we had

some very big names running private sessions with us," adds Davenport.

The spectre of rising track costs led, like many other teams, to also invest in a Driver In The Loop (DIL) simulator. Located at the team's Silverstone HQ, this sim is now available for both professional and amateur drivers to hire. Uniquely, these sessions are monitored by one of the team's race engineers. "Too many sims are run by people that just leave the driver to get on with it," claims Davenport. "We treat each session as if it was on the track and with the same data acquisition system as on the car; the sessions are as accurate as possible. We think this approach eliminates many of the criticisms some drivers have about sims and how easy it can be to 'cheat' to

chase a lap time. There is just no value to that."

The simulator and driver support tools were another vital factor that swayed McLaren to place its GT Academy drivers at Strakka for 2017. "McLaren could see we could offer the entire suite of support for young drivers and that includes a decent simulator," says Davenport. "We already have customised our vehicle models and track maps and are looking at creating a McLaren tub alongside our closed-cockpit WEC and single seater tubs for an even more immersive and realistic experience. It will still be available for other drivers to use and each gets our engineer to coach them through a session. We had a novice driver in Caterhams who, after two hours, learnt so much about bad habits that,

as a result, was halfway up the grid, not right at the back. That was just after one session with us.”

Engineering the driver means looking at human performance from a physical and mental perspective too. In 2016, Strakka engaged Dean Fouache to lead this activity with its drivers. Drivers might look at their fitness, but forget other aspects such as hydration, which can have an equally positive effect on track performance.

Drivers often underestimate the strain racing puts on the body. “We work really hard to keep body temperatures down,” he says. “We use

in-mouth thermometers to monitor and weigh drivers before and after each session to highlight how much fluid has been lost and needs to be replaced.”

Fouache claims that at the Texas WEC race this summer, Lewis Williamson lost 3kg from sweating and that included drinking a litre of fluid during the stint from the in-car bottle. For a driver such as Jonny Kane, who might only weigh 60kg, that is a significant amount which needs replenishing rapidly through electrolyte mixes. “Being hydrated, sharp and fresh when you get in the car really does make a difference,” sug-

gests Fouache. “Don’t underestimate how much fluid you can lose.”


So as Strakka embarks on a new chapter in its history, the team’s commitment to engineering the driver remains a priority and one they will continue to adopt for pro or am driver alike. “All drivers can improve,” says Davenport. “Motor-sport isn’t a sport you can easily practise repetitively like tennis, football or golf. So any tools that can improve your performance are vital tools in a driver’s armoury. There are still big gains to be had and it’s up to us to help drivers find and exploit them.”



“
All drivers can improve. Motorsport isn’t a sport you can easily practise repetitively . . . so any tools that can improve your performance are vital tools in a driver’s armoury.
”

DIESELGATE HITS BACK....

After the 2015 Dieselgate saga, it was inevitable that the VW Group would have to cull its two main racing programmes. MSD's Alex Goldschmidt takes a further look into the aftermath of this motoring.

 The penultimate weekend of November 2016 saw two major manufacturer programmes in the world of motorsport come to a sudden conclusion, as Audi exited the World Endurance Championship (WEC) and Volkswagen ended its four-year domination of the World Rally Championship (WRC).

This was a bitter pill for racing fans to swallow, but a necessity for the VW Group, who had to make tough decisions that will help to shape its future. After agreeing to a record pay-out to the tune of \$15 billion following the discovery of the illegal diesel emission technology on 11 million cars globally, cuts were almost a certainty on all aspects of the business.

THE FALLOUT HITS THE PARENT COMPANY FIRST

With both racing programmes supported by the parent company, Volkswagen, the Dieselgate saga hit the reputation of the Wolfsburg-based company hard. Ex-CEO Martin Winterkorn and several other members of the top-tier management were



ousted following the initial complaint by the US Environmental Protection Agency.

Even with supposed “Clean Diesel” technology being embraced by North America and Canada since 2009, with almost half a million sales, the outlook for the brand in that region is having to be revised. A lot of trust has been lost and compensation schemes, including vehicle buybacks, are currently underway, while others will have their vehicles rectified.

Electric mobility is now being tipped as one of the key market shifts which the majority of automotive firms are looking toward. So the VW Group, now led by ex-Porsche CEO, Matthias Müller, is thinking that its future is now within the this sector. With the focus being on hybrid and full-electric vehicles in the coming years, it was inevitable that VW’s activities in motorsport would have to be vetoed as a part of

the reforms that have to be integrated. VW Group’s “Transform 2025+” sees a realigned platform towards motorsport, research and development and alternative technologies for propulsion. With renewed, heavy investment in e-mobility and a hefty fund for the pay-outs, the changes were always going to have to be drastic.

AUDI SAYS GOODBYE TO SPORTSCARS, BUT CHARGES TOWARDS FORMULA E

After 18 years in Le Mans Prototype racing, the Ingolstadt brand suddenly announced its withdrawal from the top tier of endurance racing in late October. This was after speculation in the German media that Audi would depart at the end of 2017, which would have coincided with the conclusion of the current hybrid/powertrain regulations.

Audi has been the dominant force in recent times,

winning 107 races, including an impressive 13 times at the Le Mans 24 Hours, and were the first to win at Circuit de la Sarthe with TDI power in 2006. The Audi R18 e-tron Quattro took the first hybrid powered win in 2012, with endurance racing, including Le Mans, showing Audi’s foresight into technological investment that has since benefited the automotive sector through its roadcar division.

The successes of Audi has been in many disciplines, including its current efforts in the Deutsche Tourenwagen Masters (DTM) and sportscar racing, backed by the Audi Sport Customer Racing outfit. And the future is still very bright for the brand of the four rings, who will provide factory support for the Audi Sport Schaeffler Abt outfit in Formula E. This ties in with Audi’s new strategy for the future of urban mobility.



Audi will also enter the TCR International Series for 2017, as the new RS3 LMS will be the latest car to take part in the Championship amongst nine other manufacturers, including Volkswagen, Seat, Opel and Honda. This will also help improve Audi's profile in a business sense, helping to promote the brand globally, as customers will be looking to this marque for their cars next season. DTM also stays on the Audi Sport roster, as this series competes in Audi's home territory of Germany, and sees them compete against BMW and Mercedes in the luxury racecar war over nine race weekends every season.

VOLKSWAGEN ENDS ERA OF DOMINANCE IN WRC

After four years of dominating the WRC, VW was set to compete in 2017 with the new evolution of the Polo R WRC,

having secured four successive drivers' and constructors' titles. This was to be with the help of Sébastien Ogier, who has remained unchallenged since VW entered the sport in 2012 and brought the fight to Citroën.

The VW cars for 2017 are more powerful, heavily aero-dependent and more brash than their current counterparts and it is a loss for the WRC that this project will not hit Tarmac, gravel and snow-covered rallies in years to come. However, rally fans won't be disappointed for long, as the Wolfsburg giant has opted to develop an R5-version of the Polo R for customer teams ahead of 2018, as well as other projects benefiting from the cuts.

VW also took a title in the TCR International Series, as the Golf GTi TCR entered its

first full season of global competition, with Switzerland's Stefano Comini using the car to win his second drivers' title with WRT-supported outfit Leopard Racing. WRT is well known in sportscar circles, having major success, and has transferred that into tin-tops.

Along with this new focus on rallying, the development of the 2017 TCR car will have assistance from VW, while the Red Bull Global Rallycross efforts of Andretti Autosport's Scott Speed and Tanner Foust are set to benefit as a customer team too.

CHANGES AT THE TOP

Along with the drastic and necessary alterations within the respective motorsport programmes of both brands, two major changes have also occurred within both management divisions. After a





tenure spanning 23 years as the Head of Audi Motorsport, Dr Wolfgang Ullrich will be handing the reins over to the current Head of DTM, Dieter Gass. Dr Ullrich has been one of the mainstays in endurance racing, with his unquestionable leadership bringing great racing to the masses, as well as being the man responsible for many new projects including the Audi Sport Customer Racing department, headed up by Chris Reinke.

Jost Capito also moved on from his role as VW Motorsport Director in the middle part of 2016, having steered the brand to four successive WRC drivers' and manufacturer titles. After a spell spanning 20 years in rallying, including time with Subaru and M-Sport, who were the Ford works entry in the sport until this year. On 1st September, Capito took up a post at

McLaren as its CEO, having taken the decision to further challenge himself in his career.

Sven Smeets is the man to take Capito's place in VW's realigned motorsport strategy. He has been a mainstay in rallying for more than 25 years. The Belgian was in the top tier in his time, partnering with countrymen Freddy Loix and Francois Duval as their respective co-driver and working with such brands as Toyota, Mitsubishi, Hyundai and Citroën, where he also was promoted to team manager with the latter.

SO IS THE FUTURE STILL SECURE?

In many respects, yes. The VW Group is not the only major automotive company that has had to endure a tough time in the courtrooms. Take former rivals in the WEC - Toyota. The Japanese manufacturer

came under serious fire in the USA after the 2009 Prius scandal, which prompted a \$1.4 billion pay-out.

Nevertheless, Toyota has since started to recover, but any comeback for such a big firm as the VW Group will take time. Wounds will heal, but the damage has forced a change for the better, despite some hard decisions having to be made. These brands still go racing on a global scale, and in their own respective home markets.

But one aspect that we cannot forget about is the team members - from the technical geniuses to the wizards behind the wheel. There will be a place for many of them, but whether it's with a new outfit, a new manufacturer, or being repositioned in the brand's future plans, is anyone's guess.



MARVELLOUS MORGAN



MSD: You started racing in Cadets aged eight, competing in the TKM Junior Max, but what did you learn most during those years and do you race against any or those drivers now?

AM: Karting is all about racecraft, where to defend and when to attack. I don't race against anybody now, but have raced with Martin Plowman, Brady Ellis and Oliver Turvey.

MSD: Going from karts to cars is a normal move for most racers, but you had a gap, competing in the Historic Rally Championship. How did this come about and is it something you'd go back too?

AM: My dad, Russell, raced for many years and the gap came about because I was playing rugby and studying for my A' levels. I really enjoyed the rallying.

MSD: The Ginetta G50s and 55s seem to be a good way into the BTCC, with the likes of

BTCC racer Adam Morgan has created an impressive portfolio that started in kart racing at the age of just eight. Now, after a successful stint with a works team on the Formula 1 tracks in Asia, in which he regularly out-qualified his team-mates, Morgan is gearing up to have a "really good go" in the Championship in 2017, powering his WIX Racing Mercedes-Benz A-Class to the front of the field.

Tom Ingram and perhaps Jamie Orton in the future. But what did you enjoy most about racing in the Ginetta? I understand it's a lot more physical compared to a BTCC car. Is that right?

AM: The car is much more aerodynamic and you lose front-end grip when following cars. It's not any more physical compared to Touring Cars, but is still very close racing.

MSD: Winning the GT Super Cup saw you get a fully funded drive in 2012. How was your first season knowing you didn't have to pick up the bill, considering the first race incidents?

AM: It was a tough year with a very steep learning curve. The Championship was new to both myself and the team I was driving for, but we both learned an immense amount.





MSD: You've been with WIX Racing in the Mercedes-Benz A-Class for the last three years, what does next year hold for you?

AM: Pretty much the same as this season. We have developed the car more and feel that we have created the right platform to have a really good go at the Championship.

MSD: The A-Class seems to be a good choice, but how have you found the car this year?

AM: The car has been outstanding, but we did suffer from a major set-up problem after receiving some misleading information with the new RML parts at Oulton. Unfortunately, this wasn't resolved until after Croft, so was a real dent in my Championship aspirations.

MSD: Will we see a team mate in 2017?

AM: We are working non-stop to try and make this happen, but it's out of our control with the BTCC licence situation. We have a car available, but need a licence, then a driver!

MSD: Before the end of the season you went to Asia. How was the racing? You managed to find a lot of time in the practice to beat your team-mates, so how would you sum up the weekend.

AM: A fantastic experience – my first time working with a full factory team on circuits I haven't seen before, including the Shanghai and South Korean Formula 1 tracks. The team appears very happy with my efforts and out-qualifying my team-mates at each event was brilliant.

MSD: We must talk about your family team, particularly Norman Burgess. You seem to have a very good relationship. How does he help you overall by being your manager?

AM: We are a family team and everybody who works on my car has been with the team since I started racing. Norman and I absolutely love everything about motorsport. We spent seven weeks together this year without a single day apart.... it was a nightmare for me!! We just seem to get along. We both

have the same goals and ambition and whenever we can we have a laugh. It's a very work hard play hard relationship.

MSD: I've seen some of your golf shots and you look like a competent player. What's your handicap and do you find golf a good way to get away from racing?

AM: I play off about 12, 16 when I'm playing Norm! We used to play golf every Friday and it always set me up for the weekend, but now we are running the Clio team so it's all hands to the pump. These days, we grab the odd round after work in the summer or at charity events.

MSD: "The Fonz Pose" – is that something you've always done?

AM: No, I don't know how that started. Norman always insists on taking a photo of me when we go anywhere for PR and rather than just a boring old picture we thought we would spice it up a bit. I feel a bit stupid posing for photos all the time and the Fonz pose makes us laugh.



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DPR Motorsport LLP

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DPR Motorsport is an independent specialist service centre



*Talented British
WRT Audi racer
Stuart Leonard
explains why GT3
is the perfect place
to raise his game.*

BRITISH ENDURANCE



MSD: Why endurance racing?

SL: To be honest, I think GT3 and ADAC are the highest levels of racing in the GT world. If you look at the drivers, it's unbelievably competitive. For me it's the best place to be from a learning perspective; proving yourself against the very best. In fact, the question should be why GT3 and my answer is that it's the most competitive place you can be in GTs.

MSD: What's the most important thing to you at this moment?

SL: I am focusing on a very good programme with a very strong team - WRT Audi has six cars in the sprint and five in endurance. I had five races alone in April and eight race weekends in a row. I love it to bits though and it's a sort of a



dream come true. Without trying to sound arrogant, I have managed to do quite well and keep up with the others and I only started driving competitively when I was 20.

MSD: Where do you see yourself going in the next 10 years in motorsport?

SL: I am taking it year-on-year, but my focus now is to win the Blancpain Championship. As always in motorsport, it's budget related.

MSD: How did you get into motorsport?

