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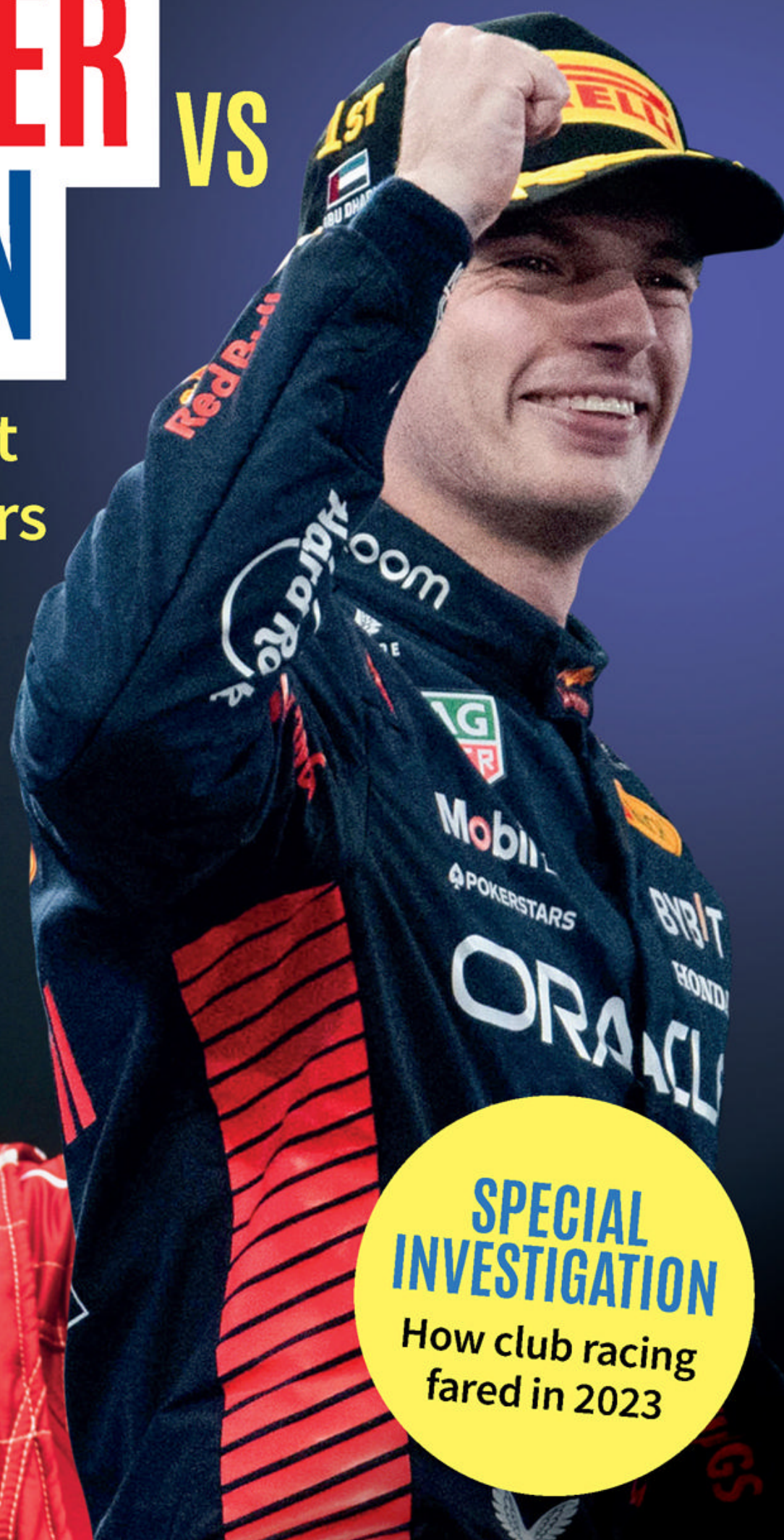
BRITAIN'S BEST MOTORSPORT WEEKLY

7 DECEMBER 2023

# **AUTOSPORT**

## **SCHUMACHER** **VS** **VERSTAPPEN**

We compare and contrast  
two Formula 1 dominators



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# Comparing two F1 legends, two decades apart

Michael Schumacher and Max Verstappen. Two great Formula 1 drivers with some of the most dominant campaigns in history on their CVs. As Alex Kalinauckas outlines this week, there are a surprising number of parallels between the two multiple champions, as well as a few differences (see page 14).

Verstappen has started 185 world championship grands prix and scored 54 wins (29%) and 32 poles (17%), as well as three titles. At the same point in his career, Schumacher had taken 68 victories (37%) and 54 poles (29%), along with five crowns. Perhaps the biggest difference, though, is that Verstappen is still only 26, while Schumacher was 34 back in 2003. The Dutchman could carry on for a decade or more, which means he'll be threatening Schuey's total of 91 wins and Lewis Hamilton's current 103 benchmark.

Verstappen was one of the winners at last Sunday's Autosport Awards at Grosvenor House on Park Lane (p22), after you voted him the International Racing Driver of the Year. Another legend – with a similar F1 strike rate – took our Gold Medal accolade, while Ferrari took the Moment of the Year for its stunning Le Mans victory.

As ever, the evening concluded with the crowning of the Aston Martin Autosport BRDC Young Driver of the Year Award winner. All four finalists acquitted themselves extremely well in 2023, but congratulations to Joseph Loake for becoming the 34th driver to take the prize, putting his name alongside some illustrious former victors and earning an F1 test drive (p38).



*Kevin Turner*

**Kevin Turner**  
Chief Editor

kevin.turner@autosport.com

**NEVER MISS  
AN ISSUE**

Special deals for  
Autosport p56



Cover images

Rose/Galloway/Motorsport Images

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# PIT + PADDOCK

These 20 drivers are all scheduled to stay put for their 2024 campaigns



## New F1 record as Sargeant is re-signed

### FORMULA 1

In a first for Formula 1, all teams will field an unchanged driver line-up for a new season. The 20 racers who contested the Abu Dhabi Grand Prix season finale will hold station at their current employers for the 2024 opener in Bahrain, subject to any unforeseen absences.

This small slice of history follows Williams deciding that Logan Sargeant deserves another year in the topflight.

Sargeant has secured a one-year extension to a mixed reception, given he was outqualified 22-0 by team-mate Alex Albon, who also scored 27 points to the rookie's one – albeit to become the first American to score an F1 point in 30 years. The 'supertimes' metric, which takes a driver's fastest lap from each race weekend as a percentage compared to the outright quickest, tells of a 0.789% gulf between the two, the largest team-mate gap in 2023.

Following the summer break, Sargeant endured a run of crashes, but team boss James Vowles publicly backed his driver, saying the preference was to keep him for 2024 so long as "very clear targets" were met. Vowles, who previously led the recruitment of junior drivers for Mercedes, passed on the opportunity to sign Sargeant in his old role. However, given his work with young talent, Vowles was also appreciative of limited testing and

punishing sprint race formats making F1 even less forgiving for newcomers. It is believed that Williams owner Dorilton Capital saw an appeal in retaining a driver who it financially backed on his way up the single-seater ladder to create a 'posterchild' for the Williams Driver Academy.

There was also a lack of stellar alternatives for the team. The outstanding candidate based on his five-round stint at AlphaTauri was Liam Lawson, who filled in during Daniel Ricciardo's recovery from injury. But since Ricciardo is hotly tipped to replace Sergio Perez at Red Bull should he fall well short of Max Verstappen again in the early part of 2024, Lawson has a plausible route to a competitive seat in the near future. While F2 champions Felipe Drugovich and Theo Pourchaire could have been prised away from their respective Aston Martin and Sauber reserve driver gigs, Williams would face nurturing talent only to hand them back to rivals in the future. Plus, Williams would need to start the process of helping a rookie, neither of whom are rated in the same bracket as Oscar Piastri, find their feet in F1 again.

Vowles said: "I am pleased to continue our journey with Logan into the 2024 season. Logan has demonstrated immense skill while under the pressure of the world stage, making him a perfect fit for our team. We have great confidence in his abilities and believe that together we

can achieve even greater success."

Compared to 2022, when Sebastian Vettel announced his retirement to leave Fernando Alonso to jump from Alpine to Aston, with Piastri then at the centre of a contract dispute that eventually went the way of McLaren, the driver market has been remarkably tame this year. However, that should be far from the case in 2024, since Yuki Tsunoda, Kevin Magnussen, Nico Hulkenberg, Perez, Ricciardo, Carlos Sainz, Pierre Gasly, Valtteri Bottas, Zhou Guanyu and Alex Albon all have contracts that are due to expire. There is speculation that Charles Leclerc, whose Ferrari paperwork is also up for renewal, has already put pen to paper on a new megabucks five-year deal with the team.

As it stands, Esteban Ocon is also available. He topped the one-day post-season Abu Dhabi test last week for Alpine ahead of McLaren IndyCar driver and F1 reserve Pato O'Ward and Mercedes-affiliated F2 runner-up Frederik Vesti. George Russell notably crashed the W14 during the session after a suspected technical failure.

