

OLLIE HANCOCK: Biography

Born: 25/08/1987
Nationality: British
Status: Single

Despite competing in no more than a handful of local karting events, Hampshire-based Ollie Hancock has already made a big impression in his first year of BARC Formula Renault competition.

Rather than karting, Hancock grew up riding motorbikes around the fields near his home in Hampshire, before finally beginning his driving career in 2003 competing in the Classic FF2000 championship. At just 16 years of age, driving a Van Diemen RF82, he enjoyed almost instant success, qualifying sixth on his debut and finishing on the podium in only his second race before going on to win the championship's winter series at Brands Hatch.

A full season in the same championship followed in 2004, with Hancock securing four pole positions, one win and ten podiums on his way to second overall, missing out on the title by a single point.

Budget limitations meant the youngster didn't race at all in 2005, instead taking a position as a mechanic with Formula Renault UK team Welch Motorsport where he broadened his knowledge of the industry before a return to racing in 2006.

Again competing in the Classic FF2000 championship, and preparing his own car, Ollie finished on the podium in every race, taking three wins and three pole positions, again missing out on the title by one point. Stand-out performances included qualifying fastest by over 2 seconds at Castle Combe and by over a second at the prestigious Walter Hayes Trophy, mechanical problems robbing him of victory.

In 2007 Hancock made the progression into modern racing, signing with Mark Burdett Motorsport to contest a full season in the Formula Renault BARC championship. Having shown consistent pace and performance throughout the year, Ollie finished third overall in the championship and best placed rookie, scoring a maiden victory at Silverstone.

Despite his transition into 'modern' racing, Ollie has still impressed at the wheel of several historic cars and races regularly in the World Sportscar Masters series. At the Silverstone classic in July, he stepped into a Lola T212 for the first time and led the rain-affected race by over a minute, despite being on slick tyres!

OLLIE HANCOCK: Racing CV

RACING HISTORY:

AUTOSPORT MAGAZINE "ONE TO WATCH"

2007: Formula Renault BARC – Mark Burdett Motorsport

3rd overall in championship and top rookie

1 win, 2 pole positions, 4 podiums

100% finishing record

World Sportscar Masters – Lola T212 & Lotus 23B

Named 'Drivers' driver of the year'

3rd at Porto against a field of cars with vastly more bhp

2006: URS FF2000 championship – Van Diemen RF82

2nd overall in the championship (missed winning by one point)

3 wins, 3 pole positions, 4 second places, 3 third places

Podium finish in every race

2005: No racing due to lack of budget

No.2 mechanic for Welch Motorsport, F. Renault

2004: URS FF2000 championship – Van Diemen RF82

First full season at age 17

2nd overall in the championship (missed by one point, again!),

4 pole positions, 1 win, 10 podiums

Motorsport News "Driver of the Day", Silverstone

Autosport magazine "One to Watch"

2003: URS FF2000– Van Diemen RF82

Aged 16, three races only, podium finish in second ever car race (Oulton)

1995–2003: Karting

Club level, very limited outings, only five races in this period & the occasional test.

INSTRUCTING:

- ARDS approved
- Currently a race instructor at Thruxton Motorsport Centre, driving race-prepped Mazda RX-8 fast ride car and road spec Mazda RX-8
- Private coaching

OLLIE HANCOCK: Q and A

How did you first get interested in motorsport?

It came from my dad originally. He's been racing since his mid-20s and when I was a kid I used to go and watch him. He also owned a little kart track in Weybridge and I used to spend some time there messing about on the karts. When my brother Sam started racing and his career began to take off, I used to go everywhere with him. I think I watched something like 51 of his first 59 races and my passion for the sport really began to grow.

You didn't have much of a karting background though?

I loved playing tennis and riding motorbikes when I was younger so I didn't do that much karting. Like I said, I used to do a bit at the track in Weybridge, but it was quite a long way away from where we lived so we didn't go that often. I have done some kart races but only a handful.

So what was your first car race?

When I was 16, and old enough to race a car, my interest in motorsport had really grown. My dad owned a 1982 Van Diemen, the same type as the one Ayrton Senna won the Formula Ford 2000 Championship in, and he let me race that. It just started as a bit of fun to see what I could do, but things went really well. I qualified sixth in my first ever race at Snetterton, and in my second race I qualified fifth and finished on the podium. I did about four races that year and then won the winter series at Brands Hatch. The following year I did the full season and finished second in the championship, missing out on winning it by one point.