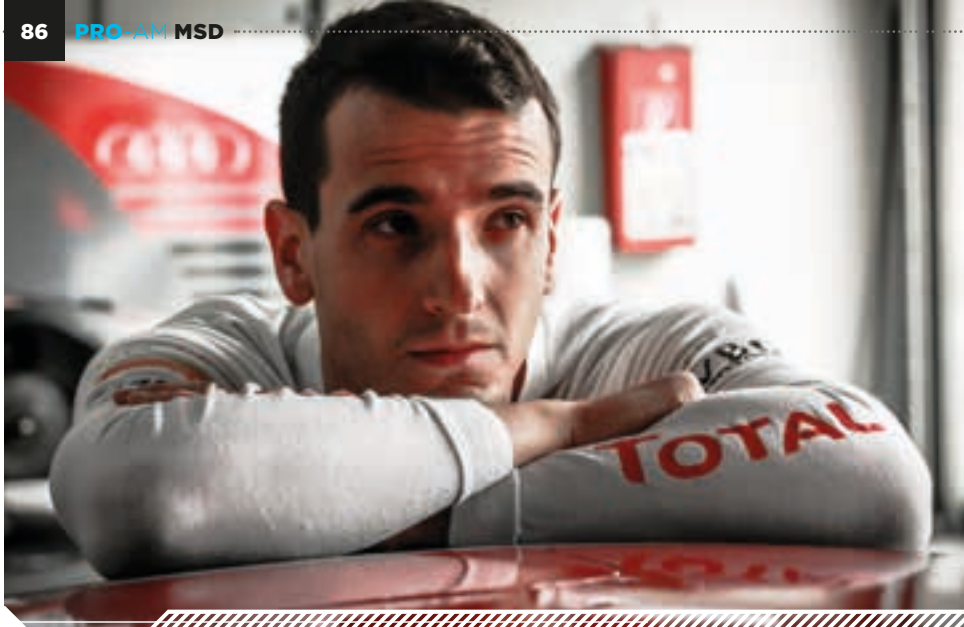
SL: I never had the chance when I was younger, but when I was 20 my family helped me

out when I decided to race Caterhams. I wasn't sure where it would go, but I did quite well quite quickly and in my first race I had the second fastest lap. In my second year, I was leading the R300s' Championship until the last round when I had a mechanical failure and had to settle for equal second on points. In that same year, I raced a Ginetta in the GT4 at the Nordschleife. This was my first GT experience and was the most frightening experience ever. I then moved into GT3 and then jumped to Aston Martin, although we had problems in 2014. This was my least successful year, but when the car performance was there, driver performance was there too. We made some big changes for 2015, but had a bit of bad luck, although I did win at Silverstone in the Blancpain series. By the end of that year I'd had enough though - we should have won the Championship, but we didn't - so I moved to WRT. My first race for WRT was the 12-hour at Sepang at the end of 2015 and we won outright. That was a tough race. It was so hot it felt like my feet were on fire. It was 52°C in the car, even in the wet!

“

Without trying to sound arrogant, I have managed to do quite well and keep up with the others and I only started driving competitively when I was 20.

”



This year started with the Dubai 24 and we won it with a five-lap lead, although it was more traffic management than outright pace for us. It was the first win for Audi in Dubai so a great achievement. But this season's Blancpain has been a bit of an odd one. We had technical difficulty at Monza and have had crashes and punctures. The Audi went well in the Nürburgring 24 Hour and we were constantly ahead of both works cars and the first Audi in the field from a nine-car line-up.

MSD: What drives you to win?

SL: I just focus on preparing myself on who I need to beat. One thing I have learned this year is the different driving styles. So, I have been focusing on finding a technique and matching the full Audi factory drivers. So, I do a lot of boxing and neck and core training about five or six times a week. I'm always looking at data and finding new ways to improve. I'm still progressing, but am

only in my fifth year of motorsport. Yes, I am still on the back foot, but understand how to move forward.

MSD: A favourite race you've competed in?

SL: Probably the Nürburgring 24. It is really special: the number of people, the fans, the run up to the event and the circuit. It's old school and tough on the drivers and the cars - you need outright pace and be able to manage the traffic. You have jumps, bumps, everything thrown at you. You could be flat out on a corner and the next one could be snowing. There is no other circuit like it. At night, it's amazing. On my stint, I came out on slicks as it was drying and it was foggy and I couldn't see 2m in front of me. Going more than 270kmh after Flugplatz you can see the mist kick in as you get air and have cars coming from everywhere - it's a very enjoyable experience.



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JUNIOR ABILITY UNDER THE SPOTLIGHT IN NEW RENAULT CHAMPIONSHIP

Next season sees the start of a new championship for Junior drivers in the UK – the Renault UK Clio Cup Junior Championship. With 12 rounds at six fixtures, this should encourage some new talent.



Renault UK is to launch an exciting new Junior racing championship in the UK in 2017 – aimed at drivers aged 14 to 17 – using the current UK Clio Cup racecar. The Renault UK Clio Cup Junior Championship has already obtained outline approval by UK motorsport's governing body and the Championship will run over 12 rounds at six two-day events (fixtures to be confirmed). Each one will include a warm-up session, timed qualifying and two races. Teams and drivers will use identical racing versions of the Clio Renault Sport 220 Trophy

– as used in the high-profile Renault UK Clio Cup that races alongside the Dunlop British Touring Car Championship. However, to comply with Junior racing regulations, the cars will be limited to a maximum speed of 100mph.

Cars will also use the same steering-wheel mounted “paddle” gearshift as in the UK Clio Cup, but a simple modification to the engine control unit will reduce them to five speeds (blocking the sixth gear). In addition, the Juniors will run on high-performance road tyres – Michelin’s Pilot Sport 3 – and will be limited to four per car per event.

A special finance option to help participants spread the cost of purchasing cars is also available via the Moorgate Motorsport Finance group. Significantly, those investing in cars will be able to use them in both the Senior and Junior UK Clio Cups thanks to the simple modifications required to adapt them for each category.

Renault Sport UK’s Motorsport Championship Manager Will Fewkes says of this new addition to the Junior fixture list: “It is important to stress that UK Clio Cup Junior is very much being positioned at club level and we envisage a season’s running costs to come in as low as £30,000. We also hope that a Junior entry-level championship, with backing from Renault UK and Renault Sport Racing and all the associated expertise and professionalism, will appeal to smaller racing outfits and to more female drivers.



“Tight technical regulations and strict enforcement will certainly mean that each entrant will be competing in the same machinery, making it the perfect arena in which to showcase driver ability. This marks a real shift in Junior racing marketplace and Renault has worked hard to ensure that the racing calendar we have in mind will work around school term-time for youngsters. The fact that teams will be able to use cars in both the Junior and Senior UK Clio Cups is attractive when weighing up an investment – particularly with the excellent finance packages that we’ve put in place with Moorgate.

“I would like to thank both the MSA and the British Automobile Racing Club for their invaluable guidance and support for Renault UK Clio Cup Junior. As ever in motorsport, nothing remains secret for long so we felt it better to announce these details now given the high numbers of enquiries we have already received at the recent Snetterton BTCC event and since.”

Jeremy Townsend, Communications Director for Renault UK, added: “This marks the first time Renault has entered the Junior racing marketplace, but we believe we have the perfect product for this and, with the same management behind the UK Clio Cup, the right people to make it happen. Extensive testing of the UK Clio Cup car shows that it can easily complete a full season of both the UK Clio Cup and UK Clio Cup Junior without the need for engine rebuilds – the product really is that good in terms of engineering and reliability which is something Renault has prided itself on since entering UK motorsport in the mid-1970s.

“We wish to see many of our Junior drivers graduate to the Senior Clio Cup alongside the BTCC and go on to achieve success not just touring cars, but also in sportscar and GT competition – something that our racing categories have successfully achieved for many years.”

All interested parties should email will.fewkes-extern@renault.co.uk.

CHAMPIONS OF THE SEASON



Motorsport Days has compiled a comprehensive list of winners of the 2016 season. From Ginetta to Formula E, from WEC to Clio Cup, we celebrate every category and hope that they will be back to do it all over again in 2017.

Despite our best endeavours we know a few championship organisers have not got their results into us yet. So if your championship is not listed here, please get in touch with us by emailing contact@motorsportdays.com

BARC

BRITCAR

Contact: Claire Hedley
Tel: 01420 257194
Email: claire@britcar-endurance.com

DUNLOP ENDURANCE CHAMPIONSHIP

Position	Race No.	Driver Name	Total Points
1	19	Phil Hanson/Nigel Moore	170
2	43	Jacob Mathiasen / Steve Fresle	170
3	54	Chris Murphy / Jonny Cocker / Jody Fannin	145
4	76	Alyn James / Dan Wheeler / Martin Byford	116
5	1	David Mason / Calum Lockie	107
6	57	Frank Bradley / Tom Howard / Mike Moss	93
7	3	Manuel Cintrano / Javier Morcillo	91
8	9	Mike Wilds / Anthony Wilds	85
9	46	Ian Lawson / Kevin Clarke / Ryan Lyndsay	82
10	58	Fabio Randaccio / Nick Randall / Ben Salmon	74

DUNLOP GT CHAMPIONSHIP

Position	Race No.	Driver Name	Total Points
1	54	Chris Murphy / Jonny Cocker	258
2	69	Marcus Fothergill / Dave Benett	174
3	1	David Mason / Calum Lockie	89
4	12	Rick Nevinson / Brad Nevinson	61
5	8	Jonny MacGregor	59
6	7	Neil Garnham / Rob Young / Matt Le Bretton	57
7	88	Ruben Anakhasyan	52
8	43	Steve Fresle	52
9	11	Peter Challis	40
10	4	Manuel Cintrano / Javier Morcillo	38

DUNLOP PRODUCTION CHAMPIONSHIP

Position	Race No.	Driver Name	Total Points
1	57	Mike Moss / Tom Howard / Kevin Clarke	222
2	13	Del Shelton	202
3	77	Martin Parsons / Rob Hedley	117
4	0	Andy Robinson	102
5	28	Rob Hudson / Adriano Medeiros	82
6	23	Lance Gauld / Alisdair Gauld	74
7	139	Steve Burke / Mark Gilham	53
8	38	Sam Allpass / Lee Atkins	51
9	76	Alyn James	44
10	56	Simon Green / Trevor Keats	31

TOCA

Contact: Simon Melliush
Tel: 01372 414120
Email: simon.melliush@mpacreative.com

DUNLOP MSA BRITISH TOURING CAR

Position	Race Number	Driver Name	Total Points
1	52	Gordon Shedden	308
2	600	Sam Tordoff	306
3	7	Mat Jackson	292
4	4	Colin Turkington	289
5	100	Rob Collard	278
6	25	Matt Neal	275
7	99	Jason Plato	256
8	77	Andrew Jordan	255
9	35	Adam Morgan	241
10	80	Tom Ingram	202
11	31	Jack Goff	193
12	66	Josh Cook	175
13	116	Ashley Sutton	162
14	66	Aiden Moffat	138
15	40	Aron Smith	132
16	11	Rob Austin	129
17	24	Jake Hill	83
18	55	Jeff Smith	55
19	54	Hunter Abbott	38
20	23	Daniel Lloyd	36
21	30	Martin Depper	28
22	71	Dave Newsam	28
23	17	Daniel Welch	23
24	12	Michael Epps	23
25	20	James Cole	15

26	.....48	.....Ollie Jackson	.....14
27	.....39	.....Warren Scott	.....7
28	.....14	.....Alex Martin	.....3
29	.....303	.....Matt Simpson	.....1
30	.....22	.....Chris Smiley	.....0
31	.....84	.....Kelvin Fletcher	.....0
32	.....88	.....Michael Caine	.....0
3395Stewart Lines0
3438Mark Howard-3

GINETTA

Contact: Ashley Gallagher
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Email: ashley.gallagher@ginetta.com

GINETTA GT4 SUPERCUP - PRO CLASS

Position	Driver Name	Total Points
1	.....T Wrigley	.....604
2	.....W Burns	.....601
3	.....C Boardley	.....477
4	.....J Orton	.....438
5	.....M Davies	.....392
6	.....C Pointon	.....373
7	.....T Hibbert	.....371
8	.....B Green	.....282
9	.....R Gaffney	.....260
10	.....R Somerfield	.....257
11	.....R Wheldon	.....104
12	.....J Mitchell	.....102
13	.....D Jones	.....40
14	.....O Chadwick	.....25
15	.....J Bartholomew	.....24
16	.....J Stanley	.....18

GINETTA CHALLENGE

Position	Driver Name	Total Points
1	.....O Chadwick	.....634
2	.....M Chapman	.....456
3	.....R Hadfield	.....453
4	.....J Hadfield	.....365
5	.....M Palmer	.....300
6	.....M Flowers	.....283
7	.....I Robinson	.....276
8	.....J Minshaw	.....234
9	.....S Wells	.....197
10	.....J Constable	.....192
11	.....N Zapolski	.....166
12	.....G Broster	.....138
13	.....M Davenport	.....131
14	.....A Toth-Jones	.....127
15	.....D Collinson	.....115
16	.....A Richardson	.....96
17	.....A Taylor	.....92
18	.....M Elshimy	.....85
19	.....J Greenwood	.....81
20	.....R Keogh	.....60
21	.....J Ledesma	.....58
22	.....B Fletcher	.....57
23	.....A Marshall	.....41
24	.....T Hibbert	.....30
25	.....R Evans	.....19
26	.....O Wilkinson	.....19
27	.....S Fleming	.....8
28	.....B Weir	.....1
29	.....S Perez	.....0

GINETTA JUNIOR

Position	Driver name
1	.....W Tregurtha
2	.....S Middleton
3	.....L Brown
4	.....D Wooder
5	.....D Harper
6	.....G Nicosia

7	.....S Priaulx	.....7
8	.....H King	.....7
9	.....C Fagg	.....3
10	.....S Perez	.....1
11	.....T Wood	.....0
12	.....C Grady	.....0
13	.....K Hornby	.....0
14	.....C Roberts	.....0
15	.....T Gamble	.....0
16	.....J Collard	.....0
17	.....M Bird	.....0
18	.....E Fattipaldi	.....0
19	.....O Caldwell	.....0
20	.....A Ayres	.....0
21	.....G Johnson	.....0
22	.....C Digby	.....0
23	.....H Dyson	.....0
24	.....D Skilba	.....0
25	.....J Dineen	.....0
26	.....Z Fulk	.....0
27	.....C O'Brien	.....0
28	.....A Day	.....0

GINETTA GT4 SUPERCUP AM CLASS

Position	Driver Name	Total Points
1	.....C White	.....596
2	.....C Ingram	.....486
3	.....G Tilley	.....447
4	.....F Robertson	.....409
5	.....D Brooks	.....339
6	.....M Newbold	.....232
7	.....J Guess	.....170
8	.....C Car	.....154
9	.....G Lancashire	.....88
10	.....J Wall	.....34