F1 has also announced that China, Miami, Austria, Austin, Brazil and Qatar will host the six sprint weekends in 2024. Qualifying for the shortened races will return to Friday but decisions on more radical shake-ups will wait until January.

MATT KEW





ABU DHABI TEST TIMES

POS	DRIVER (TEAM)	TIME
1	Esteban Ocon (Alpine)	1m24.393s
2	Pato O'Ward (McLaren)	1m24.662s
3	Frederik Vesti (Mercedes)	1m24.679s
4	Sergio Perez (Red Bull)	1m24.715s
5	Carlos Sainz (Ferrari)	1m24.799s
6	Fernando Alonso (Aston Martin)	1m24.827s
7	Jack Doohan (Alpine)	1m25.038s
8	Robert Shwartzman (Ferrari)	1m25.050s
9	Logan Sargeant (Williams)	1m25.263s
10	Charles Leclerc (Ferrari)	1m25.371s
11	Theo Pourchaire (Alfa Romeo)	1m25.424s
12	Felipe Drugovich (Aston Martin)	1m25.554s
13	Yuki Tsunoda (AlphaTauri)	1m25.570s
14	Jake Dennis (Red Bull)	1m25.666s
15	Ayumu Iwasa (AlphaTauri)	1m25.753s
16	Ollie Bearman (Haas)	1m25.779s
17	Zak O'Sullivan (Williams)	1m25.842s
18	Oscar Piastri (McLaren)	1m25.930s
19	Pietro Fittipaldi (Haas)	1m25.940s
20	George Russell (Mercedes)	1m26.283s
21	Lance Stroll (Aston Martin)	1m26.681s
22	Franco Colapinto (Williams)	1m26.832s
23	Daniel Ricciardo (AlphaTauri)	1m26.965s
24	Zhou Guanyu (Alfa Romeo)	1m27.387s
25	Alexander Albon (Williams)	1m27.824s

# Alfa Romeo looks to Le Mans as Formula 1 options run out

WEC/F1

Alfa Romeo is assessing a World Endurance Championship attack now its involvement in Formula 1 has come to an end. After a six-year partnership, the Italian manufacturer was forced to cut ties with the Sauber team (right) at the end of the 2023 season ahead of Audi taking control of the Swiss operation in time for its 2026 grand prix return.

Alfa Romeo did assess a tie-up with Ferrari customer Haas, but talks didn't progress far since American payment firm MoneyGram already holds title sponsorship there. As such, Alfa CEO Jean-Philippe Imparato reckons WEC is now the most likely route to maintaining a major motorsport presence post-Sauber.

He told Autosport: "We weren't interested in aiming to do a copy/paste operation [with Haas] in the style of the one done with Sauber. It would have led us to become one of those who puts stickers on bodywork. It would no longer have been new and we wouldn't have been part of a story.

"We started looking at something else, quickly reaching a conclusion. Alfa Romeo has nothing to do with the world of rallying, the Stellantis group [which owns the marque] already has two brands involved in Formula E, and so the focus has shifted to the WEC, a world in which Alfa Romeo has lived in the past wonderful experiences."

No final decision has been made about how Alfa Romeo would make its step into WEC, as it is currently evaluating the most cost-efficient way in. "The WEC world is experiencing a moment of great interest, and when



SBLOXHAM/MOTORSPORT IMAGES

there is a lot of euphoria it becomes difficult to understand what level of investment is necessary to aim for the highest goals," added Imparato. "We saw in 2015 [in LMP1] that uncontrolled cost escalation ultimately rebounds, so we took some time to understand how this will all play out. I believe it is correct to have a clear picture and know precisely what you are facing before launching into a project."

One possibility could be to link with Peugeot, which is part of the same Stellantis group, and competes in the top Le Mans Hypercar class with its avant-garde 9X8.

Meanwhile, Sauber will launch its 2024 F1 car in the UK for the first time. Speaking at the Autosport Awards last Sunday, team principal Alessandro Alunni Bravi said: "As soon as the FIA will publish the entry list [10 December], we will of course announce the new team name. It will be a surprise and we cannot wait to start the partnership with our new partners. We will have, I think, a really fresh approach... we will do a launch of the car here in the UK."

J NOBLE, R CHINCHERO & S HALL



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# Tyre warmers may stay at Le Mans for 2024

## WEC

The ban on tyre warmers in the World Endurance Championship could be lifted for a second time at the Le Mans 24 Hours next season. Series boss Frederic Lequien has revealed that the prohibition on pre-heating tyres in the pits is again under review on safety grounds for the double-points round in June.

The revelation follows the reversal of the ban introduced for environmental reasons at the start of the 2023 season on a one-off basis for Le Mans this year. It came after a spate of accidents involving cars leaving the pits on cold tyres at the previous round of the series at Spa in April.

“For the moment the decision is not taken for Le Mans,” Lequien said. “We need to discuss again and make sure it is doable.”

He explained that there were multiple factors why tyre warmers might be allowed for Le Mans, despite the ban being in place for the rest of the eight-race WEC schedule. “Le Mans is very specific because of the differentials in temperature [between day and night], also the different categories and also the differences in driver skill,” said Lequien. “When you exit the pitlane at three in the night and the temperatures are quite low, it is doable, but the drivers need to adapt to this, and for this we need time.”

Lequien stressed that there were no plans to reintroduce the pre-heating of tyres for other rounds of the championship.

The sporting regulations for the 2024 WEC have already been published, which forbid the “use of any thermal or heat retention device”. Because of the



Le Mans pitlane could feature tyre warmers next season

JEP/MOTORSPORT IMAGES

specific nature of Le Mans and the 8.47-mile Circuit de la Sarthe, the 24 Hours has its own set of supplementary regulations covering sporting matters. These have yet to be published for 2024.

The plan to increase the WEC grid to 40 cars will come to fruition in 2025, stated Lequien. “We will go to 40 cars in 2025, definitely,” he said.

**GARY WATKINS**

# Cameron back in cabinet for Porsche's IMSA push

## WEC/IMSA

Dane Cameron and Matt Campbell will swap places in the Porsche Penske Motorsport LMDh line-up next season. Cameron will switch over to the IMSA SportsCar Championship to replace World Endurance Championship-bound Campbell.

Australian Campbell was confirmed

in the #5 WEC 963 Hypercar entry alongside Michael Christensen and Frederic Makowiecki when the grid for 2024 was published last week. Now Porsche has confirmed that his seat in the #7 GTP class 963 with Felipe Nasr in IMSA will be taken by Cameron.

Porsche motorsport boss Thomas Laudenbach described the switch “as a logical change” in what otherwise is an

unchanged line-up across the two arms of PPM. “Our goal continues to be to optimise the overall package for contesting the two major championships,” he continued. “This applies to the vehicle and the team processes, as well as the cockpit crews.”

That can be regarded as a reference to Cameron's successes in North America and his struggles in WEC over the past season. He is a two-time champion in the IMSA prototype ranks, winning the title in 2016 with the Action Express Cadillac squad and again with Penske and Acura in 2019.

Cameron and Nasr will be joined at the 2024 series opener at Daytona by Campbell and Penske IndyCar star Josef Newgarden, who made his debut with the team at Petit Le Mans in October. WEC regulars Kevin Estre and Laurens Vanthoor will drive alongside Nick Tandy and Mathieu Jaminet in the #6 entry in the GTP class. Porsche so far has not revealed who will join the IMSA cars for the subsequent enduros.

**GARY WATKINS**



Cameron will drive #7 in bid for third IMSA crown

LEVITT

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**FORMULA 1** Two-time Super Formula champion Tomoki Nojiri ticked off one of life's little boxes last weekend at Motegi when he drove one of the 2021 Formula 1 title-winning Red Bull RB16Bs during the traditional Honda Thanks Day. The 34-year-old is to continue in Japan in 2024, remaining at Team Mugen for Super Formula alongside incoming F2 ace Ayuma Iwasa, and in an ARTA Civic Type R-GT in Super GT. **Photograph by Honda**

## Mazepin ahead in race for LM24

### ASIAN LE MANS SERIES

Ex-Formula 1 driver Nikita Mazepin moved a step closer to competing in the Le Mans 24 Hours when his 99 Racing team emerged from last weekend's Asian Le Mans Series season-opening double-header at Sepang with the points lead.

The series, which awards additional 24 Hours entries to its champions, kicked off with two four-hour races in Malaysia. Well, that was the intention, but the first was abandoned 10 minutes short due to torrential rain. Louis Deletraz was in front in 99's TF Sport-run ORECA (also shared with Ahmad Al Harthy) from Matthieu Vaxiviere's AF Corse version, but the field could barely stay on the track as the conditions significantly worsened.

The 99 crew were foiled in the Sunday race when a lengthy caution deep into the final hour was called. Algarve Pro Racing



ASIAN LE MANS SERIES

and Proton Competition had called in their ORECA's, but the pitlane was closed to Mazepin. Once he had finally got in to hand over to Deletraz, the car had been leapfrogged by Malthe Jakobsen (APR, above, sharing with Colin Braun and George Kurtz) and Julien Andlauer. While Jakobsen sailed to victory, Deletraz passed Andlauer on the final lap for second.