You then had a year away from racing in 2005, why was that?

It was a mixture of a lack of budget and the fact that I wanted to pursue my other passion, customising cars. I decided to go and try that and worked for a company called Powerflow where I learned the trade. I also did three months working as a mechanic for Welch Motorsport in the Formula Renault UK championship.

Was it interesting to see the 'other side' of motorsport?

Yes and I learned so much. At that time I knew I wanted to work in motorsport and thought I would end being a mechanic or a driver. It was a great experience and by the end of my time there I could strip down a Formula Renault car and put it back together. It has also helped me a lot because now I have a complete understanding of how these cars work. If the handling isn't how I like it then I know what to do in terms of set-up and what adjustments I can make to the suspension, roll bar, ride height etc. I loved every minute of my time there but it was also then that I realised I would rather be in the car than working on it!

So it was back to racing in 2006?

Yes, I realised that driving was what I wanted to do. I worked really hard to improve my fitness and I spent all my spare time preparing the Van Diemen. I ran the car myself all year, doing my own set-up etc, and got it running really well. I was on pole by over two seconds at Castle Combe and by over a second at the Walter Hayes Trophy. Unfortunately I missed out on the championship by one point again, and decided to move on to Formula Renault BARC.

How different have you found 'modern' racing to the historics?

Completely different! I think the main reason is that the cars are so different to drive. You used to have to drive the nuts off the Formula Ford car, sliding round corners and stuff. It was like a big go-kart really. It had a traditional H-pattern gearbox and a clutch like you'd find in a road car. The Formula Renault car is nothing like that and it was almost like learning to drive again. Even though I've had a couple of years racing cars I don't think I have gained any real advantage over the guys I'm racing against who have come straight out of karts. Obviously it helped me in terms of knowing the circuits and general race craft, but in terms of driving those guys have had nothing to 'un-learn', nothing to adapt from, whereas I've had to change my driving style and thought processes completely.

What's the next step for your career?

Well it totally depends on sponsorship. The ideal scenario would be to progress into the TOCA Formula Renault championship and take advantage of all I've learned about the cars this year. I'm fortunate in that having had some good results this year I have already got offers from some of the top teams, but we need to find the sponsors first. At the moment my main focus though is on this season because winning the championship is still a realistic target.

And in the long term what's the ambition?

Formula One. I will do anything and everything I can to get there and will dedicate myself completely to achieving that goal. That's not to say it's going to happen, but if I don't make it, it won't be for the lack of trying. My ambition is to make a living from driving professionally. I'm not one of these people who's looking to make millions, as long as I can support myself I will be happy, but at the end of the day I just want to race.

Finally Ollie, who has been the biggest influence on your career?

My dad. If it wasn't for him I would be nowhere. Everything is down to him because he is the one who first fired my interest in motorsport. My brother Sam has also been a big influence though. His career followed a similar path to the one I'm treading now and he has helped me a massive amount. He has always been there for me at my races and it's great to have him around helping me out. Then there's the mechanics that helped me out in my early days in Classic Formula Ford. They taught me a lot and I couldn't have done it without them.

OLLIE HANCOCK: The Car

The FR2000 cars are identical to those used in the Formula Renault UK Championship except for the use of a 35mm air restrictor plate to reduce power and fixed gear ratios.

Chassis

FIA-approved impact break-away design. Carbon Fibre cell developed by Tatuus and Renault Sport Technology. FIA-approved roll hoop and lateral driver's head protection. Introduced in 2000 and updated with new bodywork in 2004.

Engine

Sealed, Renault Competition ST 15W50 16-valve, 4-cylinder type F4R with Orbisoud race exhaust system and catalytic converter. Built and developed by Renault Sport Technology. FIA-approved impact break-away design.

Capacity: 1998cc

Max Output: 192bhp at 6,500rpm

Max Torque: 22mkg @ 5,500rpm

Lubrication: Dry Sump, Spark Plugs: NGK PFR6E10, ECU: Sealed Magneti Marelli MF4L ignition system

Gearbox

Sadev 6-speed, sequential gearbox, mechanical control with three specified sets of ratios using a Limited Slip Differential and Twin-Plate, Hydraulic Clutch.

Lubricants

Engine: Renault Competition ST 15W50, Gearbox: Total Transmission LS

Suspension

Front: Pushrod, controlled single damper with adjustable bump and rebound

Rear: Pushrod, controlled twin dampers with adjustable bump and rebound.