GINETTA WINTER SERIES

Position	Driver Name	Total Points
1	.....S Priaulx	.....132
2	.....D Wooder	.....122
3	.....D Harper	.....102
4	.....C Fagg	.....86
5	.....T Gamble	.....78
6	.....H King	.....58
7	.....H Dyson	.....54
8	.....M Quinn	.....52
9	.....C Grady	.....50
10	.....J Collard	.....49
11	.....K Samra	.....37
12	.....C Digby	.....35
13	.....J Dineen	.....34
14	.....G Johnson	.....32
15	.....R Del Sarte	.....25
16	.....K Milner	.....23
17	.....F Green	.....17
18	.....D Wooder	.....0
19	.....C Grady	.....0
20	.....J Collard	.....0

RENAULT UK CLIO CUP

Contact: Will Fewkes
Tel: 07894 317477
Email: will.fewkes-extern@renault.co.uk

Position	Driver Name	Total Points
1	.....Ant Whorton-Eales	.....430
2	.....Mike Bushell	.....422
3	.....Max Coates	.....361
4	.....Paul Rivett	.....360
5	.....Les Patison	.....293
6	.....Josh Price	.....286
7	.....Paul Streater	.....253
8	.....Senna Proctor	.....249
9	.....Charles Ladell	.....233
10	.....David Dickenson	.....191
11	.....Luke Kisdley	.....147
12	.....Rory Collingbourne	.....144
13	.....George Jackson	.....125
14	.....Daniel Rowbottom	.....118
15	.....Anton Spires	.....114
16	.....Ollie Pidgley	.....112
17	.....Chris Smiley	.....92
18	.....Dan Zelos	.....79
19	.....James Colburn	.....66
20	.....Jake Giddings	.....45



21	Rory Green	42
22	Shayne Deegan	41
23	Paul Plant	40
24	Sam Watkins	30
25	Graham Field	34
26	Paul Donkin	16
27	Tom Butler	16
28	Craig Milner	14
29	Darren Johnson	9
30	James Grint	6
31	Ben Davis	6
32	Peter Felix	3

RENAULT UK CLIO CUP

Contact: Will Fewkes
Tel: 07894 317477
Email: will.fewkes-extern@renault.co.uk

Position	Driver Name	Total Points
1	Ant Whorton-Eales	430
2	Mike Bushell	422
3	Max Coates	361
4	Paul Rivett	360
5	Lee Pattison	293
6	Josh Price	286
7	Paul Streater	253
8	Senna Proctor	249
9	Charles Ladell	233
10	David Dickenson	191
11	Luke Kidsley	147
12	Rory Collingbourne	144
13	George Jackson	125
14	Daniel Rowbottom	118
15	Anton Spires	114
16	Ollie Pidgley	112
17	Chris Smiley	92
18	Dan Zelos	79
19	James Colburn	66
20	Jake Giddings	45

FIA



FIA F3 EUROPEAN CHAMPIONSHIP

Contact: Britta Mc Kenna
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Email: bmckenna@fiaf3europe.com

Position	Driver Name	Total Points
1	Stroll	507
2	Günther	322
3	Russell	274
4	Cassidy	254
5	Eriksson	252
6	Ilott	226
7	Aron	176
8	Hubert	160
9	Barnicoat	134
10	Karl	129
11	Câmara	117
12	Jensen	107
13	Zhou	101
14	Lorandi	96
15	Beckmann	67
16	Hughes	27
17	Tveter	26
18	Newey	22
19	Piquet	19
20	Mazepin	10
21	Maini	3
22	Hyman	1

RACINGLINE LIMITED

Contact: Alex Battipaglia
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Email: a.battipaglia@racingline.com

F4 BRITISH CHAMPIONSHIP CERTIFIED BY FIA - POWERED BY FORD

Position	Race No.	Driver name	Team	Total Points
1	31	Max Fewtrell	Carlin	358
2	3	Sennan Fielding	JHR	351
3	26	Luis Leeds	Arden	300
4	15	James Pull	Carlin	291
5	1	Devlin DeFrancesco	Carlin	265
6	10	Petru Florescu	Carlin	260
7	7	Alex Quinn	Fortec	248
8	93	Zane Goddard	Double R	239
9	21	Rafael Martins	Arden	209
10	38	Jamie Caroline	Fortec	181
11	12	Ayrton Simmons	Arden	82
12	23	Billy Moser	JHR	78
13	63	Nicolai Kjaergaard	Fortec	39
14	88	Jack Martin	Arden	25
15	33	Ross Martin	Fortec	21
16	44	Patrick Matthiesen	JTR	15
Equal 17	8	Carrie Schreiner	Double R	14
Equal 17	96	Jack Butel	JHR	14
19	5	Frank Bird	Fortec	3
20	35	Harry Hayek	Jamun	2
21	2	Andrew Richardson	Richardson Racing	0
22	25	Alexandra Marinescu	Richardson Racing	0

FIA FORMULA E

Contact: Sam Mallinson
Tel: +44 (0) 7745 199 490
Email: sam@fiaformulae.com

Position	Race Number	Driver Name	Total Points
1	9	Sebastian Buemi	155
2	11	Lucas Di Grassi	153
3	8	Nico Prost	115
4	2	Sam Bird	88
5	7	Jerome D' Ambrosio	83
6	4	Stephane Sarazin	70
7	66	Daniel Abt	68
8	6	Loic Duval	60
9	25	Jean - Eric Vergne	56
10	23	Nick Heidfeld	53
11	21	Bruno Senna	52
12	27	Robin Frijns	45
13	55	Antonio Felix Da Costa	28
14	88	Oliver Turvey	11
15	1	Nelson Piquet JR	8
16	12	Mike Conway	7
17	77	Nathanael Berthon	4
18	28	Simona de Silvestro	4
19	77	Ma Qing Hua	0
20	12	Jacques Villeneuve	0
21	23	Oliver Rowland	0
22	77	Salvador Duran	0
23	55	René Rast	0

FIA WORLD ENDURANCE CUP

Email: info@fiawec.com

2016 WORLD ENDURANCE CUP FOR GT DRIVERS

Position	Driver Name	Total Points
1	Marco Sørensen	156
1	Nicki Thiim	156
2	Davide Rigon	134
2	Sam Bird	134
3	Gianmaria Bruni	128
3	James Calado	128
4	Oliver Pla	118
4	Stefan Mücke	118
5	Andy Priaulx	117.5
5	Harry Tinknell	117.5
6	Darren Turner	115



7	Richie Stanaway	88
8	Michael Christensen	74
8	Richard Lietz	74
9	Billy Johnson	60
10	Jonathan Adam	56
11	Emmanuel Collard	55.5
11	Francois Perrodo	55.5
11	Rui Aguas	55.5
12	Fernando Rees	55
13	Marino Franchitti	54.5
14	Mathias Lauda	38
14	Paul Dalla Lana	38
14	Pedro Lamy	38
15	David Heinemeier Hansson	34.5
15	Khaled Al Oubaisi	34.5
16	Patrick Long	33.5
17	Pierre Ragues	19.5
18	Adam Carroll	18
18	Ben Barker	18
18	Michael Wainwright	18
19	Christian Ried	17
19	Joël Camathias	17
19	Wolf Henzler	17
20	Yutaka Yamagishi	16.5
21	Philipp Eng	16
22	Paolo Ruberti	12
23	Andrew Howard	8
23	Garv Hirsch	8
23	Liam Griffin	8
24	Jean-Philippe Belloc	5
25	Ricky Taylor	3.5
26	Lars Viljoen	2
27	Alessandro Pier Guidi	1
28	Aaron Scott	1
28	Duncan Cameron	1
28	Matt Griffin	1
29	Romain Brandela	1
30	Klaus Bachler	0.5
31	Kevin Estre	0.5
32	Andrea Bertolini	0



FIA WORLD ENDURANCE DRIVERS' CHAMPIONSHIP

Position	Driver Name	Total Points
1	Marc Lieb	160
1	Neel Jani	160
1	Romain Dumas	160
2	Loic Duval	147.5
2	Lucas Di Grassi	147.5
2	Oliver Jarvis	147.5
3	Kamui Kobayashi	145
3	Mike Conway	145
3	Stéphane Sarrazin	145
3	Brendon Hartley	134.5
4	Mark Webber	134.5
4	Timo Bernhard	134.5
5	André Lotterer	104
5	Marcel Fässler	104
6	Benoit Tréluyer	70
7	Alexandre Imperatori	66.5
7	Dominik Kraihamer	66.5
7	Mathéo Tuscher	66.5
8	Anthony Davidson	60
8	Kazuki Nakajima	60
8	Sébastien Buemi	60
9	Gustavo Menezes	47
9	Nicolas Lapierre	47
9	Stéphane Richelmi	47
10	Roman Rusinov	36
11	Bruno Senna	30
11	Filipe Albuquerque	30
11	Ricardo Gonzalez	30
12	Will Stevens	26.5
13	René Rast	26
14	Nick Heidfeld	25.5
14	Nicolas Prost	25.5
15	Nelson Piuget Jr	25
15	Christopher Cumming	20
16	Luis Felipe Derani	20
16	Rvan Dalziel	20
17	Oliver Webb	19.5
17	Simon Trummer	19.5
18	Kirill Ladygin	15.5
18	Victor Shaitar	15.5
18	Vitaly Petrov	15.5
19	Alex Brundle	13.5
20	Jonny Kane	13
21	Nick Leventis	12.5
22	Pierre Kaffer	10.5
23	Dannv Wattis	10
24	James Rossiter	8.5
25	Maurizio Mediani	7.5
25	Nicolas Minassian	7.5
26	Nathanaël Berthon	6.5
27	Mikhail Aleshin	5.5
28	Matthew Rao	4.5
28	Richard Bradley	4.5
29	Roberto Merhi	4
30	David Cheng	4
30	Ho-Pin Tung	4
31	Sean Gelael	3.5
32	Ed Brown	3.5
32	Johannes Van Overbeek	3.5
32	Scott Sharp	3.5
33	Lewis Williamson	3
34	Antonio Giovinazzi	3
35	Nelson Panciatici	2.5
36	Tom Blomqvist	2
37	Giedo Van Der Garde	2
38	Tor Graves	1.5
39	Alex Lynn	1.5
39	Paul Loup Chatin	1.5
40	Jake Dennis	0.5

FIA ENDURANCE TROPHY FOR LMGTE AM DRIVERS

Position	Driver Name	Total Points
1	Emmanuel Collard	188
1	Francois Perrodo	188
1	Rui Aguas	188
2	David Heinemeier Hansson	151
2	Khaled Al Oubaisi	151
3	Mathias Lauda	149
3	Paul Dalla Lana	149
3	Pedro Lamy	149
4	Patrick Long	130
5	Christian Ried	121
5	Joël Camathias	121
5	Wolf Henzler	121
6	Pierre Ragues	106
7	Adam Carroll	106
7	Ben Barker	106
7	Michael Wainwright	106
8	Yutaka Yamagishi	73
9	Paolo Ruberti	45
10	Ricky Taylor	43
11	Andrew Howard	24
11	Garv Hirsch	24
11	Liam Griffin	24
12	Jean-Philippe Belloc	20
13	Romain Brandela	20
14	Lars Viljoen	15
14	Aaron Scott	12
15	Duncan Cameron	12
15	Matt Griffin	12
16	Klaus Bachler	11
17	Kevin Estre	10

FIA ENDURANCE TROPHY FOR LMGTE PRO TEAMS

Position	Driver Name	Total Points
1	Aston Martin Racing	156
2	Ford Chip Ganassi Team UK	141
3	AF Corse	134
4	Ford Chip Ganassi Team UK	129
5	AF Corse	128
6	Aston Martin Racing	109
7	Dempsey - Proton Racing	88



FIA LMP1 PRIVATE TEAMS
DRIVERS' TROPHY

Position	Driver Name	Total Points
1	Alexandre Imperatori	193
1	Dominik Kraihamer	193
1	Mathéo Tuscher	193
2	Oliver Webb	109
2	Simon Trummer	109
3	Nick Heidfeld	104
3	Nicolas Prost	104
4	Nelson Piquet Jr	86
5	Pierre Kaffer	61
6	James Rossiter	30
7	Mathias Beche	18

FIA ENDURANCE TROPHY
FOR PRIVATE LMP1 TEAMS

Position	Driver Name	Total Points
1	Rebellion Racing	193
2	Bykolles Racing Team	109
3	Rebellion Racing	104

FIA ENDURANCE TROPHY
FOR LMP2 DRIVERS

Position	Driver Name	Total Points
1	Gustavo Menezes	199
1	Nicolas Lapierre	199
1	Stéphane Richelmi	199
2	Bruno Senna	166
2	Filipe Albuquerque	166
2	Ricardo Gonzalez	166
3	Roman Rusinov	162
4	Christopher Cumming	116
4	Luis Felipe Derani	116
4	Ryan Dalziel	116
5	René Rast	111
7	Alex Brundle	98
7	Will Stevens	92
8	Jonny Kane	66
9	Kirill Ladygin	63
9	Victor Shaitar	63
9	Vitaly Petrov	63
10	Maurizio Mediani	59
10	Nicolas Manassian	59
11	Nick Leventis	58
12	Sean Gelael	40
13	David Cheng	40
13	Ho-Pin Tung	40
14	Roberto Merhi	35
15	Danny Watts	34
16	Mikhail Aleshin	34
17	Matthew Rao	33
17	Richard Bradley	33
18	Lewis Williamson	32
19	Ed Brown	32
19	Johannes Van Overbeek	32
19	Scott Sharp	32
20	Antonio Giovinazzi	30
21	Giedo Van Der Garde	30
22	Nathanaël Berton	27
23	Nelson Panciatichi	26
24	Tom Blomqvist	18
25	Tor Graves	14
26	Paul Loup Chatin	14
27	Antonio Pizzonia	10
27	Matthew Howson	10
27	Tom Dillmann	10
28	Jake Dennis	8
28	Simon Dolan	8
29	Julien Canal	6
29	Roberto Gonzalez	6
30	Alex Lynn	4.5
31	James Jakes	4
32	Shinji Nakano	0.5
33	Alfonso Diaz Guerra	0
33	Devil Markozov	0
33	Mathias Beche	0

FIA ENDURANCE TROPHY
FOR LMP2 TEAMS

Position	Race Number	Driver Name	Total Points
1	36	Signatech Alpine	199
2	43	RGR Sport by Morand	169
3	26	G-Drive Racing	164
4	31	Extreme Speed Motorsports	116
5	30	Extreme Speed Motorsports	78
6	37	SMP Racing	71
7	42	Strakka Racing	66
8	27	SMP Racing	62
9	35	Baxi DC Racing Alpine	42
10	44	Manor	29

FIA WORLD TOURING CAR
CHAMPIONSHIP

Position	Race Number	Driver Name	Total Points
1	36	Signatech Alpine	199
2	43	RGR Sport by Morand	169
3	26	G-Drive Racing	164
4	31	Extreme Speed Motorsports	116
5	30	Extreme Speed Motorsports	78
6	37	SMP Racing	71
7	42	Strakka Racing	66
8	27	SMP Racing	62
9	35	Baxi DC Racing Alpine	42
10	44	Manor	29