Sainteloc Audi trio Christopher Haase, Gilles Magnus and Alban Varutti won in GT on Saturday, and were second on Sunday behind the Pure Rxcing Porsche of Klaus Bachler, Joel Sturm and Alex Malykhin.

## DAVE PREWITT 1940-2023

### OBITUARY

Dave Prewitt enjoyed a long career as a team owner/manager in sportscar racing and beyond. Not always at the sharp end of the field, his enthusiasm never dimmed as he continued into his seventies.

Prewitt, who has died aged 83 after a long illness, started working in the sport that had long been his passion when old friend John Fitzpatrick brought him in to run his eponymous Group C team in 1983. He looked after the business side of the Silverstone-based squad, while Keith Greene manned the pitwall.

"You'd never meet a more honest person than Dave; you could trust him with your life," recalled Fitzpatrick. "We'd got to know each other in our teens and I was living in Spain, so I needed someone like Dave."

When the doors closed on John Fitzpatrick Racing ahead of 1987, Prewitt and Greene founded GP Motorsport. The team continued, largely without Greene who went on to team manage at Richard Lloyd Racing and Nissan, through to 1992 and there were successes in the Group C2 division.

Prewitt went on to work with Marcos, Saleen, Skea Racing Team Modena and DF1 Racing running in the NASCAR Euro Series.

**GARY WATKINS**

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Fittipaldi has spent the 2023 season with Rodin Carlin



POS	DRIVER (TEAM)	TIME
1	Zane Maloney (Rodin Carlin)	1m35.783s
2	Victor Martins (ART)	1m35.888s
3	Dennis Hauger (MP)	1m35.954s
4	Isack Hadjar (Campos)	1m35.958s
5	Pepe Marti (Campos)	1m35.984s
6	Zak O'Sullivan (ART)	1m35.993s
7	Andrea Kimi Antonelli (Prema)	1m35.995s
8	Franco Colapinto (MP)	1m36.013s
9	Jak Crawford (DAMS)	1m36.054s
10	Enzo Fittipaldi (VAR)	1m36.067s

DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

# F2 field takes shape as Abu Dhabi running offers hints

## FORMULA 2

The closest approximation we can get to what will be the grid for the FIA Formula 2 Championship for 2024 took part in last week's three-day post-season Abu Dhabi test. It was also the last outing for the series' Dallara F2 2018 spec car, which is being retired after six years of service.

Several of the teams had already announced drivers for the upcoming year in the build-up to the test. The presence of other participants, including 2023 F2 rookie sensations Victor Martins and Ollie Bearman remaining on board with ART Grand Prix and Prema Racing respectively for the running, merely confirmed what most had already been tipping.

But there were some changes to the established line-ups. Rodin Carlin's confirmation of Zane Maloney for a second season and Ritomo Miyata for a first campaign in Europe mean Enzo Fittipaldi is on the move. The Brazilian-American, seventh in this year's championship with one sprint race win and three Sunday podiums, turned out at Yas Marina with Van Amersfoort Racing alongside the Dutch squad's F3 racer Rafael Villagomez.

"I must say that I really enjoyed the three days working with Enzo," said team boss Frits van Amersfoort. "He was really fast and we would love to have him in the team."

"For a team he's the ideal character, and he has the perfect size for a racing driver! He's really eager, and over the radio I heard

some things from Enzo that I really like."

VAR's 2023 squad is on the move: Richard Verschoor tested with Trident a couple of weeks after he contested the Macau F3 Grand Prix with the squad, while Juan Manuel Correa was on track with DAMS.

Hitech GP, meanwhile, added to the 'known' grid during test week by unveiling Paul Aron, third in FIA F3 this season, alongside ex-Virtuosi racer Amaury Cordeel.

Maloney set the quickest time of the test by 0.105 seconds from Martins, their laps coming on the second morning when most went on qualifying-spec runs. Isack Hadjar, confirmed at Campos Racing, improved on the final day up to fourth overall behind MP Motorsport's Dennis Hauger.

MARCUS SIMMONS

# Barnicoat gets Japanese test shot with TOM'S



## SUPER FORMULA

Newly crowned IMSA GTD Pro champion Ben Barnicoat is an unexpected addition to this week's three-day Super Formula test at Suzuka.

The 26-year-old Briton claimed IMSA honours with Lexus, and it is with parent marque Toyota's powerhouse TOM'S team that Barnicoat is set to run on Friday, the third day that

is designated for rookies. He is understood to have been testing single-seaters in the UK recently, seven years since moving from European Formula 3 to GT.

New Formula 2 champion Theo Pourchaire, who is expected to race in the series next season, is testing with Toyota squad Team Impul over the first two days, with Jota World Endurance driver Oliver Rasmussen taking over

for the Rookie running.

Euroformula Open race winner Juju Noda, daughter of ex-F1 driver Hideki, is driving for all three days with Honda team TGM Grand Prix.

Super Formula Lights champion and Honda protege Iori Kimura steps up for the entire test with B-Max, while ex-Red Bull Junior Igor Fraga – fourth in SFL in 2023 – gets two days at Nakajima Racing.



Albuquerque will stay  
with United and try to  
repeat his 2020 success



## Former champs return to ELMS

### ELMS

European Le Mans Series title winners Robert Kubica and Filipe Albuquerque will return to the championship in 2024 as part of a bumper LMP2 entry. The respective 2021 and 2020 champions will undertake full campaigns in ORECA-Gibson 07s run by TF Sport and United Autosports.

Kubica will contest the ELMS alongside his World Endurance Championship assault with the extra Ferrari run on a customer basis by AF Corse and is the first driver nominated for the AO by TF ORECA. AO is the banner used by

American PJ Hyett for his campaigns in the WEC and IMSA SportsCar series.

Albuquerque will be racing for United for an eighth season in 2024 alongside his IMSA campaign with the WTRAndretti Acura squad, but it will be his first full ELMS programme since he won the title. His only race in the series since came as a stand-in at Aragon in August of this year.

Co-drivers for Albuquerque have yet to be nominated, but the crew in one of United's three-strong flotilla of ORECA's has already been firmed up. Oliver Jarvis will remain with the team and share with Andy Meyrick and John Schneider. Ben Hanley is the only driver listed in the third car so far.

A capacity 43-car entry was announced on Monday with the largest ever number of P2s at 22, an upsurge that follows the disappearance of the class from the WEC. The regular P2 grid has doubled in size from seven to 14 cars, while there will be a further eight in the pro/am sub-division.

The Vector Sport team's entry has been confirmed, with team regulars Gabriel Aubry and Ryan Cullen listed as the drivers.

**GARY WATKINS**

Kubica will race in  
Hypercar and  
LMP2 in 2024



JEP/MOTORSPORT IMAGES

## ROSBERG PAIR CROWNED AS SANZ ROLLS FOR SAINZ

### EXTREME E

Nico Rosberg's RXR pairing of Johan Kristoffersson and Mikaela Ahlin-Kottulinsky were crowned Extreme E champions after a dramatic finale in Chile's copper capital of Antofagasta.

The Swedish duo arrived in South America with a narrow lead over Acciona Sainz racers Mattias Ekstrom and Laia Sanz, and beat them to victory by just 0.35 seconds on Saturday. Ekstrom led up to the Switch Zone, from which Sanz struggled to get away. Ahlin-Kottulinsky soaked up the pressure for the win, with Lewis Hamilton's X44 team third thanks to the efforts of Fraser McConnell and Cristina Gutierrez.

When Kristoffersson went up onto two wheels and dropped to fifth at the start of Sunday's final, that jeopardised RXR's title hopes. Then Tanner Foust ran into McConnell at the Switch Zone, promoting the RXR machine to third.

Acciona Sainz needed to win, and Sanz tried just a bit too hard... Molly Taylor was leading in the Veloce Racing machine started by Kevin Hansen, and Sanz spun while trying to apply pressure. Still the Spaniard pushed on, but another error led to a roll (below), promoting Ahlin-Kottulinsky to second and Gutierrez to another third.