Brakes

Four-pot callipers, ventilated discs and Ferodo (type DS4003) pads; cockpit-adjustable bias front to rear

Wheels

OZ aluminium, central fixing. Front: 8 inches x 13 inches, Rear: 10 inches x 13 inches

Tyres

Michelin Control Type FR2.0. Front: 16/53 x 13 Rear: 23/57 x 13

Wheels

OZ aluminium, central fixing. Front: 8 inches x 13 inches, Rear: 10 inches x 13 inches

Car Dimensions

Wheel Base: 2,645mm Front Track: 1,434mm Rear Track: 1,318mm

Minimum weight

495kg without driver/570kg with driver

OLLIE HANCOCK: The Team

Apotex Scorpio Motorsport

Scorpio Motorsport is a successful partnership between Jon Pettitt and Tony Trevor. The team was set up specifically to run in the new era Formula Renault 2000 Championship. A successful inaugural year culminated in a final round win of the 2000 Championship for Charles Hall at Silverstone whilst still part of Aztek Race Engineering.

Their race and Championship success over the past 25 years has proven that there is a depth of knowledge and experience within the organisation - invaluable to the development of a professional minded up-and-coming racing driver.

Tony's experience and highly regarded reputation has been built up over the past 25 years and brings a great strength to the team.

Jon's motor racing experience, although not as extensive as Tony's, brings in over 10 years of driving, engineering and preparation skills on a wide range of modern single-seaters further backed up by a strong motor vehicle and management background.

All additional Scorpio team members have been involved in a successful team environment for many years and for this reason also form a strong team background.

OLLIE HANCOCK: The Championship

Formula Renault BARC

Formula Renault BARC is the perfect entry-level category into top level single-seater racing, requiring approximately half the budget needed to race in its British Touring Car Championship supporting stable-mate Formula Renault UK. The 2006 Championship proved the link between the two series as the Champion, Richard Singleton, and Vice-Champion, Jordan Oakes, raced in the final two rounds of Formula Renault UK at Silverstone. Both finished comfortably in the top 15 with four other drivers also making the step up.

Formula Renault BARC is very cost-effective for young aspiring drivers with a competitive car able to be run by a privateer in the FR2000 Class for as little as £15,000. The budgets to run with a team in FR2000 Class start as low as £40,000, depending upon the testing programme. In Club Class, many cars are run for under £10,000.

The low-cost series, which uses identical chassis to the Formula Renault UK with Michelin Championship, enjoyed a hugely successful second season under Renault's guidance and is expected to grow stronger in 2007.



OLLIE HANCOCK: 2008 Calendar

FORMULA RENAULT BARC

Brands Hatch (Double Header):	23rd March
Rockingham (Double Header):	19th/20th April
Oulton Park:	24th May
Croft (Double Header):	19th/20th July
Snetterton (Double Header):	9th/10th August
Thruxton:	7th August
Silverstone (Double Header):	4 th /5 th October

OLLIE HANCOCK: Partners

UNICO COMPONENTS



Unico Components Ltd has been supplying furniture manufacturers with a wide range of innovative fittings for over 35 years. They produce components for producers of kitchen, bedroom, bathroom, dining and living room as well as for office furniture manufacturers and shopfitters across the UK.

They are sole agents for a number of leading furniture fittings manufacturers from around the world. Their range of products includes; locks, catches, handles & knobs, hinges, stays, drawer runners and desk systems, as well as fittings for shelves, wardrobes, legs, tables and cabinets.

www.unico.uk.com

TEENAGE CANCER TRUST



Teenage Cancer Trust is a charity devoted to improving the lives of teenagers and young adults with cancer, a severely medically and socially underserved group. TCT achieves its goals through a number of initiatives, all dependent on private fundraising efforts that range from high profile concerts and sponsored treks to local community events and personal charitable giving.

www.teenagecancertrust.org



OLLIE HANCOCK: Contact

For more information visit www.olliehancock.com

FOR ALL ENQUIRIES PLEASE CONTACT:

Andy Wilkinson at Pole Limited

Mobile: +44 (0) 7860 410950
Email: andy@pole.uk.com
Tel: + 44 (0) 20 8605 9797
Fax: + 44 (0) 20 8605 9791

Pole Limited
4 St Mark's Place
London
SW19 7ND
England
www.pole.uk.com

FORMULA RENAULT BARC CHAMPIONSHIP:

Website: www.renaultsport.co.uk
Photography: www.jakobebrey.com/renault