MOTORSPORT
VISION RACING



LOTUS ON TRACK RACING
DRIVERS CLUB

Contact: Paul Golding
Email: paul@lotrdc.com

LOTUS CUP EUROPE OVERALL

Position	Race Number	Driver Name	Total Points
1	Production	Tamas VIZIN	476
2	V6	Xavier GERGES	436
3	Open	Chris LAROCHE	402
4	2 Eleven	Christophe LISANDRE	394
5	V6	Jonathan PACKER	392
6	2 Eleven	Philippe LOUP	377
7	V6	Steve WILLIAMS	376
8	2 Eleven	Jean-Baptiste LOUP	350
9	Production	Sven PETTERSSON	346
10	V6	Tommy ELIASSON	344
11	Open	Frack LAROCHE	343
12	Production	Thierry HEDON	341
13	Open	Sharon SCOLARI	340
14	V6	Robin NILSSON	329
15	Production	Jason MCINULTY	324
16	2 Eleven	Jean-Pierre GENOUD-PRACHEX	311
16	V6	Andrew WRIGHT	311
18	Production	Cai CEDERHOLM	309
19	Production	Mark YATES	302
20	Production	Kees VERSLUYS	298
21	V6	Thierry VERHIEST	286
22	2 Eleven	Benoit ROGER	283
23	2 Eleven	Neil STOTHER	280
24	Open	Harry WOODHEAD	278
25	V6	Janos SANTA	266



26	.....2 Eleven	Nathalie GENOUD-PRACHEX	265
27	.....V6	David MCINULTY	260
28	.....2 Eleven	Anthony FOURNIER	256
29	.....Open	Yves COOREMAN	255
30	.....Open	Dave CARR	248
31	.....V6	Nikolaj IPSEN	240
32	.....Production	Paul PATTISON	235
33	.....Open	Eric VAN'T OEVER	224
33	.....Production	James KNIGHT	224
35	.....Open	Matt BARTLETT	153
36	.....Production	Markus NIKOWITSCH	152
37	.....Production	Robert WOOLRIDGE	150
38	.....V6	Tibor VALINT	140
39	.....Production	Denis VANDENSVEL	128
40	.....Production	Daniel PALMA	125

FOR FULL RESULTS LIST VISIT MOTORSPORTDAYS.COM

LOTUS CUP EUROPE - SUPERSPORT

Position	Driver Name	Total Points
1	Xavier GEORGES	436
2	Jonathan PACKER	392
3	Steve WILLIAMS	376
4	Tommie ELIASSON	344
5	Robin NILSSON	329
6	Andrew WRIGHT	311
7	Thierry VERHIEST	286
8	Janos SANTA	266
9	David MCINULTY	260
10	Nikolaj IPSEN	240
11	Tibor VALINT	140
12	Bence BALOGH	45
13	Gyorgy BALOGH	58

LOTUS CUP EUROPE - 2 ELEVEN

Position	Driver Name	Total Points
1	Christophe LISANDRE	394
2	Philippe LOUP	377
3	Jean-Baptiste LOUP	350
4	Jean-Pierre GENOUD-PRACHEX	311
5	Benoit ROGER	283
6	Neil STOTHERT	280
7	Nathalie GENOUD-PRACHEX	265
8	Anthony FOURNIER	256
9	Stephane VERMEERSCH	120

LOTUS CUP EUROPE - OPEN

Position	Driver Name	Total Points
1	Chris LAROCHE	402
2	Franck LAROCHE	345
3	Sharon SCOLARI	340
4	Harry WOODHEAD	278
5	Yves COOREMAN	255
6	Dave CARR	248
7	Eric Van't OEVER	224
8	Matt BARTLETT	153
9	Phill CAPSTICK	51
10	David HARVEY	21

LOTUS CUP EUROPE - PRODUCTION

Position	Driver Name	Total Points
1	Tamas VIZIN	476
2	Sven PETERSSON	346
3	Thierry HEDOIN	341
4	Jason MCINULTY	324
5	Cal CEDERHOLM	309
6	Mark YATES	302
7	Kees VERSLUYS	298
8	Paul PATTISON	235
9	James KNIGHT	224
10	Markus NIKOWITSCH	152
11	Robert WOOLRIDGE	150
12	Denis VANDENSVEL	128
13	Daniel PALMA	125
14	Simon MCFEDRIES	85
15	Sherif EI SAKKAF	72
16	Chris MAYHEW	69
17	Andy FEIGENWINTER	55
18	Pete STOREY	47
19	Andy DOLAN	20
20	Jean POTIER	0
20	Renaud MILLER	0



PORSCHE CARS GB LTD.
 Contact: James MacNaughton
 Tel: 0118 925 2732
 Email: James.MacNaughton@porsche.co.uk

PORSCHE CARRERA CUP GB PRO

Position	Race Number	Driver Name	Total Points
1	.....1	Dan Cammish	313
2	.....88	Dino Zamparelli	257
3	.....28	Charlie Eastwood	246
4	.....15	Tom Oliphant	199
5	.....5	Stephen Jelley	180
6	.....10	Tom Sharp	174
7	.....8	Jonas Gelzinis	150
877	Lewis Plato	133
919	Alessandro Latif	83
1032	Dan Lloyd	48
1145	Brendy Ellis	17

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gavin@alphasportpsychology.co.uk
 Tel. 07837 303563

PORSCHE CARRERA CUP GB PRO-AM1

Position	Race Number	Driver Name	Total Points
1	81	Euan McKay	161
2	91	Dan McKay	117
3	29	Sean Hudspeth	113
4	35	John McCullagh	108
5	70	Justin Sherwood	105
6	30	Peter Jennings	60
7	76	Greg Caton	16

PORSCHE CARRERA CUP GB PRO-AM2

Position	Race Number	Driver Name	Total Points
1	13	Tautvydas Barstys	138
2	17	Peter Kyle-Henney	130
3	22	Mark Radcliffe	124
4	23	Thomas Jennings	102
5	31	Iain Dockerrill	91
6	44	Barrie Baxter	80
7	49	Rupert Martin	60
8	4	Peter Parsons	47
9	46	Adrian Barwick	31
10	34	Salih Yolcu	4
11	2	Mark Cowne	4
12	33	John McCullagh	2

PORSCHE CARRERA CUP GB ROOKIE

Position	Race Number	Driver Name	Total Points
1	28	Charlie Eastwood	246
2	77	Lewis Plato	133
3	81	Euan McKay	92
4	19	Alessandro Latif	83
5	29	Sean Hudspeth	60

PORSCHE CARRERA CUP - TEAM

Position	Driver Name	Total Points
1	Redline Racing	559
2	GT Marques	340
3	Team Redline	332
4	Team Parker Racing	234
5	IDL Racing	174
6	Juta Racing	166
7	IN2 Racing	163
8	Parr Motorsport	74
9	G-Cat Racing	26
10	Intersport Racing	10
11	Asset Advantage Racing	4
12	The Car Loan Centre	0

PORSCHE CARRERA CUP ITALY

Email: carreracup@porsche.it

Position	Driver Name	Total Points
1	Come Ledogar	227
2	Mattia Drudi	208
3	Alessio Rovera	203
4	Mikael Grenier	150
5	Daniele Di Amato	132
6	Enrico Fulgenzi	124
7	Oleksandr Gaidai	120
8	Simone Laquinta	103
9	Eric Scalvini	91
10	Gianmarco Guaresmini	88
11	Alex Di Giacomo	87
12	Marco Cassara	70
13	Kevin Giovesi	58
14	Stefano Zanini	50
15	Matteo Cairolì	43
16	Edoardo Liberati	40
17	Hans-Peter Koller	38
18	Marco Pellegrini	32
19	Livio Selva	25
19	Walter Ben	25
21	Matteo Torta	24
22	Ronnie Valori	20
23	Glauco Solieri	16
24	Giannica Giraudi	14
25	Francesca Linossi	6
26	Roberto Minetti	0

PORSCHE MOBIL 1 SUPERCUP

Contact: Oliver Schwab
 Tel: 0049 170 911 2976
 Email: oliver.schwab@porsche.de
 Website: www.porsche.com/supercup

Position	Race Number	Driver Name	Total Points
1	2	Sven Müller	163
2	7	Matteo Cairolì	151
3	22	Mathieu Jaminet	146
4	1	Michael Ammermüller	129
5	5	Robert Lukas	118
6	19	Jeffrey Schmidt	110
7	14	Christian Engelhart	70
8	6	Philipp Frommenwiler	68
9	18	Steven Palette	58
10	20	Zaid Ashkanani	53
11	8	Ryan Cullen	46
12	10	Ben Barker	43
13	12	Dylan Pereira	36
14	15	Roar Lindland	34
15	11	Paul Rees	28
16	4	Patrick Eisenmann	21
17	10	Pepe Massot	14
18	14	Dennis Olsen	10
19	21	Thomas Laurent	7
20	16	John Wartique	7
21	10	Jaap van Lagen	6
22	10	Sean Hudspeth	6
23	9	Christopher Bauer	6
24	23	Mikkel O. Pedersen	4
25	23	John Wartique	4
26	21	Glauco Solieri	4
27	17	Christof Langer	2
28	3	Santiago Creel	2
29	16	Victor M. Jimenez Garcia O	0
30	16	Kenji Kobayashi	0
31	16	Sam Power	0
32	16	Pablo Otero	0

SRO MOTORSPORTS GROUP



BLANCPAIN GT SERIES ENDURANCE CUP

Contact: Adelheid Terryn
 Email: adelheid@sro-motorsports.com

Position	Driver Name	Total Points
1	Shane Van Gisbergen	68
1	Rob Bell	68
1	Côme Ledogar	68
2	Jazeman Jaafar	67
2	Dominik Baumann	67
2	Maximilian Buhk	67
3	Maxime Soulet	59
3	Andy Soucek	59
3	Wolfgang Reip	59
4	Philipp Eng	56
4	Alexander Sims	56
5	Mazime Martin	55
6	Laurens Vanthoor	54
7	Mirko Bortolotti	49
7	Rolf Ineichen	49
8	Frederic Verwilt	45
8	Dries Vanthoor	45
9	Alex Buncombe	39
9	Lucas Ordonez	39
9	Mitsunori Takaboshi	39
11	Michele Rugolo	25
11	Pasin Lathouras	25
13	Graen Bleekermolen	24
14	Grégory Guilvert	21
14	Mike Parisy	21

14	Christopher Haase	21
15	Will Stevens	19
16	Rodrigo Baptista	19
17	Filipe Albuquerque	19
18	Jan Magnussen	19

BLANCPAIN GT SERIES SPRINT CUP

Position	Driver Name	Total Points
1	Enzo Ide	102
2	Christopher Mies	79
3	Dominik Baumann	67
3	Maximilian Buhk	67
4	Jules Szymkowiak	59
4	Bernd Schneider	59
5	Laurens Vanthoor	58
5	Frederic Vervisch	58
6	Rob Bell	56
6	Alvaro Parente	56
7	Felix Rosenqvist	51
7	Tristan Vautier	51
8	Andy Soucek	47
8	Maxime Soulet	47
9	Will Stevens	39
9	Rene Rast	39
10	Robin Frijns	33
11	Philipp Eng	23
11	Alexander Sims	23
12	Franck Perera	21
12	Marlon Stockinger	21
13	Norbert Siedler	19
14	Marco Seefried	19
15	Mike Parisy	17
16	Christopher Haase	17
17	Nicolas Pohler	16
17	Mirko Bortolotti	16
18	Dries Vanthoor	12
19	Filip Salaquarda	10
19	Frank Stippler	10

BLANCPAIN GT SERIES

Position	Driver Name	Total Points
1	Maximilian Buhk	134
1	Dominik Baumann	134
2	Rob Bell	124
3	Laurens Vanthoor	112
4	Maxime Soulet	106
4	Andy Soucek	106
5	Frederic Vervisch	103
6	Enzo Ide	102
7	Christopher Mies	97
8	Philipp Eng	79
8	Alexander Sims	79
9	Jazeman Jaafar	72
10	Tristan Vautier	69
11	Felix Rosenqvist	69
12	Côme Ledogar	68
13	Shane Van Gisbergen	68
14	Mirko Bortolotti	65
15	Maxime Martin	59
16	Bernd Schneider	58
17	Jules Szymkowiak	59
18	Wolfgang Reip	58
19	Will Stevens	59
20	Dries Vanthoor	57
21	Rene Rast	57
22	Alvaro Parente	56
23	Rolf Ineichen	49
24	Alex Buncombe	39
25	Mitsunori Takaboshi	39
26	Lucas Ordóñez	39
27	Mike Parisy	38



BLANCPAIN GT SPORTS CLUB

Contact: Maryon Kaczka
Tel: (+33) 0153 436272
Email: maryon@sro-motorsports.com

OVERALL AFTER ROUND 5 (BARCELONA)

Position	Driver Name	Total Points
1	Michal Broniszewski	105
2	Nicolas Vandierendonck	62
3	Mario Cordoni	53
4	Patrick Van Glabeke	35
5	Martin Lanting	35
6	Cédric Leimer	33
6	Daniel Perfetti	33
7	Alexis de Bernardi	33
8	Nicolas Misslin	26
9	Karim Ojeh	22
10	Coach McKansy	22
11	Piergussepe Perazzini	21
12	Maurice Ricci	21
13	Anthony Pons	19
14	Daniel Vogt	18
15	Egidio Perfetti	18
16	Pierre Hirschi	15
17	Stephen Earle	15
18	Eric Cayrolle	14
19	Jean-Michel Baert	8
20	Jaime Font Casas	6
21	Christoph Ulrich	5
22	Jan Brunstedt	3
23	Marc Sord	2
24	Gilles Lallement	1

IRON CUP CLASSIFICATION

Position	Driver Name	Total Points
1	Martin Lanting	124
2	Stephen Earle	123
3	Jan Brunstedt	87
4	Louis Philippe Sounen	68
5	Leon Price	44
7	Frens Klaus Dieter	38
8	Piergussepe Perazzini	33
7	Marc Sourd	24
9	Michael Luzich	18
10	Augusto Perfetti	8

XTRACUP CLASSIFICATION

Position	Driver Name	Total Points
1	Davide Roda	33
1	Maura Casadei	33
1	Jurgen Smet	33