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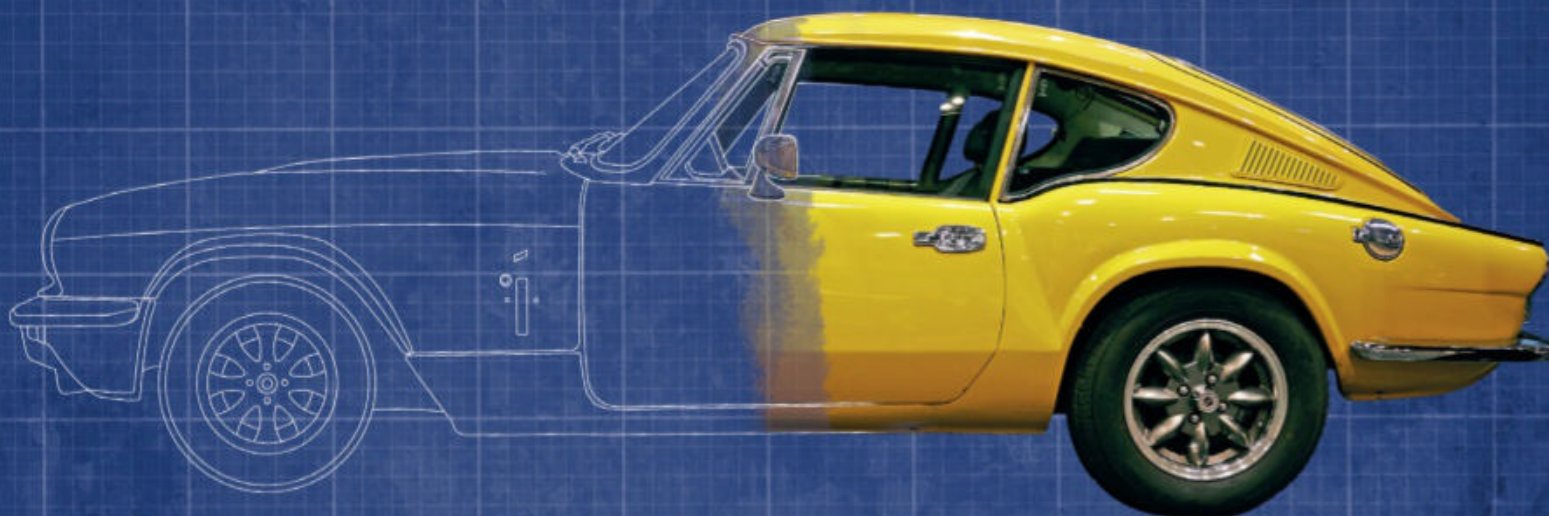
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# An F1 squabble bubbling under?

*Disquiet among rival teams over planned closer ties between Red Bull and AlphaTauri has potential to overflow into the next big thing in discordant F1 politicking*

ALEX KALINAUCKAS

**T**he off-track political spectacle of the 2023 Formula 1 campaign rather reflected the action on-track. Plenty of potential flare-ups, but nothing that spilled over from a cold to hot confrontation.

But at the Abu Dhabi finale, existing ingredients of one particular political dynamic recipe did begin to rise. This is the fear from Red Bull's rivals that its planned closer ties with junior squad AlphaTauri to lift its competitiveness on a cost-effective basis for an organisation that owns two teams might actually lead to a benefit for the energy drinks giant's main operation.

When Autosport asked McLaren CEO Zak Brown if his squad – which reversed a pace deficit to Red Bull clocked by rivals at around a second in lap time across the 2023 campaign – closing the remaining gap was realistic heading in to 2024, his reply was politically intriguing. “The million-dollar question that none of us knows is how early did they [Red Bull] turn off this year's car,” replied Brown, speaking at the Las Vegas race in an exclusive interview. “Also, we have some big concerns over the alliance between AlphaTauri and Red Bull. I think that is something that needs to be addressed in the future. So, I still think the sport has a way to go to make sure that everyone is truly independent.”

While other teams, including Mercedes, kept their power dry on this topic in Abu Dhabi, Autosport sources suggested that the real fear many of Red Bull's rivals have over a closer collaboration

**“The considerable transfer of team staff in recent years has already led to much speculation”**

with AlphaTauri has been stoked by the Faenza-based team's impressive development work on the AT04 towards the end of 2023. The floor update it unveiled at the last race was aimed at improving the AlphaTauri's low-speed turn prowess. This effort, according to McLaren team boss Andrea Stella, left the AT04 as “nowadays the best car in low speed”. But that is one of the few areas where Red Bull's RB19 was weak. And so, what the team's rivals really fear is that the challenge in policing exchange of ideas and intellectual property in F1 – covered by Article 17.2.1 of the 2024 technical rules – means somehow one squad's development investment might benefit another.

The considerable transfer of team staff in recent years has already led to much speculation on this exact anxiety. It is simply very difficult for the FIA to police technical ideas engineers might

form based on their work at one team before they transfer to another. Nor conversations between staff where these take place. The governing body has no desire to monitor F1 team staff communication and travel to an invasive level. Its technical auditing staff instead require teams to explain how they arrived at certain development ideas and prove they were independently conceived and then worked upon.

Red Bull is adamant it is playing within the rules. Indeed, the FIA has looked into the pairing in question and found no evidence of rule breaking. Its single-seater director, Nikolas Tombazis, said in Abu Dhabi that “we haven't seen anything in AlphaTauri that is concerning us”, as its overall floor design is so different to the one on the RB19. Plus, designing parts in isolation even for the theoretical benefit of another team is very challenging, as they wouldn't work on a car profile they are not designed for originally.

When Autosport asked team principal Christian Horner about Brown's comments, he replied: “It's totally within the regulations. We've seen cars that are a lot closer to ours in specification than an AlphaTauri. They've either been green or orange and black. I don't see it as an issue. It's fully within the regs.”

When contacted for comment, the FIA provided the following statement: “The FIA is committed to the thorough and rigorous policing of these regulations, and has significantly expanded its auditing department to ensure that this continues into the future.”

Sources have also suggested that, at the final 2023 F1 Commission Meeting that occurred in Abu Dhabi, a proposal to look into the matter of teams collaborating in future regulations was put forward and that there was resistance from two teams. This in turn suggests the Ferrari-Haas arrangement is not drawing additional concern right now or it surely would have been four votes against. Neither of those teams are, of course, currently dominating F1. That takes weight away from the suggestion that technical collaboration between two teams is a big advantage. Potentially against that is the fact that, in the Ferrari-Haas case, there isn't a common ownership.

So, thanks to Red Bull's unprecedented 95.5% victory rate in 2023 and Verstappen's record-setting 19 wins, what might come next year in a season where resurgences from Mercedes and Ferrari are expected, plus more McLaren progress, is a raising of the temperature in F1's political kitchen.

Based on what the championship witnessed in 2023, the current collaboration concern has the potential to either boil away as the latest dashed politicking fear in the ever-present art of winning F1's off-track game too, or it will spill over into something tangible and potentially burning. Right now, the timer on when things are done is counting down to the 2024 designs hitting the track for the first day of pre-season testing: 76 days, 75 days, 74 days... ❄



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# Surprises within McLaren's family

*A special gathering recently celebrated the legendary team's 60th birthday and many former figures turned up to share their stories. Autosport was there...*

KEVIN TURNER

**M**cLaren's impressive development across the 2023 Formula 1 season was a timely boost as it celebrated its 60th birthday. It's not taken a title since 2008, but McLaren is still second on two important F1 metrics: grand prix wins and drivers' titles.

To honour the team's rich history, a 60th anniversary celebration was organised by long-term former McLaren engineering and design employee Matthew Jeffreys and the team's ex-sponsorship coordinator Richard West. Held in November at the Old Thorns Hotel in Hampshire, more than 300 past and current employees joined guest of honour Ron Dennis for a special evening. And Autosport was allowed to come along.

McLaren's story across F1, Indycar and Can-Am was represented by former staffers stretching back to employee number three Howden Ganley, as well as important relatives, including Amanda McLaren, daughter of founder Bruce, Teddy Mayer's widow Sally Dean, and Freddie Hunt, son of 1976 world champion James. Designers Gordon Coppuck, John Barnard, Steve Nichols, Neil Oatley and Adrian Newey – taking time out from penning the next of Red Bull's dominant line of ground-effect machines – also attended, along with key figures such as Kathy Ojeh, Jo Ramirez, Ekrem Sami and Martin Whitmarsh. Some may now work for other teams, but their presence underlined the affection they hold for McLaren.

The Dennis era, which ran from the end of 1980 to 2017, stands as McLaren's most successful, with 158 of its 183 GP wins, 10 drivers' titles (of the team's overall total of 12) and seven constructors' crowns (of eight). At times, McLaren could seem a pretty cold place from the outside, but the evening proved that the feeling within the camp was very different.

Dennis made a moving speech that many used to his addresses would have been surprised to hear. The stories of others revealed the care Dennis took to look after his employees. The word 'family' was used a lot and it didn't feel forced, even though there were figures in the room who haven't always got along.

In an evening of emotional moments, few were more poignant than when double world champion Mika Hakkinen was on stage. The Finn had already got the room in hysterics with his answer to what made McLaren so great during his time there: "Me!"

But Hakkinen, now 55, was taken aback when introduced, for the 'first' time, to Dr Jerome Cockings, a modest man who Jeffreys had tracked down and with whom he and West had lunched to ensure the meeting of the two was handled with sensitivity.

As first responder, along with colleague Dr Steve Lewis, Cockings was the first on the scene of Hakkinen's 1995 Australian GP crash and the person who should be credited for saving his life. Their embrace was a reminder of the journey Hakkinen had

at McLaren and why he'll forever be one of its favourite drivers.

"You don't know how someone is going to react to something like that but it was a truly special moment," says Jeffreys.

Similarly powerful was the appearance of Vivian and Bianca Senna. Ayrton's sister and her daughter appeared on stage, not only to talk about the legendary three-time world champion but also the work of the Senna Institute. That it has helped 35 million Brazilian children since 1994 is probably Senna's greatest legacy.

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## "You don't know how someone is going to react but it was a truly special moment"

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Given the way the 2015-17 McLaren-Honda relationship ended and the Japanese firm's subsequent success with Red Bull, it was impressive to see Toyoharu Tanabe and Michio Kawamoto take to the stage with a 'message of thanks from Japan' for the four world title doubles the partnership achieved in 1988-91.

As well as those in the room, there were video messages from Alain Prost, David Coulthard, Martin Brundle and Mark Blundell, while double F1 world champion Emerson Fittipaldi and engineer Steve Hallam joined live via video link.

Beyond the McLaren history, the Grand Prix Trust and Tyler James Alexander Scholarship were highlighted. The newly formed Scholarship, named after the McLaren lifer who died in 2016, will support gifted students for an MSc in motorsport engineering at Cranfield University with race team internships.

Jeffreys and West agreed that, after so much hard work, their efforts had been more than repaid in managing to assemble such an incredible group of people from across the globe. "More than anything, seeing so many friends being reunited seems like the greatest achievement," reckons Jeffreys.

The busy F1 calendar meant few of the current team's staff were able to make it. But current CEO Zak Brown has a lot of enthusiasm and respect for McLaren's heritage. And a number of the guests were given a tour of the McLaren Technology Centre later that week, underlining the link between past and present.

Brown has been adding to the squad's resources and facilities in the hope that, under current team principal Andrea Stella, his time at the helm will add more success to McLaren's illustrious history. There was a strong feeling of support and a desire to see their 'McLaren family' back at F1's sharp end at the Old Thorns event, even if some now work elsewhere in the paddock... ❄️



# SCHUMACHER vs VERSTAPPEN

So much  
winning:  
Schumacher and  
Verstappen have  
dispensed gallons  
of bubbly



# Two eras of F1 domination

*There are many intriguing parallels and key differences between the characteristics and circumstances of a pair of drivers who have bestrode their respective eras*

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport  
IMAGES



GALLOWAY

HE WON SO MANY Formula 1 races. Often they were with such crushing performances that there ended up being a discussion about how he acted during the regular airings of his team's national anthem.

Back in the early 2000s, Michael Schumacher's regular 'conducting' of the Ferrari mechanics joyously belting out *Il Canto degli Italiani* drew criticism from former Italian prime minister and president Francesco Cossiga. In 2023, there were countless skits and memes acknowledging that the Dutch/Austrian national anthem combination ringing out after every Max Verstappen/Red Bull walkover is now as familiar to the close of a grand prix as the thumping Brian Tyler-composed refrain is to the introduction.

There are plenty of Schumacher/Verstappen comparisons, and what ties them together nicely is the familial bond between the two camps – Verstappen once referred to Schumacher as an "uncle", and became a racing contemporary of his son, Mick.

The elder Schumacher is an F1 legend. And although Verstappen's career is surely nowhere near its conclusion, with three world titles he has already established his own similar status. Both drivers have amassed huge followings for their success, and the manner in which they have achieved it. >>



Schumacher with  
Verstappen's old man:  
Hungary podium 1994



The sons have  
become F1 peers  
in recent seasons



With the benefit of hindsight, we can reflect on how the seemingly never-ending march of Schumacher/Ferrari race and title victories in the early 2000s came to an end in 2005. In 2023, we might consider this a hypothetical mid-point in Verstappen's era of domination. Schumacher's run was ended by the combination of Ferrari and Bridgestone messing up the 2005 tyre rules against rising star Fernando Alonso at Renault, and we can't predict when Verstappen's current streak will conclude. All eras end but, given how 2023 has just played out, Verstappen is on course to be a five-time champion by the time we get under way in 2026.

That year is central to our mid-point suggestion. It's set to be the next reset on F1's car design rules, with expanded moveable aerodynamic parts likely to be the most visible changes to how the machinery will look. That is likely to provide more opportunity for Red Bull's technical team, helmed by its genius chief technical officer Adrian Newey. But, unlike in the delayed 2022 rules reset, the engines will change concurrently.

Given Red Bull's polemics at July's Austrian GP – where team boss Christian Horner claimed that F1 needs to “ensure that we're not creating a technical Frankenstein” on the 2026 power unit and chassis rules – the new engines add peril possibly already being felt for this era's dominant squad. Its rivals suggested that those comments were motivated by it possibly being behind on development. Hence 2023 might end up being remembered as ‘mid-Verstappen’.

For Schumacher, that point became his staggeringly smooth run to a fifth title – his third consecutive with Ferrari – in 2002. Were there echoes of that in 2023? After all, 21 years ago *The Sunday Times* ran a column headed: ‘Michael Schumacher: the serial winner who murdered Formula 1’. And he won a mere 11 races that year, not 19.

Like other great F1 dominators of the modern era such as Sebastian Vettel or Lewis Hamilton (there was generally a greater spread of success when Juan Manuel Fangio, Jackie Stewart, Ayrton Senna and Alain Prost were racking up titles), both Schumacher and Verstappen swept all before them. For Schumacher in 2002 and again in 2004, we can read ‘Verstappen’ ever since Ferrari's 2022 challenge fell away, Red Bull refined its first ground-effect concept, and moved on into his 2023 march to title number three.

There are even rather prescient points concerning the cars Schumacher and Verstappen used to hit their greatest heights. For example, the Ferrari F2004 has remarkable similarities to the Red Bull RB19 in how both, relative to their opposition, performed better in race trim than in qualifying. Back in 2004, Schumacher and team-mate Rubens Barrichello weren't dominant against the clock, but were able to unleash stunning race performances thanks to the team's integral work with tyre supplier Bridgestone on car balance over a stint. The opposition couldn't really get close – bar the odd off-colour weekend for Ferrari, such as at Monaco and Spa. In 2023, the RB19 was engineered to cope with something the F2004 never had to – the fragile, high-degradation tyres prevalent in modern F1. That *Sunday Times* headline highlights how the Schumacher/Ferrari

era of domination led to F1's obsession with improving its ‘spectacle’, even though there are examples of competitors and enthusiasts griping about ‘the good old days’ throughout the generations since the world championship began in 1950.

The RB19's strengths lay in how low it could be set up to generate its peak downforce, something no Red Bull rival has yet managed in the current rules cycle. This came with an occasional weakness over bumps, as the race stints through Eau Rouge at Spa showed – Verstappen and Sergio Perez were obliged to lift off through the compression to avoid wearing their underfloor planks excessively. So too did the whole Singapore weekend.

That defeat for Red Bull, at the hands of Carlos Sainz and Ferrari, ended Red Bull's hopes of a 100% win record. But just as the F2004 came to be renowned for its crushing race performances, the RB19 sits just above the legendary McLaren MP4/4 of 1988 in hitting a 95.5% win strike rate (versus 93.8%). Verstappen enjoyed the RB19 so much that he described himself as “emotional on the in-lap” after winning the 2023 Abu Dhabi season finale. “It was the last time I was sitting in

## *“It's important to note Verstappen's controversial episodes very much pale next to those of Schumacher”*

the car, which has given me a lot,” he added. Schumacher praised the F2004 for being “so versatile”, and winning so much it was “hard for [Ferrari's team spirit] to be better”.

On the actions taking place inside those famous cockpits, Schumacher and Verstappen are closely aligned. Verstappen's father Jos says his son and his former team-mate are “very close” on their ability to hyper-focus and compartmentalise during long title campaigns. They also share a remarkably similar driving style in corner entry. They carry huge amounts of speed in and turn the car with dramatic rear rotation – an oversteer preference that so many of Verstappen's team-mates have been unable to replicate in recent years. His advantage over them is clearest in low and medium-speed turns, which was another area where the RB19 struggled.

Verstappen's style is slightly smoother than Schumacher's overall, judging by onboard camera views of their steering wheel movements. For the Dutchman, this is part of his impressive Pirelli tyre management skills, something Schumacher didn't have to worry about at his peak. Each also has a rather controversial reputation for driving in battle. Any assessment of Schumacher's fantastic achievements would be wholly incomplete if they failed to mention his many ugly racing episodes: Macau 1990, Adelaide 1994, Jerez 1997 and Hungaroring 2010 are just the headlines.

But it's important to note that Verstappen's controversial episodes very much pale compared to those of Schumacher. His frequent moves in braking zones leading to the adoption of a specific ‘Verstappen rule’, and his many do-or-die moves on Hamilton in 2021, sit in their own position. But they're nothing compared to Schumacher's deliberate attempts to knock title rivals out of contention – as with Damon Hill in 1994 and Jacques Villeneuve in 1997.

Of late, Verstappen hasn't had any on-track clashes. It says much about the campaign just gone that his most famous sparring episodes have been of the verbal variety via his team radio with engineer Gianpiero Lambiase rather than with Charles Leclerc or Hamilton, although his penalised move on the Ferrari driver at the start in Las Vegas was pretty cynical.

So, what does Verstappen make of matching Schumacher in becoming a dominant multi-champion? “The success of some of the greats, that's amazing,” he said at Suzuka in September. “You might get a little bit of inspiration from it, but I wouldn't necessarily want to try and do it the same way. The world is changing every time, right? Every different era. So, you also have to take that into account.”