BRITISH GT CHAMPIONSHIP

Position	Driver Name	Total Points
1	Derek Johnston	163
1	Jonny Adam	163
2	Jon Minshaw	147.5
2	Phil Keen	147.5
3	Rick Parfitt	143
3	Seb Morris	143
4	Mark Farmer	109.5
4	Jon Barnes	109.5
5	Liam Griffin	98.5
6	Lee Osborne	96
6	Joe Osborne	96
7	Alasdair McCaig	95.5
7	Rob Bell	95.5
8	Adam Carroll	75.5
9	Andrew Howard	66.5
10	Ross Gunn	48.5
11	Phil Dryburgh	42
11	Ross Wylie	42
12	Ian Stinton	32.5
12	Mike Simpson	32.5
13	Ryan Ratcliffe	27
13	Will Moore	27

13.....	Richard Neary.....	27
13.....	Martin Short.....	27
14.....	Alexander Sims.....	23
15.....	Fabio Babini.....	22.5
15.....	Marco Attard.....	22.5
15.....	Abdulaziz Al Faisal.....	22.5
15.....	Miguel Toril.....	22.5
16.....	Oliver Morley.....	18
16.....	Dani Juncadella.....	18
16.....	Rory Butcher.....	18
17.....	Hunter Abbott.....	15
17.....	Rolf Ineichen.....	15
18.....	Peter Littler.....	12
18.....	Jody Fannin.....	12
18.....	David Pattison.....	11
19.....	Luke Davenport.....	11
20.....	Mike Brown.....	5
20.....	Matt Manderson.....	5

KOPIE VAN CHAMPIONSHIP

Contact: Max Braams
Tel: +31 10 846 75 12
Email: max@sro-motorsports.com

PRO TITLE

Position	Driver Name	Total Points
1.....	Peter TERTING.....	141.5
1.....	Jörg VIEBAHN.....	141.5
2.....	Maciej DRESZER.....	112.5
2.....	Mads SILJHAUG.....	112.5
3.....	Andreas PATZELT.....	109
3.....	Nicolaj MOLLER MADSEN.....	109
4.....	Luca ANSELMINI.....	108
4.....	Ricardo VAN DER ENDE.....	106
5.....	Simon KNAP.....	101.5
6.....	Rob SEVERS.....	101.5
7.....	Bernhard VAN ORANJE.....	95
8.....	Duncan HUISMAN.....	84
8.....	Luc BRAAMS.....	84
9.....	Lennart MARIONECK.....	77.5
9.....	Tim STUPPLE.....	77.5
10.....	Mauro CALAMIA.....	69
10.....	Giuseppe FASCICOLO.....	69
11.....	Giorgio SERNAGIOTTO.....	51
12.....	Patrick ZAMPARINI.....	49
13.....	Marcel NOOREN.....	39
14.....	Hendrik STILL.....	28
15.....	Jelle BEELEN.....	27
16.....	Romain MONTI.....	25
17.....	Caitlin WOOD.....	20
18.....	Laura KRAIHAMER.....	19
18.....	Jamie VANDENBALCK.....	19
19.....	Andreas GUELLEN.....	16
20.....	Rebecca JACKSON.....	15
20.....	Thomas KREBS.....	15
21.....	Maximilian VOELKER.....	13
22.....	Donald MOLENAAR.....	12
22.....	Carsten STRUWE.....	12
23.....	Andre GRAMMATICO.....	11
24.....	Marko HEISTEKANGAS.....	10
25.....	Jorge RODRIGUES.....	9
25.....	Juuso-Matti PAJURANTA.....	9
25.....	Immanuel VINKE.....	9
25.....	Chris VLOK.....	9
26.....	Michael BLANCHEMAIN.....	8
27.....	Pieter Christiaan VAN ORANJE.....	6
27.....	Tim CORONEL.....	6
28.....	Doreen SEIDEL.....	6
28.....	Cedric FREIBURGHaus.....	6
29.....	Anna RATHE.....	3

AM TITLE

Position	Driver Name	Total Points
1.....	Jerome DEMAY.....	151.5
2.....	Jan KASPERLIK.....	149
3.....	Giuseppe GHEZZI.....	133.5
3.....	Alessandro GIOVANELLI.....	133.5
4.....	Dietmar LACKINGER.....	131
5.....	Damien DUPONT.....	115.5
6.....	Riki CHRISTODOULOU.....	101.5
7.....	Steven LIQUORISH.....	99.5
8.....	Graeme MUNDY.....	99.5
8.....	Carsten STRUWE.....	64
9.....	Alessandro FOGLIANI.....	62
11.....	Patrick ZAMPARINI.....	62
11.....	Piotr CHODZEN.....	53

11.....	Antoni CHODZEN.....	53
12.....	Liesette BRAAMS.....	50
13.....	Albert BLOEM.....	48
14.....	Mike HANSCH.....	37.5
15.....	Eric CAYROLLE.....	36
15.....	Didier MOUREL.....	36
16.....	David FAIRBROTHER.....	29
16.....	Wayne MARRS.....	29
17.....	Alessandro LAZZETTI.....	28
18.....	Pierre-Etienne BORDET.....	18
18.....	Alexandre VIRON.....	18
19.....	Paolo MELONI.....	15
19.....	Massimiliano TRESOLDI.....	15
20.....	André GRAMMATICO.....	12

BLANCPAIN TOTAL 24 HOURS OF SPA

Contact: Laurent Gaudin
Email: 24h@sro-motorsports.com

Position	Race Number	Driver Name	Total Points
1.....	8.....	Sainteloc Racing.....	510
2.....	99.....	Phoenix Racing.....	510
3.....	86.....	Sainteloc Racing.....	509
4.....	88.....	Belgian Audi Club Team WRT.....	509
5.....	28.....	HTP Motorsport.....	509
6.....	84.....	GRT Grasser Racing Team.....	507
7.....	26.....	Attempto Racing.....	506
8.....	76.....	Garage 59.....	506
9.....	16.....	HTP Motorsport.....	506
10.....	75.....	HTP Motorsport.....	506
11.....	4.....	GRT Grasser Racing Team.....	505
12.....	74.....	ISR.....	505
13.....	3.....	Belgian Audi Club Team WRT.....	504
14.....	101.....	AMG - Team Black Falcon.....	504
15.....	19.....	Belgian Audi Club Team WRT.....	504
16.....	50.....	Black Falcon.....	503
17.....	666.....	AF Corse.....	503
18.....	7.....	Team Parker Racing.....	503
19.....	89.....	Barwell Motorsport.....	502
20.....	0.....	Akka ASP.....	502
21.....	29.....	Sainteloc Racing.....	502
22.....	85.....	Belgian Audi Club Team WRT.....	501
23.....	11.....	Belgian Audi Club Team WRT.....	501
24.....	37.....	Scuderia Praha.....	501
25.....	34.....	Garage 59.....	498
26.....	98.....	Garage 59.....	497
27.....	44.....	AMG - Team Black Falcon.....	497
28.....	78.....	Kessel Racing.....	497
29.....	56.....	Emil Frey Racing.....	495
30.....	38.....	Ombra Racing.....	494

TCR INTERNATIONAL SERIES



MOTORSPORT ASIA

Contact: Mun Yee Lee
Tel: +60 16 2039929
Email: munyee@motorsportasia.com

TCR ASIA

Position	Driver Name	Total Points
1.....	Jerome DEMAY.....	151.5
1.....	Andy Yan Cheuk Wai (HKG).....	220
2.....	Kevin Tse Wing Kin (MAC).....	138
3.....	Tin Sritrai (THA).....	110.5
4.....	Filipe C. De Souza (MAC).....	93
5.....	Henry Ho Wai Kun (MAC).....	70
6.....	Roelof Bruins (KOR).....	41

7	65	Douglas Khoo Kok Hui (MAS)	34
8	7	William O'Brien (HKG)	33
9	44	Jack Lemyard (THA)	31
10	17	Terence Tse Kin Leung (HKG)	28
11	14	Neric Wei Chao Yin (CHN)	20
12	38	Michael Ho Hon Keong (MAC)	18
13	13	Narasak Ittiritpong (THA)	17
14	66	Nattachak Hanjiktansen (THA)	16
15	77	Paritai Bulbon (THA)	7
16	22	Yu Kam Cheong (HKG)	3

12	66	Ronny Jost (SUI)	55
13	61	Mario Dablander (AUT)	52
14	8	Tom Lautenschlager (GER)	31
15	18	Kai Jordan (GER)	26
16	55	Andrea Belicchi (ITA)	20
17	69	Emil Westman (FIN)	11
18	4	Niklas Mackschin (GER)	10
19	3	Gosia Rdest (POL)	8
20	44	Francisco Mora (POR)	7
21	68	Niko Kankkunen (FIN)	4.5
22	45	Simon Larsson (FIN)	2
23	59	Mike Beckhusen (GER)	2

KRONOS EVENTS

Contact: Koen Wijckmans
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Email: koen@kronosevents.be

TCR BENELUX

Position	Race Number	Driver Name	Total Points
1	18	Stéphane Lémeret (BEL)	487
2	23	Frédéric Caprasse (BEL)	429.5
2	23	Pierre-Yves Corthals (BEL)	429.5
4	7	Dénis Dupont (BEL)	314
4	7	Sam Dejonghe (BEL)	314
6	4	Alexis van de Poele (BEL)	292
6	4	Romain De Leval (BEL)	292
8	5	Benjamin Lessenes (BEL)	283.5
8	5	Renaud Kuppens (BEL)	283.5
10	52	Maxime Potty (FRA)	281
11	18	Norbert Michelisz (HUN)	271
12	2	Edouard Mondron (BEL)	251
12	2	Guillaume Mondron (BEL)	251
14	3	Didier Van Dalen (BEL)	220
14	3	Amaury Richard (FRA)	220
16	20	Vincent Radermecker (BEL)	172
17	52	Ronnie Latينه (BEL)	122
18	18	Tiago Monteiro (POR)	121
19	52	Stefano Comini (SUI)	111
20	10	Loris Hezemans (NED)	96
20	20	Kévin Balthazar (BEL)	96
22	6	Mathieu Detry (BEL)	95
23	18	Kris Richard (SUI)	94
24	8	Frédéric Bouvy (BEL)	90
25	20	Olivier Cartelle (BEL)	68
26	1	Michael Verhagen (NED)	68
27	1	Tom Coronel (NED)	64
28	8	Aurélien Comte (FRA)	62
29	27	Loris Cencetti (BEL)	61
30	20	Lorenzo Donnicuoco (BEL)	58
31	34	Bas Schouten (NED)	58
32	18	Matthew Neal (GBR)	56
33	22	Jeffrey van Hooydonk (BEL)	53
33	22	Ghislain Cordeel (BEL)	53
35	21	David Dermont (BEL)	52.5
35	21	Steve Vanbelligen (BEL)	52.5
37	6	Mathieu De Robiano (BEL)	46
38	10	Olivier Hart (NED)	43
39	9	Marcel Dekker (NED)	43
40	9	Meindert van Buuren (NED)	43

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ADAC

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Email: rosenkranz@engstler-motorsport.de

ADAC TCR GERMANY

Position	Race Number	Driver Name	Total Points
1	99	Josh Files (GBR)	222
2	22	Harald Proczyk (AUT)	168.5
3	41	Steve Kirsch (GER)	163
4	10	Antti Buri (FIN)	128.5
5	13	Benjamin Leuchter (GER)	116
6	7	Mike Halder (GER)	111
7	34	Bas Schouten (NED)	77
8	6	Tim Zimmermann (GER)	73
9	28	Pascal Eberle (SUI)	63
10	11	Jürgen Schmarl (AUT)	60
11	88	Dominik Fugel (GER)	57

WSC LTD

Contact: Fabio Ravaioli
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Email: fabio.ravaioli@tcr-series.com

TCR INTERNATIONAL SERIES

Position	Race Number	Driver Name	Total Points
1	1	Stefano Comini (SUI)	267.5
2	54	James Nash (GBR)	264
4	2	Jean-Karl Vernay (FRA)	246
3	74	Peppe Oriola (ESP)	241.5
5	70	Mat'o Homola (SVK)	175
6	10	Gianni Morbidelli (ITA)	174
7	62	Dušan Borković (SRB)	173
8	8	Mikhail Grachev (RUS)	145
9	77	Sergey Afanasyev (RUS)	141
10	7	Davit Kajala (GEO)	80
11	9	Attila Tassi (HUN)	68
12	14	Aku Pellinen (FIN)	63
13	24	Kevin Gleason (USA)	46
14	5	Roberto Colciago (ITA)	30
15	48	Antti Buri (FIN)	30
16	81	Tiago Monteiro (POR)	23
17	33	Jordi Oriola (ESP)	17
18	52	Jordi Gené (ESP)	16
19	22	Peter Fulin (CZE)	15
20	15	Kantadhee Kusiri (THA)	10
20	50	Loris Hezemans (NED)	10
22	46	Niklas Mackschin (GER)	6
23	43	Harald Proczyk (AUT)	5
24	50	Josh Files (GBR)	4.5
25	3	Andy Yan (HKG)	4.5
26	81	Tin Sritrai (THA)	4
27	23	Andrea Belicchi (ITA)	4
28	32	Luigi Ferrara (ITA)	4
29	45	Florian Janits (AUT)	3
29	26	Francisco Mora (POR)	3
29	88	Michela Cerruti (ITA)	3
32	35	Rafaël Galiana (FRA)	2
33	78	Salman Al Khalifa (BRN)	2
33	41	Carlotta Fedeli (ITA)	2
35	40	Alain Menu (SUI)	1
35	42	Alessandra Neri (ITA)	1
35	49	Pierre-Yves Corthals (BEL)	1
35	19	Vladimir Sheshenin (RUS)	1

ACI SPORT

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CIT TCR ITALY

Position	Race Number	Driver Name	Total Points
1	5	Roberto Colciago (ITA)	221
2	47	Alberto Viberi (ITA)	184
3	7	Samuele Piccin (ITA)	113
3	7	Romy Dall'Antonia (ITA)	113
5	76	Daniele Cappellari (ITA)	92
6	41	Enrico Bettera (ITA)	64
7	4	Marco Costamagna (ITA)	48
8	2	Vincenzo Montalbano (ITA)	36
9	21	Luigi Bamonte (ITA)	36
10	80	Finlay Crocker (GBR)	32
11	19	Petr Fulin (CZE)	27
12	10	Mariano Costamagna (ITA)	25
13	2	Imerio Brigliadori (ITA)	23
14	8	Aku Pellinen (FIN)	21
15	8	Fabio Fabiani (ITA)	20
16	40	Massimiliano Gagliano (ITA)	19
17	11	Gianluigi Ghione (ITA)	19