Horner says “all the greats had a huge hunger and determination”. >>







ETHERINGTON



Barrichello could be a threat to Schuey, here and left in Austria 2002...



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...but Verstappen has put more distance between himself and Perez





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Jerez 1997 was the nadir of Schumacher driving etiquette...

“And I think Max even takes that to another level,” he added at the 2023 Mexican GP. “He’s not obsessive in chasing records or statistics, although he knows more than you think, but he has an inner desire, an inner belief, an inner hunger that drives him. And, as I say, if you look across some of the greats across many sports, you see that as a common trait.”

There’s also a similarity in how each of the respective dominant eras began – the 2000 and 2021 seasons were, in their own ways, utterly epic. In 2000, Schumacher and Ferrari got off to a brilliant start while poor reliability hurt McLaren and Mika Hakkinen. Indeed, it was Hakkinen’s team-mate David Coulthard who provided Schumacher with his main opposition during the first part of the season, around the Scot nearly losing his life in a plane crash. The pair had a fiery battle at the French GP, and a further clash in the US GP, while there was officiating controversy in Austria when it was discovered that one of the two mandatory seals on the electronics box aboard Hakkinen’s winning McLaren was missing (he kept his win, but the team was docked its constructors’ points).

Hakkinen came back strong during a disastrous mid-season run of crashes and unreliability for Schumacher, before the German returned to winning ways at Monza. A final reliability twist for Hakkinen at Indianapolis then eased Schumacher’s path to ending Ferrari’s 21-year wait for a title at the following round at Suzuka.

In 2021, Mercedes’ realisation – too late – that the rear-floor rule changes would hurt its low-rake concept more than Red Bull’s high-rake approach set the scene for a season of remarkable parity between the two top squads. Verstappen and Hamilton were also closely matched in terms of driving skill and daring, with the Mercedes man having his own deserved penalty-slapping moment at Silverstone. That sat alongside Verstappen’s on-the-edge moves at Imola and Barcelona, and over-the-top driving at Monza, Interlagos



Schumacher had to battle big McLaren challenge in 2000...





*“All the greats had a huge hunger and determination. And Max even takes that to another level”*

and Jeddah. Things got devilishly political in discussions over flexi-wings and yellow-flag transgressions – there was a story to chase at seemingly every turn. Netflix cameras and Liberty Media-owned FOM’s efforts enhanced the title story.

But there are, of course, important differences on how this comparison breaks down. Firstly, the 2021 season ended with an officiating saga, with Hamilton’s sublime efforts to get the title all but won undone by race director Michael Masi’s decisions at the Abu Dhabi finale. Suzuka 2000 (that year’s penultimate race) is remembered, thankfully, only for Schumacher’s steering-wheel-damaging celebrations, along with his searing speed in damp and changing conditions.

Also, Hakkinen was a career-long contemporary of Schumacher – it was he who Schumacher blocked so savagely in Macau in 1990, leading to the Finn’s crash, and both made their F1 debut in 1991. In Hamilton, Verstappen had a rival who had already been a champion for 13 years by the time they really became rivals.

There are further key differences between Schumacher and Verstappen, and the first is how they compare to their team-mates during their peak seasons. There can be no doubt, surely, that Barrichello gave Schumacher closer competition than Perez does to Verstappen. Even so, the Ferrari team orders spats in Austria bear a passing resemblance to Red Bull’s in Brazil in 2022. And there was Verstappen’s agitation that he and Perez should adhere to set time deltas during those few early 2023 rounds where it appeared that >>



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## DRIVER GENERATIONS: EARLY 2000s vs NOW



Raikkonen and Alonso came to fore in Schuey era...

Many different aspects can come to define an era of motorsport history, from car types to rulesets. Max Verstappen is now establishing his era of Formula 1 domination to follow those of Lewis Hamilton, Michael Schumacher, Ayrton Senna and so many more. But often a gaggle of great drivers arrive together, and their personalities and battles find permanent homes in fond memories.

Rewind 20 years, and it was Jenson Button, Fernando Alonso and Kimi Raikkonen who were starting their journeys to becoming future world champions. Their F1 arrivals were spread across 2000-01 and, as they got up to speed, their achievements were registering in a very different media landscape. Tabloid power was arguably at its height, and magazine culture still held so much sway on how fans understood their heroes.

Through this time, Mark Webber, Juan Pablo Montoya and Felipe Massa entered the fray, building their own enduring reputations. F1 suddenly had a golden era of driving talent, boosted further by the arrivals of Sebastian Vettel and Hamilton.

What's remarkable is that Alonso is still thriving at the peak. He's set to hit 400 F1 grand prix starts in Qatar next year, as the discipline evolves through safer cars and fitter drivers to result in careers lasting much longer than they did. It's therefore surely likely that a driver on today's F1 grid will surpass Alonso's record-setting total before their time is up.

And, just as there was two decades ago, F1 can point to a collection of exceptional racers to provide the storylines even as this generation's leading light cleans up, and they all have a direct connection to their fans through social media and *Drive to Survive*. Daniel Ricciardo, Esteban Ocon, Carlos Sainz and Pierre Gasly are race winners – charming in their own ways. Charles Leclerc is considered closest to champion-in-waiting, but is let down too often by his and Ferrari's errors. George Russell, Lando Norris and Alex Albon arrived in 2019 and are showing star potential. So too, in one season, has Oscar Piastri. There'll be plenty more stories to tell, and to witness.



...while Max has Norris, Russell, Albon and Leclerc as rivals

the Mexican was something of a threat, and snared two street-track wins in Jeddah and Baku.

On that front, Verstappen confessed earlier this year that he “personally [does not] really enjoy street circuits”, despite having six victories on such courses. There are more temporary venues than ever before in F1 now, which in part explains why Schumacher trails Verstappen with just five street wins in his total of 91. In this context, that smoother steering input can be said to be a hindrance for Verstappen on tracks such as Baku, where the many 90-degree corners require pointed, aggressive turn-in to get the best lap times.

Barrichello never allowed a points gap to build to Schumacher as large as Perez's to Verstappen in 2023. Adjusted to the current points system, the Brazilian's biggest deficit to his Ferrari team-mate was 159 in 2002; this year, it was 290 between Verstappen and Perez.

On pure pace it's a similar story. During their five seasons with championship-challenging cars, Barrichello was on average 0.45%, 0.68%, 0.29%, 0.24% and 0.23% adrift of Schumacher on best laps over a race weekend. Since he joined Red Bull 2021, Perez has come in at 0.70%, 0.55% and 0.76% slower than Verstappen.

Again, the differing tyre rules are worth considering, since it was the challenge in getting the 2023 Pirellis hot enough to provide grip from the off that held the Red Bull back in qualifying and mixed conditions, where confidence was key and Perez struggled to find this following his Miami GP humbling. The tyre warm-up element was partly what made the RB19 so kind to its tyres in a race stint.

There are rules stability similarities between the mid-Schumacher and mid-Verstappen eras. But an overarching difference between them is how these days F1's governance and management are overall very stable. The recent officiating sagas, and the fallout from FIA president Mohammed Ben Sulayem's comments on a suggested \$20billion valuation of F1, sent shockwaves through the championship at the start of 2023. But they were rather contained compared to what was going on in the mid-2000s.

Back then, the drive to cut costs after years of manufacturer-led financial frivolity became a key part of the political battles of the day. The determination to cut costs, plus the fallout from the 2005 US Grand Prix farce, eventually led to F1 adopting a single tyre supplier. But the moves to get there, and on other fronts wrapped up in the financial crisis of the decade – such as the £40m cost cap proposed for 2010 – pitted the teams against the FIA and FOM much more regularly than can be seen today. The spat of the anti-dilution fee and Andretti's attempt to join the F1 grid are nothing compared to the Formula One Teams Association breakaway threat that eventually followed the Schumacher era due to the old cost-cap proposal.

In the current period, the cost cap introduced in 2021 and the

***“An overarching difference between eras is how F1's governance and management are now very stable”***

great hike in team worth thanks to Liberty's efforts on promotion (including the Netflix show) mean that such threats are non-existent. The teams are aligned with F1 on financial affairs.

Other cross-party efforts, such as the move to standardise many parts and adopt significant new safety features, have played their part in the political sphere changing too. F1 can therefore be said to be sanitised these days through being partly standardised compared to the days when designers had massively more freedom.

When multi-team battles for victory such as those we saw in 2021 and early 2022 are possible, does that matter? The answer is yes, because another crushing period of domination has followed. F1's biggest concern now, as TV audiences and social media interactions dwindle, is to recapture that magic. But that's been made harder, because the cost cap and restrictive rules mean that teams can't overhaul their designs as they once could.

What's intriguing to note is how little agitation there has been – from the teams at least – for rule changes to try to alter the current





competitive picture. The mid-2000s era was packed with politicking on that front, even though the 2005 changes that Ferrari and Bridgestone messed up actually came via the FIA forcing through its temporary ‘endurance tyre’ rules on safety grounds.