18.....	36.....	Alberto Biraghi (ITA)	15
19.....	2.....	Eugenio Pisani (ITA).....	13
20.....	16.....	Luigi Ferrara (ITA).....	12
20.....	9.....	Jonathan Giacon (ITA).....	12
22.....	8.....	Daniele Verrocchio (ITA).....	8
22.....	8.....	Emiliano Giorgi (ITA).....	8
24.....	14.....	Massimiliano Chini (ITA).....	5
24.....	14.....	Nello Nataloni (ITA).....	5
25.....	8.....	Marika Diana (ITA).....	4

FULL EVENTOS

Contact: Pedro Gil de Vasconcelos
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TCR PORTUGAL

Position	Race Number	Driver Name	Total Points
1.....	26.....	Francisco Mora (POR).....	303
2.....	11.....	Francisco Abreu (POR).....	252
2.....	11.....	Manuel Gão (POR).....	252
4.....	25.....	Rafael Lobato (POR).....	244
4.....	25.....	César Machado (POR).....	244
6.....	16.....	Francisco Carvalho (POR).....	225
6.....	16.....	Nuno Batista (POR).....	225
8.....	27.....	José Rodrigues (POR).....	220
9.....	2.....	José Cabral (POR).....	168
9.....	2.....	Antonio Cabral (POR).....	168
10.....	24.....	Gustavo Moura (POR).....	151
11.....	24.....	João Miguel Baptista (POR).....	156

SMP

Contact: Vadim Nikishev
Tel: + 7 4042 086058
Email: v.nikishev@raf-rcrs.ru

SMP TCR RUSSIA

Position	Race Number	Driver Name	Total Points
1.....	4.....	Dmitry Bragin (RUS).....	1180
2.....	1.....	Aleksey Dudukalo (RUS).....	1160
3.....	12.....	Nikolay Karamyshev (RUS).....	1136
4.....	2.....	Roman Golikov (RUS).....	1078
5.....	23.....	Pavel Yashin (RUS).....	996
6.....	25.....	Lev Tolkachev (RUS).....	992
7.....	87.....	Marat Sharapov (RUS).....	938
8.....	76.....	Irek Minnakhmetov (RUS).....	800

V-LINE ORGT

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Email: vline@francescgutierrez.com

TCR SPAIN

Position	Race No.	Driver Name	Total Points
1.....	93.....	Jaime Font (ESP) - Faust Salom (ESP).....	264
2.....	63.....	Evgeniy Makushin (RUS).....	198
3.....	3.....	Harriet Arruabarrena (ESP) - Antonio Aristi (ESP).....	172
4.....	13.....	Joan Vinyes (AND).....	164
5.....	33.....	Amalia Vinyes (AND).....	160
6.....	63.....	Zakar Makushin (RUS).....	158
7.....	1.....	Michel Lepoutre (FRA) - Álvaro Fontes (ESP).....	156
8.....	19.....	Unai Arruabarrena (ESP) - Oscar Fernández (ESP).....	126
9.....	5.....	Jaime Carbó (ESP) - Alan Scart (ESP).....	108
10.....	6.....	Vicente Dasí (ESP).....	106
11.....	3.....	Jordi Madsieu (ESP).....	82
12.....	12.....	Raul Martínez (ESP) - Ruben Martínez (ESP).....	78
12.....	19.....	Iliigo Viglola (ESP).....	76
14.....	21.....	Antonio Pérez (ESP) - Lluís Lobet (ESP).....	73
15.....	13.....	Marc Carol (ESP).....	72
16.....	6.....	Josep Parera (ESP).....	72
17.....	63.....	Yuriy Makushin (RUS).....	48

18.....	63.....	José M. Perez Aicart (ESP).....	40
19.....	6.....	Guillermo Aso (ESP).....	34
20.....	98.....	Pure Hongspaan (THA) - Munkong Sathientirakul (THA).....	28
20.....	7.....	Alex Cosin (ESP) - Gianluigi Vicinanza (ITA).....	28
22.....	55.....	Bruno Cosin (FRA) - Denis Gibaud (FRA).....	22
23.....	49.....	Javier Basagoto (ESP) - Manuel Capelo (ESP).....	20
24.....	14.....	Ismael Aquero (ESP).....	13

RACING SPIRIT

Contact: Kanyarat Manathanaya
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Email: km@racingspirit.orgs

TCR THAILAND - PRO

Position	Race Number	Driver Name	Total Points
1.....	44.....	Jack Lemvard (THA).....	126
2.....	2.....	Carlo Van Dam (NED).....	123
3.....	13.....	Narasak Ittiritpong (THA).....	97
4.....	7.....	Paritatt Bulbon (THA).....	82
5.....	11.....	Grant Supaphongs (THA).....	78
6.....	15.....	Kantadhee Kusiri (THA).....	50
7.....	89.....	Alexander Mies (GER).....	48

TCR THAILAND - AM

Position	Race Number	Driver Name	Total Points
1.....	58.....	Chen Jian Hong (TPE).....	150
2.....	66.....	Nattachak Hanjitkansen (THA).....	120
3.....	38.....	Rattanin Leenutaphong (THA).....	43
4.....	77.....	Chariya Nuya (THA).....	40
5.....	26.....	Wijak Lertprasertpakorn (THA).....	33



INDEPENDENT

ASIAN LE MANS ENDURANCE MANAGEMENT LTD.

Contact: Colin Ong
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2015/2016 ASIAN LE MANS SERIES - LMP2 DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1.....	8.....	Nicholas Leutwiler.....	84
2.....	25.....	Michael Munemann.....	53
2.....	25.....	Dean Koutsomidis.....	53
2.....	25.....	Jamie Winslow.....	53
3.....	8.....	Shinji Nakano.....	51
3.....	9.....	Sean Gelael.....	51
3.....	9.....	Antonio Giovinazzi.....	51
4.....	99.....	William Lok.....	45
5.....	99.....	Tacksung Kim.....	33
5.....	8.....	Oliver Webb.....	33
6.....	99.....	Richard Bradley.....	27
7.....	99.....	Tristan Gommendy.....	18
8.....	99.....	Nick de Bruijn.....	12



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2015/2016 ASIAN LE MANS SERIES -
LMP3 DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	1	David Cheng	103
1	1	Ho-Pin Tung	103
2	1	Thomas Laurent	77
3	89	Masataka Yanagida	37
4	89	Alex Kapadia	18
4	89	Ollie Hancock	18
5	89	Ryohiei Sakaguchi	18
6	89	Tanart Sathienthirakul	18
5	88	Lam Yu	1
5	88	Chen Siyu	1
6	88	Tatsuya Tanigawa	0
6	88	Li Zhi Cong	0
6	89	Terry Fang	0
6	89	Takamitsu Matsui	0
6	88	Chen Junrong	0

2015/2016 ASIAN LE MANS SERIES -
CN DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	21	Denis Lian	51
1	3	Giorgio Maggi	51
2	69	Zen Low	20
3	69	John Bryant Meisner	19
3	69	Toshiyuki Ochiai	1
4	69	Shinyo Sano	1

2015/2016 ASIAN LE MANS SERIES -
GT DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	3	Mok Weng Sun	78
1	3	Keita Sawa	78
1	3	Rob Bell	78
2	5	Jeffrey Lee	60
3	27	Dominic Ang	55
3	27	Joshua Hunt	55
4	91	Jun San Chen	51
4	91	Oliver Millroy	51
5	5	Alessio Picariello	50
6	38	Nasrat Muzayyin	46
7	92	Morris Chen	43
7	92	Shinya Hosokawa	43
7	92	Hiroki Yoshimoto	43
8	91	Nobuteru Taniguchi	33
9	38	Rui Aguas	30
10	7	Miro Konopka	28
11	38	Aaron Scott	26
11	5	Christopher Mies	26
12	6	Adderly Fong	19
12	91	Dirk Muller	18
13	93	Tatsuya Tanigawa	17
14	7	Fairuz Fauzy	16
15	90	Lam Yu	15
16	7	Pierre Kaffer	12
16	27	Adrian D'Silva	12
17	5	Andrew Kim	12
17	5	Alex Yoong	10
17	5	Shaun Thong	10
18	38	Marco Cioci	10
19	66	Jonathan Venter	6
19	66	Tanart Sathienthirakul	6
20	7	Afiq Yazid	4
21	93	Shunsuke-Kohno	2
22	6	Andrew Palmer	1

2015/2016 ASIAN LE MANS SERIES -
GTAM DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	51	Paul Ip	104
2	51	Christian Ried	52
2	51	Yuan Bo	52
3	51	James Munro	26
3	51	Dan Wells	26
3	51	Martin Rump	26
3	51	Akash Nandy	26
4	77	Ayon Sanghwi Rick	18
4	77	Wong Chong Yau Runne	18

2016 ASIAN LE MANS SPRINT CUP -
LMP3 DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	1	James Winslow	105
2	67	Ate de Jong	86
2	67	Charlie Robertson	86
3	27	Garnet Patterson	73
4	27	Adrian D'Silva	51
5	94	Edgar Lau	43
5	94	Yoshiharu Mori	43
6	1	Neale Muston	41
7	69	Zen Low	33
8	69	Weiron Tan	33
8	91	Ollie Millroy	27
9	1	Dean Koutsoumidis	25
10	27	Vignesa Moorthy	22
11	94	Aidan Read	18
11	94	Tanart Sathienthirakul	18
2	48	Ringo Chong	15
12	48	Alan Yeo	15
13	91	Jun San Chen	2
14	48	Angelo Negro	0
14	48	Pekka Saarinen	0
14	94	Matthew Solomon	0

2016 ASIAN LE MANS SPRINT CUP -
CN DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
12	68	Sebastian Maillieux	104
2	68	Neric Wei	79
3	68	Iori Kimura	79

2016 ASIAN LE MANS SPRINT CUP -
GT CUP DRIVERS CLASSIFICATION

Position	Race Number	Driver Name	Total Points
1	77	Graeme Dowsett	125
1	77	John Curran	125
2	28	Dominic Ang	83
3	28	Anthony Chan	82
4	11	Robert Webb	35
5	98	Eric Wong	15
6	11	Julio Costa	1

CREVENTIC IN COOPERATION
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Email: info@creventic.com

CREVENTIC 24HR ENDURANCE SERIES
DRIVERS OVERALL

Position	Driver Name	Total Points
1	Guillaume Roman	128
1	Stéphane Ventaja	128
2	Chantal Kroll	119
2	Michael Kroll	119
2	Christiaan Frankenhout	119
2	Kenneth Heyer	119
3	Roland Eggmann	114

CREVENTIC 24HR ENDURANCE SERIES
LADIES CUP OVERALL

Position	Driver Name	Total Points
1	Chantall Kroll	119
2	Nanna Gotsche	49
3	Liesette Braams	39

CREVENTIC 24HR ENDURANCE SERIES:
ROOKIE OVERALL

Position	Driver Name	Total Points
1	Max Edelhoﬀ	86
2	Fabian Engel	82
3	Rik Breukers	64

CREVENTIC 24HR ENDURANCE SERIES:
GT CARS

Position	Driver Name	Total Points
1	Chantal Kroll	119
	Michael Kroll	119
	Kenneth Heyer	119
	Christiaan Frankenhout	119
2	Roland Eggmann	114
3	Pascal Gibon	112
	Jean-François Demorge	112

CREVENTIC 24 HR ENDURANCE SERIES:
DRIVERS TOURING CARS

Position	Driver Name	Total Points
1	Guillaume Roman	128
	Stéphane Ventaja	128
2	Nabil Mouran	110
	Tamzo Mouran	110
	Sami Mouran	110
	Phil Qualife	110
3	Jacob Kristensen	89
	Jan Engelbrecht	89
	Jens Molgaard	89

ITR EV.

Contact: Heiko Frasch
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Website: www.dtm.com

DTM

Position	Race Number	Driver Name	Total Points
1	11	Marco Wittmann BMW M4 DTM	206
2	48	Edoardo Mortara Audi RS5 DTM	202
3	53	Jamie Green Audi RS5 DTM	145
4	6	Robert Wickens Mercedes-AMG C63 DTM	124
5	3	Paul di Resta Mercedes-AMG C63 DTM	116
6	31	Tom Blomqvist BMW M4 DTM	113
7	5	Mattias Ekström Audi RS5 DTM	107
8	36	Maxime Martin BMW M4 DTM	90
9	51	Nico Müller Audi RS5 DTM	88
10	16	Timo Glock BMW M4 DTM	84
11	2	Gary Paffett Mercedes-AMG C63 DTM	73
12	22	Lucas Auer Mercedes-AMG C63 DTM	68
13	17	Miguel Molina Audi RS5 DTM	66
14	8	Christian Vietoris Mercedes-AMG C63 DTM	60
15	7	Bruno Spengler BMW M4 DTM	51
16	18	Augusto Farfus	44

17	13	BMW M4 DTM Antonio Felix da Costa	43
18	27	BMW M4 DTM Adrien Tambay	40
19	99	Audi RS5 DTM Mike Rockenfeller	31
20	84	Audi RS5 DTM Maximilian Götz	17
21	100	Mercedes-AMG C63 DTM Martin Tomczyk	16
22	10	BMW M4 DTM Timo Scheider	13
23	72	Audi RS5 DTM Rene Rast	8
24	12	Audi RS5 DTM Daniel Juncadella	6
25	34	Mercedes-AMG C63 DTM Felix Rosenqvist	5
26	34	Mercedes-AMG C63 DTM Esteban Ocon	2
		Mercedes-AMG C63 DTM	

EUROPEAN LE MANS SERIES

Contact: Tanya Myers
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Position	Race Number	Driver Name	Total Points
1	38	G-Drive Racing	103
2	46	Thiriet By Tds Racing	96
3	32	SMP Racing	83
4	21	DragonSpeed	76
5	33	Eurasia Motorsport	50
6	40	Krohn Racing	39
7	41	Greaves Motorsport	36
8	23	Panis Barthez Competition	27.5
9	25	Algarve Pro Racing	19
10	28	Idec Sport Racing	19
11	47	Team WRT	18
12	22	SO24! By Lombard Racing	15.5
13	44	SMP Racing	10
14	34	Race Performance	10
15	48	Murphy Prototypes	7.5
16	29	Pegasus Racing	1

GP2 SERIES

Contact: Alexa Quintin
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Position	Driver Name	Total Points
1	P. Gasly	219
2	A. Giovinazzi	211
3	S. Sirotkin	159
4	R. Marciello	159
5	N. Nato	136
6	A. Lynn	124
7	J. King	122
8	L. Ghiotto	111
9	O. Rowland	107
10	A. Markelov	97
11	N. Matsushita	92
12	M. Evans	90
13	G. Malja	53
14	A. Pic	36
15	S. Gelael	24
16	N. Latifi	23
17	M. Kirchhöfer	21
18	J. Cecotto	18
19	S. Canamasas	17
20	J. Eriksson	10
21	D. De Jong	6
22	N. Jeffri	2
23	R. Binder	0
24	P. Armand	0
25	E. Bernstorff	0
26	L. Delétraz	0