There’s another note from the past that we ought to consider, and it takes us right back to that 2002-03 crossover. This is how Schumacher’s 2002 domination was followed by a feisty fight in 2003 via convergence through rules stability, plus the points rules being altered to reward greater consistency. That year, McLaren’s new superstar Kimi Raikkonen scored eye-catching early podiums and stayed in contention to the end. And Williams came on strongly too, led by Juan Pablo Montoya around a mid-season Ralf Schumacher purple patch. The Ferrari hero had his work cut out to save his crown,



and even briefly looked like losing it to Raikkonen during a gaffe-filled race to eighth position and the single point he needed in the Suzuka finale, handily won by Barrichello.

With McLaren on the up again with Lando Norris and Oscar Piastri, plus Ferrari and Mercedes aiming to get Leclerc, Sainz, Hamilton and George Russell back into contention in 2024, how F1 could do with a repeat of 2003... The current extended points system rewards consistency better than 20 years ago, and there are tweaks to sprint race weekends being considered, just as there were one-shot qualifying adjustments to save a show ‘murdered’ by one dominant driver the year before.

So, if F1 does get another epic title fight, perhaps the Verstappen era will be shorter than we’ve hypothesised after all... 🍀

THE ‘WHAT IFS?’ OF VERSTAPPEN SR’S F1 CAREER

Oh, what might have been. What if Jos Verstappen had been successful in getting the 2004 Jaguar F1 seat alongside Mark Webber that ultimately went to Christian Klien? Had he got his way, then perhaps Red Bull’s Verstappen era would have kicked off a decade earlier...

Instead, it turned out that Verstappen’s frustrating 2003 campaign with the minnow Minardi was his last in F1. There had been hopes that the Faenza-based team, then helmed by aviation entrepreneur Paul Stoddart, could replicate its points-scoring form with Mark Webber from 2002, especially

with its switch to Cosworth power.

But reliability improvements from the teams further up the grid restricted Verstappen’s chances of sneaking into the top eight. There were also issues with Minardi’s last-minute deal for a Bridgestone tyre supply. And there were few wet-weather moments for a driver who had progressed through junior single-seaters to F1 in just two seasons – his son would do it in one in 2014! – to shine as he typically did in such conditions.

One famous exception was in first qualifying for the

2003 French Grand Prix. Back then, F1 had one-shot qualifying, with drivers running on Friday in championship order. The track was drying after rain, and Verstappen pumped in a lap 2.6 seconds quicker than anyone else had gone. Only the sister Minardi of Justin Wilson was left to run, and he fell short by 0.1s. In dry qualifying the next day, the Minardis slipped back to their typical backmarker status, and Verstappen finished last in the race, four laps down. His best result of the season came in Canada: ninth, one place short of the points.

Stoddart wanted Verstappen to stick around with Minardi for 2004. But when that – and his Jaguar ambitions – didn’t come off, the Dutchman’s F1 career finished after 106 starts. His best results were two thirds, from his rookie part-season alongside Michael Schumacher at Benetton in 1994.

Verstappen Sr went on to race in A1GP and sportscars, including at Le Mans. He made his first World Rally Championship appearance last year on the Ypres Rally, and clinched his maiden victory in the discipline in Belgium this May on the Monteberg Rally at the wheel of a Rally2 Skoda Fabia.





# AUTOSPORT AWARDS

## STARS ALIGN FOR NIGHT OF CELEBRATION

*The year's achievements lauded, and an accolade for an icon*

PHOTOGRAPHY  **motorsport  
IMAGES**

**A**cross Park Lane from the gleeful shrieks from Winter Wonderland in Hyde Park, the gleeful shrieks of the Loake family emanated from the Grosvenor House Hotel at the climax of the 2023 edition of the Autosport Awards.

But GB3 star Joseph Loake's elevation to the pantheon of those who have earned the prestigious Aston Martin Autosport BRDC Young Driver of the Year Award was just one highlight of this most star-studded of annual shindigs. With Immy Barclay and Natalie Pinkham on hosting duties, and Bryn Lucas interviewing celebrity guests from the floor of the Great Room, the Awards glided us through the standout performers, machinery and moments from the 2023 season.

Stars such as Max Verstappen, Lando Norris and Oscar Piastri sent thank you messages for their Awards successes by video, while F1 team principals including Toto Wolff, Christian Horner and Zak Brown

were in attendance.

That's all very much of the now, but it was during Sir Jackie Stewart's acceptance of an Autosport Gold Medal that time seemed to stop. The three-time world champion was, of course, far more than a great driver: he was an F1 team boss, played a huge role in the commercialisation of the sport,

**"Derek, you are the heart of this Award"**

Young Driver Award guest judge Johnny Herbert to Derek Warwick

and campaigned tirelessly for safety. "Ken had some remarkable people," pointed out Sir Jackie in acknowledgement of his success with the Tyrrell team. "I'm alive because of them."

And of his former protege Dario Franchitti, on stage to fete his mentor, he added: "Dario won three Indy 500s, and to do that you've really got to be Scottish!"







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PRESENTED BY PIRELLI

# INTERNATIONAL RACING DRIVER OF THE YEAR

## Max Verstappen

Max Verstappen now has a trio of International Racing Driver of the Year awards to complement his streak of Formula 1 drivers' titles after being voted the best in the business for the third year on the trot.

Most wins in a season, most consecutive wins, most wins from pole, most points scored, most podium finishes, 1003 laps led, winning the crown with the most races still to run and the biggest points gap from first to second – those are just some, not all, of the records Verstappen broke in 2023.

Given his phenomenal season, Verstappen got the nod from readers over F1 rival Fernando

Alonso, Formula E champion Jake Dennis and IndyCar king Alex Palou.

A commitment for Red Bull engine supplier Honda meant Verstappen was needed in Japan on the night, but he recorded a video message for the audience.

**“It’s something that I’m very proud of and something that I never thought was possible”**

Max Verstappen

Before promising to attend the Autosport Awards when his diary next allowed, he said: “As a team, we definitely had an incredible season. It’s something that I’m very proud of and something that I never thought was possible.”

### ROLL OF HONOUR

1982	Keke Rosberg	1996	Damon Hill	2010	Sebastian Vettel
1983	Nelson Piquet	1997	Jacques Villeneuve	2011	Sebastian Vettel
1984	Niki Lauda	1998	Mika Hakkinen	2012	Sebastian Vettel
1985	Alain Prost	1999	Mika Hakkinen	2013	Sebastian Vettel
1986	Nigel Mansell	2000	Michael Schumacher	2014	Lewis Hamilton
1987	Nigel Mansell	2001	Michael Schumacher	2015	Lewis Hamilton
1988	Ayrton Senna	2002	Michael Schumacher	2016	Nico Rosberg
1989	Jean Alesi	2003	Juan Pablo Montoya	2017	Lewis Hamilton
1990	Ayrton Senna	2004	Jenson Button	2018	Lewis Hamilton
1991	Ayrton Senna	2005	Kimi Raikkonen	2019	Lewis Hamilton
1992	Nigel Mansell	2006	Fernando Alonso	2020	Lewis Hamilton
1993	Nigel Mansell	2007	Lewis Hamilton	2021	Max Verstappen
1994	Damon Hill	2008	Lewis Hamilton	2022	Max Verstappen
1995	Michael Schumacher	2009	Jenson Button	2023	Max Verstappen



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THE 2023 WINNER

# GOLD MEDAL

## LIFETIME LEGACY

### Sir Jackie Stewart

Three-time world champion Sir Jackie Stewart became the third recipient of the Autosport Gold Medal incorporating the Gregor Grant Award. The accolade, awarded for a lifetime of service that leaves a lasting legacy to the motorsport industry, has previously been won by Jean Todt and Roger Penske.

**"I was successful because I was with the right people. I am very proud to receive this"**

Sir Jackie Stewart

As well as all his on-track success, which included 27 world championship grand prix wins in BRM, Matra, March and Tyrrell machinery, Stewart led the drive for better safety in motorsport in the 1960s and 1970s. Along with son Paul, he also founded the Stewart Grand Prix team that, after a spell as Jaguar, became Red Bull.

The 84-year-old was joined on stage to receive his Gold Medal by friend HRH Prince Salman bin Hamad Al Khalifa, three-time Indianapolis 500 winner and former Paul Stewart Racing driver Dario Franchitti, and Rolex global communications director Arnaud Boetsch.

"Jackie didn't settle for anything but the best," said the Crown Prince. "If he can help someone, he will. He's the ultimate mentor."

"PSR was my lifeline," added Franchitti. "It was our university and we had the best teacher. I learned so much from watching Jackie."

Stewart has been an ambassador for Rolex since 1968 and Boetsch also paid tribute: "The whole company loves him. He is a storyteller, the Netflix of his time."





THE AWARD

## BRITISH COMPETITION DRIVER OF THE YEAR

### Lando Norris

Lando Norris was named British Competition Driver of the Year, after helping his McLaren team produce a startling turnaround in fortunes across the 2023 Formula 1 season.

Norris faced initial struggles when the original MCL60 lacked performance, but McLaren's continual updates helped the team progress to the front. He used this to great effect and stood on the podium seven times throughout an impressive year.