GP3 SERIES

Position	Driver Name	Total Points
1	C. Leclerc	202
2	A. Albon	177
3	A. Fuoco	157
4	J. Dennis	149
5	J. Aitken	146
6	N. De Vries	133
7	N. Fukuzumi	91
8	J. Hughes	90
9	M. Parry	82
10	A. Maini	50
11	R. Boschung	48
12	S. Ferrucci	36
13	S. Schothorst	26
14	K. Joerg	26
15	A. Palou	22
16	O. Tunjo	18
17	M. Issakyan	17
18	S. Stuvik	9
19	K. Tereschenko	8
20	A. Janosz	3
21	T. Calderon	2
22	G. Alesi	1
23	A. Lorandi	0
24	A. Nandy	0
25	R. Gonda	0
26	N. Karim	0
27	K. Tereschenko	0
28	M. Raghunathan	0

WC VISION - PIRELLI WORLD CHALLENGE

Contact: Staci Langham
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PWC GT SERIES

Position	Race Number	Driver Name	Total Points
1	9	Alvaro Parente	1657
2	58	Patrick Long	1629
3	8	Michael Cooper	1549
4	3	Johnny O'Connell	1538
5	5	Bryan Heitkotter	1397
6	43	Ryan Everley	1365
7	33	JD Davison	1210
8	6	Austin Cindric	1198
9	88	Adderly Fong	1181
10	2	Kyle Marcelli	1179
11	98	Michael Lewis	1166
12	99	Jon Fogarty	1146
13	7	Martin Fuentes (A)	877
14	16	Michael Schein (A)	816
15	13	Colin Thompson	806
16	98	Andrew Davis	755
17	87	Andrew Palmer	717
18	42	Peter Cunningham	620
19	66	Frank Montecalvo (A)	604
20	14	Brent Holden (A)	289
21	14	James Sofronas	263
22	4	Jorge De La Torre (A)	254
23	19	Drew Regitz (A)	247
24	45	Andy Wilzoch (A)	211
25	90	Joseph Toussaint (A)	203
26	34	Spencer Pumpelly	200
27	16	Tim Pappas (A)	151
28	79	Cooper MacNeil	144
29	97	Gunner Jeannette	144
30	88	Andrew Kim	135

PIRELLI WORLD CHALLENGE GT CUP

Position	Race Number	Driver Name	Total Points
1	17	Alec Udell	1971
2	20	Sloan Urry	1937
3	0	Corey Fergus	1603
4	77	Preston Calvert	1146
5	8	Alex Welch	492
6	9	Chris Green	208
7	56	McKay Snow	188
8	18	Will Hardeman	180

9	35	Mike Hedlund	180
10	91	Anthony Imperato	156
11	17	Chris Thompson	90

PIRELLI WORLD CHALLENGE GTS

Position	Race Number	Driver Name	Total Points
1	13	Brett Sandberg	1606
2	14	Nate Stacy	1501
3	10	Lawson Aschenbach	1479
4	19	Parker Chase	1465
5	54	Scott Heckert	1153
6	46	Scott Dollahite	1056
7	62	Mark Klenin	997
8	11	Tony Gaples	977
9	80	Martin Barky	917
10	8	Anthony Mantella	948
11	60	Jack Roush Jr.	801
12	99	Jeff Courtney	795
13	29	Harry Gottsacker	691
14	45	Jade Buford	601
15	9	Bill Ziegler	542
16	12	Dore Chaponick Jr.	539
17	44	Kevin Marshall	520
18	7	Max Riddle	504
19	9	Derek DeBoer	443
20	9	Jason Alexandridis	329
21	98	Ernie Francis Jr.	268
22	12	George Plumb	266
23	4	Charles Kurtz	217
24	93	Charles Espenlaub	156
25	77	Greg Milczik	136
26	7	Sean Gibbons	124
27	34	Nick Esayan	121
28	45	Chris Beaufait	111
29	93	Ron Ballard	102
30	37	Andrew Aquilante	98

PWC SPRINTX GT CLASS

Position	Race Number	Driver Name	Total Points
1	46	Michael Mills	590
2	23	David Ostella	550
3	14	Brent Holden	500
4	98	Preston Calvert	340
5	4	Jorge de la Torre	300
6	24	Lars Viljoen	296
7	23	Walt Bowlin	248
8	63	James Burke	190
9	54	Tim Pappas	188
10	14	Alec Udell	186
11	79	Cooper MacNeil	182
12	14	James Sofronas	174
13	63	David Askew	167
14	45	Andy Wilzoch	148
15	80	Dan Knox	80
16	19	Drew Regitz	76

PWC SPRINTX GTS

Position	Race Number	Driver Name	Total Points
1	7	Max Riddle	622
2	9	Derek DeBoer	590
3	9	Jason Alexandridis	544
4	45	Chris Beaufait	418
5	54	Scott Heckert	246
6	37	Kurt Rezzatano	220
7	29	Parker Chase	218
8	29	Harry Gottsacker	210
9	37	Andrew Aquilante	190
10	45	James Vance	180
11	5	Aristotle Balogh	158
12	5	Greg Liefoghue	158
13	5	Thomas Merrill	156
14	5	Craig Lyons	152
15	77	Greg Milczik	152
16	66	Jeff Courtney	148
17	66	Greg Palmer	144
18	13	Jason Wolfe	141
19	13	Brett Sandberg	133
20	4	George Kurtz	121

PIRELLI WORLD CHALLENGE TC

Position	Race Number	Driver Name	Total Points
1	26	Toby Grahovec	1146
2	54	Patrick Gallagher	1141
3	91	Nick Wittmer	971
4	5	John Weisberg	809
5	67	Shea Holbrook	807
6	69	Anthony Geraci	778
7	88	Kevin Krauss	776
8	7	Jason Fischer	665
9	73	Daniel Moen	652
10	33	Adam Poland	631
11	97	Tony Rivera	559
12	43	Steve Burns	512
13	50	Dinah Weisberg	512
14	27	Gino Carelli	485
15	4	Dennis Hanratty	454
16	44	Andrew Rains	376
17	5	Max Fedler	376
18	99	Brian Lift	351
19	3	Vesko Kozarov	302
20	93	Paul Street	234
21	17	Randy Hale	212
22	34	Kristian Boodoosingh	156
23	27	J.R. Roberts	148
24	34	Carl Rydquist	136

PIRELLI WORLD CHALLENGE TCA

Position	Race Number	Driver Name	Total Points
1	70	Elivan Goulart	1254
2	49	Joey Bickers	1205
3	23	Eric Powell	919
4	74	Matt Fassnacht	825
5	16	Jay Salinsky	754
6	38	Samantha Tan	751
7	22	Kevin Anderson	629
8	35	Kris Wright	547
9	51	Paul Whiting	519
10	79	Spencer Patterson	440
11	12	Jason Wolfe	435
12	9	Forrest Landy	396
13	36	Daniel Williams	344
14	48	Masom Filippi	296
15	66	Johan Schwartz	253
16	48	Sam Adams	180
17	32	Patrick Seguin	156
18	21	Drake Kemper	137
19	22	Warren Dexler	124
20	71	Darryl Harr	108

PIRELLI WORLD CHALLENGE TCB

Position	Race Number	Driver Name	Total Points
1	94	Tom O'Gorman	1188
2	25	P.J. Groenke	1038
3	14	Henry Morse	1025
4	68	Ted Hough	930
5	55	James Wilson	832
6	1	Jasper Drengler	784
7	65	Will Rodgers	752
8	24	Michael Johnson	650
9	30	Travis Washay	362
10	18	Patrick Wilmot	329
11	37	Blake Thompson	300
12	24	Canaan O'Connell	178
13	24	Zach Kelly	160
14	20	Nic Lougee	156
15	65	Noah Gray	151
16	75	Steve Taake	121
17	28	Stephanie Anderson	111



JAPAN RACE PROMOTION

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SUPER FORMULA

Position	Race Number	Driver Name	Total Points
1	2	Yuji Kunimoto	33
2	36	Andre Lotterer	30
3	20	Yuhi Sekiguchi	28.5
4	41	Sutoferu - Bandon	27
5	1	Ishiuira Hiroaki	27
6	37	Kazuki Nakajima	22
7	16	Naoki Yamamoto	15.5
8	19	Joao Paulo de Oliveira	15.5
9	40	Tomoki Nojiri	14.5
10	3	James Rossiter	12
11	10	Tsukagoshi Vast	11
12	64	Daisuke Nakajima	10.5
13	34	Takshi Kogure	8
14	7	Narain Karthikeyan	5
15	65	Bertrand Baguette	4.5
16	11	Takuya Izawa	3.5
17	8	Kamui Kobayashi	1

VDEV SPORTS

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ENDURANCE GT/TOURING CAR CHALLENGE

Position	Race Number	Driver Name	Total Points
1	1	Jean-Paul Pagny	
		Thierry Perrier	256
2	45	Jean-Bernard Bouvet	
		Franck Thybaud	202.5
3	51	Mario Cordoni	196.5
4	76	Raymond Narac	
		Thierry Cornac	175.5
5	11	Eric Van de Vyver	
		Tiziano Carugati	174
6	70	Frédéric Verly	
		Bruno Stucky	170.5
7	56	Howard Blank	
		Jean-Marc Bachelier	
		Yannick Mallegol	150.5
8	51	Marco Zanuttini	132.5
9	45	Maxime Jousse	127.5
10	11	Michel Wegelin	119
11	51	Andrea Montermini	91
12	96	Roberto Rayneri	
		Roberto Silva	
		Philippe Charriol	84.5
13	4	Rémy Deguffroy	48.5
14	20	Iradj Alexander David	22.5

ENDURANCE LMP3 CHALLENGE

Position	Race Number	Driver Name	Total Points
1	13	"Martin Hippe	
		Jakub Smiechowski"	294.5
2	888	Eric Trouillet	268.5
3	888	Fabrice Rosselo	243.5
4	93	"Christophe Decultot	
		Pierre Fontaine	
		Jordan Perroy	203.5
5	14	"Javier Ibran Pardo	
		Antonio Castillo	
		Mathijs Bakker"	191.5
6	888	Thomas Dagoneau	160.5
7	5	Miguel Abello	147.5
8	10	Adrien Chila	127.5
9	5	Mirco Van Oostrum	107
10	10	"Sergio Pasian	
		Franck Gauvin"	102

ENDURANCE PFV CHALLENGE



Position	Race Number	Driver Name	Total Points
1	57	Lawrence Tomlinson	296
2	57	Michael Simpson	275
3	55	Colin White	230.5
4	55	Charlie Robertson	182.5
5	52	Adrian Watt	141.5
6	50	Rémy Deguffroy	92
7	57	Jordan Sanders	80
8	72	"Bruno Pollpré Renaldo Da Cunha Luca Magnoni"	40.5

PRESTIGE (FOR GENTLEMAN DRIVERS)

Position	Race Number	Driver Name	Total Points
1	11	Eric Van de Vyver	151
2	56	Howard Blank Jean-Marc Bachelier Yannick Mallegol	150.5
3	11	Michel Wehlin	119
4	10	Adrien Chila Sergio Pasion Franck Gauvin	102
5	5	Miguel Abello	100.5
6	70	B. Stucky Frédéric Yerly	80.5
7	52	Adrian Watt	75
8	5	Mirco Van Oostrum	60
9	14	Javier Ibran Pardo Antonio Castillo Mathijs Bakker Colin White	50
10	55	Roberto Rayneri	48
11	96	Roberto Silva Philippe Charriol	34.5
12	50	Rémy Deguffroy	32
13	45	Jordan Sanders Franck Thybaud	27
14	51	Thierry Proust Mario Cordonni Marco Zanutinni	17

ENDURANCE PROTO CHALLENGE

Position	Race Number	Driver Name	Total Points
1	2	Ander Vilarino Philippe Illiano	324.5
2	22	Alain Ferté Marc-Antoine Danniellou Jens Petersen	240.5
3	32	Damien Delafosse Kevin Bole-Besançon Nicolas Maulini	205
4	6	Jean-Ludovic Foubert Philippe Thirion Bruno Bazaud	181.5
5	40	Denis Caillon Fabien Thuner David Zollinger	163.5
6	15	Philippe Mondolot Gwenaël Delomier	143
7	8	F. Da Rocha Vincent Capillaire	140.5
8	21	Daniel Bassora	123
9	21	David Monclair	118.5
10	8	Antoine Lacoste	114.5

11	42	Christophe Kubryk	107.75
12	42	Jacques Wolff	101.75
13	15	Didier Beck N. Da Rocha	97
14	41	Rodolphe Rosati Frédéric Crouillet	86
15	31	Rémy Kirchoeffer Ludovic Cochet	70
16	5	Philippe Cimadomo Jean-Lou Rihon Sébastien Morales	69.5
17	21	Jordan Perroy	63
18	31	Gerard Faure	62.5
19	67	G. Striebig R. Striebig	58.5
20	68	Alain Bucher	53.5
21	17	Dimitri Enjalbert	51.5
22	50	Marco Biffis Vito Rinaldi	51.25
23	30	Thomas Accary Sébastien Dhouailly	46.5
24	85	Philippe Haezebrouck Xavier Fort	34.75
25	85	Nicolas Marroc Adrien Trouillet	30.75
26	26	Duncan Williams	27.75
27	67	Stéphane Raffin	23
28	56	Jorge Domingues Christophe Tardieu	21
29	23	Julien De Miguel Jarno	21
30	75	Thierry Aimard David Abramczyk	12
31	17	Stéphane Adler Paul Lafargue	11
32	29	Patrice Lafargue Sergio Pasion Franck Gauvin	5.75
33	23	Adrien Chila Christophe Burrick	2

PRESTIGE (FOR GENTLEMAN DRIVERS)

Position	Race Number	Driver Name	Total Points
1	6	Philippe Thirion Bruno Bazaud	188.5
2	15	Denis Caillon Gwenaël Delomier	143
3	42	F. Da Rocha Christophe Kubryk Jacques Wolff	108.25
4	42	Didier Beck	101.75
5	15	N. Da Rocha Rodolphe Rosati	97
6	41	Frédéric Crouillet Rémy Kirchoeffer	86
7	31	Ludovic Cochet	73
8	5	Philippe Cimadomo Jean-Lou Rihon Sébastien Morales	69.5
9	31	Gerard Faure	62.5
10	67	G. Striebig R. Striebig	58.5
11	50	Marco Biffis Vito Rinaldi	51.25
12	68	Alain Bucher	27.5
13	67	Stéphane Raffin Xavier Fort	23
14	85	Nicolas Marroc Adrien Trouillet	21
15	56	Jorge Domingues Christophe Tardieu Julien De Miguel	21
16	26	Duncan Williams	17.75
17	75	David Abramczyk Stéphane Adler	12
18	23	Jarno Thierry Aimard	10.5
19	29	Sergio Pasion Franck Gauvin	5.75
20	23	Adrien Chila Christophe Burrick	2



V DE V CHALLENGE MONOPLACE

Position	Race Number	Driver Name	Total Points
1	27	Alex Peroni	947
2	37	Gilles Heriau	791
3	17	Alexey Chuklin	717
4	26	Grégoire Saucy	661
5	2	Erwin Creed	632
6	1	Antoine Robert	521.5
7	73	Pietro Peccenini	458
8	3	Lebreton	439
9	62	Christophe Hurni	437
10	10	Nicolas Melin	347.25
11	53	Grégory Choukroun	335
12	1	Oscar Arcila	324
13	24	Thomas Neubauer	283
14	11	Grégory Holloway	239.75
15	77	Luis Sanjuan	204
16	46	Walter Rykart	204
17	68	Alain Bucher	176.5
18	54	Jean Christophe Peyre	160.5
19	7	Esteban Garcia	159
20	5	Jaime Fuster Barroso	143.5
21	20	Robert Siska	127
22	4	Sebastien Page	121.25
23	25	Howard Sklar	120.25
24	74	Karl Pedraz	111.5
25	66	Nicolas Matile	95.25
26	69	Christian Carlesi Sorasio	85

V DE V FUNYO CHALLENGE - SPO5

Position	Race Number	Driver Name	Total Points
1	24	Romain Houllier	586.5
2	11	Jean Quélet	521.5
3	32	Arlan Boulain	472.5
4	44	Eric Tessier	425.5
5	35	Yves Orhant	424.5
6	8	Edouard Hery	403.5
7	55	Christophe Girardot	399
8	51	Christophe Clement	386.5
9	17	Erick Tomasek	280
10	50	Norbert Sauvain	186

V DE V ENDURANCE VHC

Position	Race Number	Driver Name	Total Points
1	2	Alain Bazard	101
2	9	Lionel Robert	
		Olivier Huez	100
3	5	Bernard Moreau	95
4	1	Franck Thuibaud	58
5	61	Patrick Guylaume Schmit	
		Pascal Rajon	49
6	25	Phillippe Nozière	44
7	51	Nelson	40
8	1	Tiziano Carugati	40
9	24	Regis Meslier	35
10	22	Bernard Zimmer	
		Axel De Ferran	34
11	3	Yann Le Calvez	35
12	4	Marco Almond Bessand	27
13	25	Marcel Laurent Cohen	23
14	24	Sebastien Morales	20
15	1	Bruno Abric	18
16	11	Eric Van de Vyver	
		Patrick Brossard	14
17	24	Christian Morales	15

V DE V FUNYO CHALLENGE - F5

Position	Race Number	Driver Name	Total Points
1	14	Cédric Gardin	525
2	81	Renaud Malinconi	508.5
3	72	Cyril Denis	485
4	78	Claude Chaumot	428
5	28	Aurélien Robineau	422
6	21	Patrick Seille	419
7	25	Cyril Barbey	336
8	39	Jennifer Michel	312
9	6	Xavier Cousin	268.5
10	23	Olivier Gauciere	250.5
11	22	Christian Camboulive	247.5
12	38	Pierre Heriau	231.5
13	10	Cyril Leger	229
14	33	Alexandre Barbiat	207
15	41	Cédric Damiani	207
16	99	Gaylor Herold	202.5
17	3	Jean Marie Huet	196.5
18	26	Franck Cotter	161.5
19	69	Olivier Hochet	158.5
20	15	Thomas Despretz	150
21	56	Sébastien Geny-Gros	108.5
22	18	Serge Mesrobian	108
23	19	Jean-Pierre Cecchetto	89.5
24	88	Etienne Champetier de Ribes	73.5



VLN

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VLN LANGSTRECKENMEISTERSCHAFT NÜRBURGRING

Position	Race Number	Driver Name	Total Points
1	691	Mies, Alexander	77.92
1	691	Schrey, Michael	77.92
3	970	Hennerici, Marc	76.33
3	970	Oberheim, Moritz	76.33
5	435	Jacoma, Ivan	73.85
5	435	Karch, Claudius	73.85
7	450	Müller, Hajo	73.63
7	450	Riemer, Jens	73.63
7	450	Thiemann, Dominik	73.63
10	444	Büllesbach, Christian	73.01
10	444	Schettler, Andreas	73.01
10	444	Zils, Daniel	73.01
13	474	Derscheid, Rolf	72.65
13	474	Flehmer, Michael	72.65
13	474	Radulovic, Zoran	72.65
16	666	Adams, Rudi	70.66
16	666	Jäger, Thomas	70.66
18	288	Epp, Stephan	70.33
18	288	Holthaus, Gerrit	70.33
20	588	Gerhard, Christopher	69.66
20	588	Schall, Ralf	69.66



V de V Sports Series celebrates its silver jubilee with a new format for the Historic Endurance Championship and the return of two classic tracks.



VA VA VOOM V D E V



V de V Sports can be proud of its 25th successful season in motorsport. From a one-off event more than 20 years ago, Eric Van de Vyver has grown the series eponymous with his name into the benchmark for Gentleman & Pro teams wishing to go endurance racing in Europe. An FIA International series since 2013, V de V takes its

competitors on a memorable journey through prestigious European circuits, serving an eclectic mix of extensive track time, action-packed races and an ambience other series can only envy.

Back for 2017 is the Historic Endurance Championship, a key element of the V de V Endurance Series, with a thrilling, renewed format.

Each meeting will include two one-hour races in the lead up to the unique “2 Tours d’Horloge” meeting - the only 24-hour race specifically for historic cars. It is open to a wide range of classes from the ‘60s to the Group A era of the ‘90s. V de V will, once more, take old beauties such as the Lola T70 and Ford GT40 to iconic circuits - something no other series can offer.

So, not surprisingly, the V de V Endurance Series has prepared another first-class calendar for 2017. Two historic circuits are back on, including Dijon-Prenois, a favourite of British drivers, plus Jarama in Spain – a Hugenholz-designed, former Formula 1 track, where V de V hosted races for more than 15 years.

RETURN TO FRANCE

The V de V Sports team love tradition, which is why Magny-Cours will be on the calendar once again, while Estoril – arguably one of the best circuits in Europe – will host the finale in early November. As one of the last events in European endurance racing, the meeting at this Portuguese track never disappoints and the grid in 2016 for the European GT/Touring car/LMP/PFV race welcomed an impressive 34 cars; a succulent mix of GTs and prototypes which underlined V de V's success in managing such a potentially controversial cohabitation. This



year also saw the arrival of LMP3 cars and the new Ginetta G57 into new classes, joining the well-established GT grid, including current and past models of Ferrari, Porsche and the stunning Renault R.S. 01. Earlier in the year, after discussions with teams, the organisers established a separate classification for GT, LMP3 and PFV entrants, giving rise to three individual Champions at the end of 2016.

Prototypes are becoming increasingly attractive. Hardly

surprising, given the thrill-factor served up from the cockpit of an LMP3 car or a Ginetta G57. However, for those who may wish to spend less, V de V has an alternative: the V de V European Proto Endurance Challenge, designed for CN prototypes which rely on downforce and can produce higher corner speeds than their LM P2 cousins. This season proved that this class of car is still highly attractive – in terms of value for money and on-track performance – as V de V's grids were awash with



the lightweight prototypes from marques including Norma, Ligier, Tatuus and Wolf. Nico Hulkenberg progressed to Formula 1 via years in V de V and CN cars remain the perfect stepping stone from smaller, slower prototypes to the highest levels of endurance and single-seater racing. So, any drivers out there who long to experience Signes at Le Castellet in southern France flat-out in the May sunshine, we invite you to come along!

Continuing the stellar journey through Europe, V de V is heading further south next year and hosts its first event at the superb roller-coaster that is Portimão. Here teams can enjoy extensive track time, warmth from the Algarvian April sun, local culture and V de V's relaxed, friendly atmosphere, with BBQ evenings and music.

NEXT GENERATION'S SCHOOL OF LEARNING

At the end of 2016, the V de V organisers received high praise for hosting quality meetings, while maintaining a solid level of professionalism, with

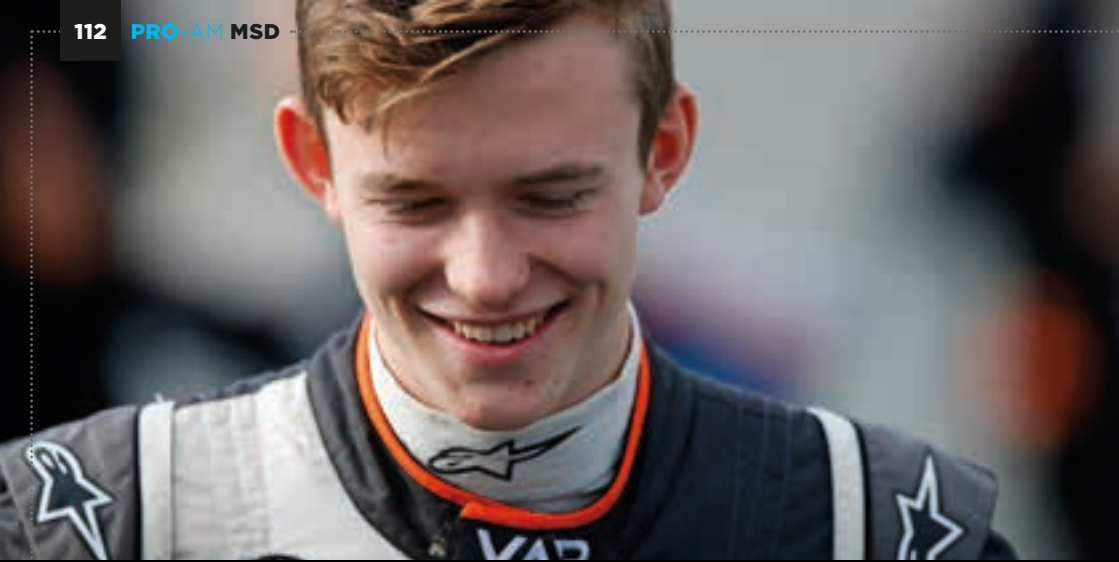


thorough scrutineering and competitive racing; key elements which established the series as the learning school for next generation of drivers. We need look no further than the entry lists for V de V Sports' two sprint championships in 2016. The V de V Monoplace Challenge, exclusive to Formula Renault 2.0 of all ages, has become one of the most popular championships of its kind in Europe, with full grids of entrants from as far as Russia and Australia, with young Alex Peroni

claiming the title in 2016. Meanwhile, the V de V Funyo Challenge broke records in 2016, as grids were fully booked sometimes months in advance. These small, powerful, yet cost-effective prototypes, designed in northern France, gave us many breath-taking races. Whether a rookie or serious Gentleman driver, V de V can offer unparalleled racing in 2017, with carefully balanced classes of endurance and sprint races, offering exceptional track time for an unmatched cost.







RAIN IMPROVES GAME

Van Amersfoort Racing's Formula 3 team driver Callum Ilott may still be a teenager, but is not lacking in experience. Since first sitting in a kart at the age of six, he has gone on to register some impressive karting success, including winning WSK Driver of the Year and WSK Super Masters Series.

"I was lucky to race internationally aged 11 onwards," says Ilott. "I got to race with the best in Europe and always moved up to the next age category so I could hone my racecraft from the top drivers. In the UK, you spend a lot of time driving in the wet, which develops your ability to drive on the edge of the grip. That kind of consistent practice helps you push a race car closer to the edge - and keep it on the track!"

All this practice reaped results for Ilott when he made the leap from karts to cars in 2015, securing a seat in the Red Bull Junior Racing Team. "This was a fantastic opportunity and without it, I don't think I would have got to Formula 3 as quickly as I did. I'll always appreciate what they did for me."

Callum Ilott is one to watch. Driving with a maturity way beyond his years, this champion kart racer turned Formula 3 driver has his eyes set on some bigger motorsport prizes.

But even with the Red Bull team behind him, the move to single seaters was still a huge deal.

"The transition was a big one because Red Bull and I decided to jump straight into Formula 3," he says. "You have so much more to think about when you first start driving a car. The more karting you can do to the most senior level the better. It teaches you racecraft - how to win, lose, lead, overtake, drive on the edge and mentally wear down the driver ahead of you."

So how did this season pan out? "A lack of consistency hit us hard. We won races and I was on the podium six times, which was an improvement on 2015. But I am disappointed



to not be in the top three. It's not all bad news though. I'm only 17 so it's been good to face problems at this stage of my career when I have time on my side. I've developed off track too. By being the fastest of my VAR team-mates, I've had more input in the briefings and been able to support them."

Although the season might not have gone completely to plan, the Formula 3 campaign has given Ilotta a chance to drive on some of the world's finest racetracks. So, does he have a favourite?

DRIVING IS BELIEVING

"The Nürburgring. I got my first taste of the Nordschleife after getting in a few tourist laps this year. You can watch all the videos on *YouTube*, but you just have to drive the Nordschleife to believe it. Spa is another track I enjoy driving - it's fast and flowing and you can overtake - important when you get an engine change grid penalty!"

So, with opportunities to drive on world-class tracks in real time, does the simulator have any role to play in Ilotta's race strategy? "The sim, in addition to the usual issues of

reduced track time and cost to test, allows you to work closely with your engineer. If you're using a dynamic sim your engineer can see what is happening through the corners. The simulator session is a standard part of our preparation.

"Before Spa, I did some work with Ansible Motion in Norfolk. They build high-end sims for Formula 1, WEC and manufacturers. That felt very natural - a

“

In the UK you spend a lot of time driving in the wet, which develops your ability to drive on the edge of the grip.

”



good example is when you're hard on the brakes, an experience that is usually hard to simulate. I could feel what the rest of the car was doing."

Hlott appears to have a wise head resting on some young shoulders, so what are his plans for next season. "It will be about progressing along my career path and the goal is to reach Formula 1. That might mean returning to Formula 3. I'm also fortunate to have had offers from teams in other categories. We've got some tests planned before Christmas and they will help shape our decision, but the priority will be single seaters for sure.

"I'm also keen to gain experience in other categories such as GTs or LMPs. The racing is competitive, the cars are mega and championships such as WEC and Blancpain, look like good places to race. If I can fit in even a few outings, I think it would be worthwhile and enjoyable. Racing at night looks spectacular so a seat in the Spa or Nürburgring 24 Hours is on my to-do list as well."

So, what tips would Hlott give young racers hoping to follow in his shoes? "Race in wet, greasy conditions as much as possible, and push yourself to race with the best competition you can find."





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