Norris beat Mercedes F1 duo

Lewis Hamilton and George Russell, and Ferrari's Le Mans winner James Calado, to the Award.

"I want to say a big thank you to all the fans for voting for me," said Norris via a pre-recorded message. "This has been my second time being able to accept this beautiful trophy. The first was during COVID in 2020, so this feels like my first."

We'll forgive Lando for forgetting he also won in 2019 if he makes it to the 2024 Awards!



THE AWARD

## INTERNATIONAL COMPETITION CAR OF THE YEAR

### Red Bull RB19

After securing an unprecedented 21 grand prix victories across the 2023 Formula 1 season, Red Bull's RB19 was honoured with the Award for International Competition Car of the Year, voted for by Autosport readers.

Created under Red Bull's famed technical leadership team helmed by chief technical officer Adrian Newey and technical director Pierre Wache, the RB19 scored 19 victories in Max Verstappen's hands and two via his teammate Sergio Perez. It also took Verstappen to his third successive F1 world title.

Unlike its many rivals, the

**"There's no secret. It's just a team effort, everybody did their job"**

Pierre Wache

RB19 was able to run lower to the ground to achieve its peak downforce levels, largely thanks to its stable ride and strong overall handling balance. It defeated the Le Mans-winning Ferrari 499P,

Formula E-pace-setting Jaguar I-Type 6 and World Rally Championship benchmark Toyota GR Yaris Rally1 to take the Award.

"The car did the job – to achieve one of the best records in F1

history," said Wache. "I think the team deserves recognition and recognition of the car is the team too. It's nice to be part of this story."





THE AWARD

**NATIONAL DRIVER**  
OF THE YEAR**Freddie Slater**

Not many Ginetta Junior champions claim an Autosport Award, but Freddie Slater is not your average Ginetta Junior champion. Following a glittering karting career, Slater was unstoppable with R Racing this year and impressively won 16 of the

21 races he contested. He then switched to single-seaters and was instantly on the pace in various Formula 4 championships, including playing a starring role in Macau.

Those achievements were recognised by Autosport readers, and he pipped dominant British Touring Car champion Ash Sutton, Sutton's rival Tom Ingram and British GT title winner Dan Harper to the National Driver of the Year Award.

"I wasn't really expecting it!" said the 15-year-old. "There's a lot of drivers like Ash Sutton who did a mega job this year and it just means so much."

**"To be on the Autosport stage at such a young age is an amazing feeling"**

Freddie Slater

THE AWARD

**MOTORSPORT PROMOTER**  
OF THE YEAR**Silverstone Circuits Ltd**

Up against fierce competition from South Florida Motorsports, for raising the bar with its second-year Miami Grand Prix, the inaugural Las Vegas GP, and the ACO for the centenary Le Mans 24 Hours, Silverstone Circuits Ltd scooped the Promoter of the Year award following a record-breaking attendance at this year's British Grand Prix.

The race weekend brought a crowd of 480,000, the largest seen in F1 history, and featured an improved fan village and entertainment.

The Award was presented by ex-Alpine F1 boss Otmar Szafnauer, one of six judges on the panel, to Silverstone CEO Stuart Pringle, who felt that "this is a tremendous honour to be nominated, among the nominees who are all our friends and have all done an incredible job. We've really had to raise our game."

**"It's about the people and about the team. To them I say thank you"**

Stuart Pringle







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THE AWARD

# JOHN BOLSTER

## FOR TECHNICAL ACHIEVEMENT

### Christian Horner OBE

On the back of Red Bull's runaway success in this year's Formula 1 championship, team principal Christian Horner was honoured with the John Bolster Award, named after Autosport's legendary Technical Editor.

This Award denotes success and excellence in a technical capacity, and has been won over the years by luminaries including Ross Brawn, Sir Patrick Head and Adrian Newey.

In his 18 years as Red Bull team principal, Horner has been responsible for putting together an engineering team that has won multiple world championships, enjoying consecutive titles from 2010 to 2013 and following that with its successes in 2022 and 2023. Red Bull's record of scoring victory in 21 of the 22 races in 2023 put the RB19 in the history books as

statistically the most dominant car in F1 history.

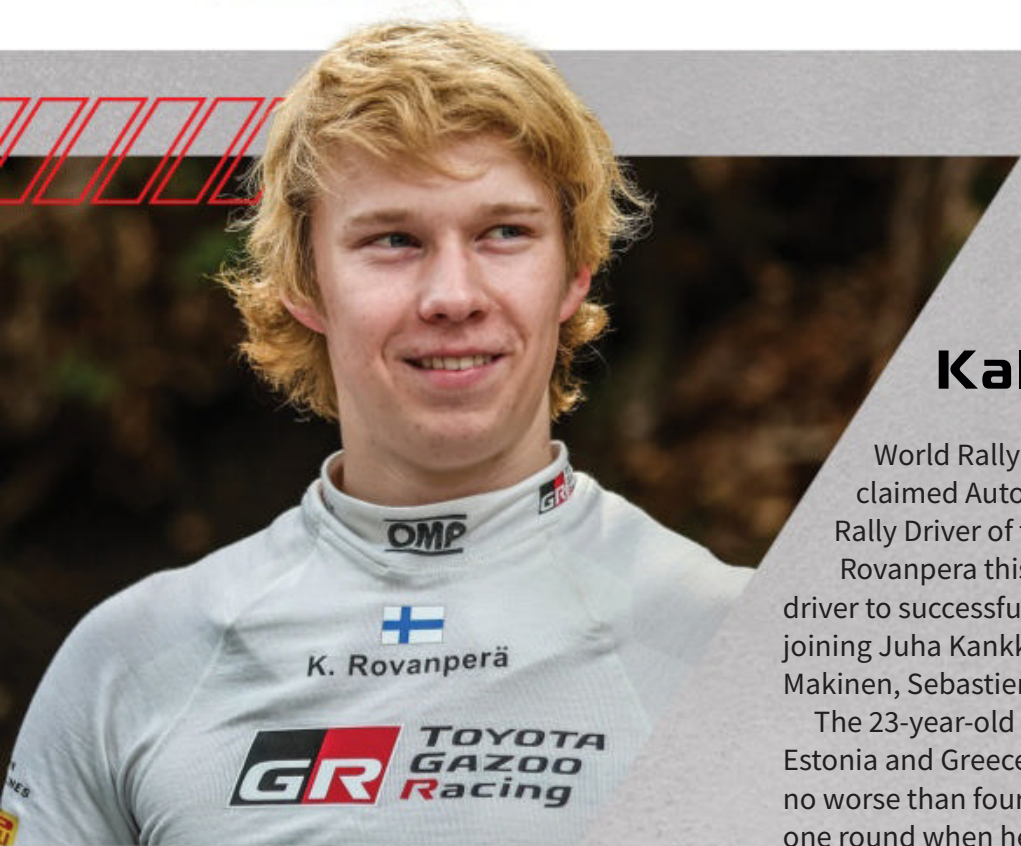
Horner was presented with his award by GMF Capital founder and new Autosport owner Gary Fegel. "With 22 races, the back end of the year has been particularly tough," Horner said upon receiving his award. "What the team has achieved this year has been absolutely phenomenal, and to get 21 wins from 22 races is outstanding."

**"It's been absolutely epic, we've seen a few things happen this year that were incredible"**

Christian Horner







THE AWARD  
**RALLY DRIVER**  
OF THE YEAR

**Kalle Rovanpera**

World Rally champion Kalle Rovanpera claimed Autosport's 2023 International Rally Driver of the Year Award.

Rovanpera this year became the sixth driver to successfully defend the WRC title, joining Juha Kankkunen, Miki Biasion, Tommi Makinen, Sebastien Loeb and Sebastien Ogier.

The 23-year-old Finn won three (in Portugal, Estonia and Greece) of the 13 rounds, finishing no worse than fourth, and he retired from just one round when he crashed out of the lead in

Finland. Autosport readers voted him the top rally driver of 2023, ahead of Toyota team-mates Elfyn Evans and Sebastien Ogier, and M-Sport Ford's Ott Tanak. It is the second consecutive time Rovanpera has won the Award.

"It is a big honour to get rally driver of the year," said Rovanpera, who will conduct a partial campaign next year before returning full-time in 2025. "It has been a great year again and let's hope the success continues next year."

THE 2023 WINNERS

**F1 ACADEMY**  
PRIZEGIVING

Marta Garcia

F1 Academy's successful inaugural season culminated in the championship presentation being made at the Autosport Awards. Susie Wolff, managing director for the all-female series, is of course no stranger to the Awards from her own racing days, and was buoyant about the contest's future as it gears up to become a regular Formula 1 support category in 2024. "We're just getting started," she declared. "We've got a lot more to look forward to, trying to create lots of opportunities so that our drivers can progress onwards and upwards in the sport."

First up was the teams' trophy, accepted on behalf of Prema Racing by boss Rene Rosin. Then it was onto the drivers. Third-placed Hamda Al Qubaisi was unable to be present, but runner-up Lena Buhler took to the stage, joined by champion Marta Garcia. "I want to say thank you to the F1 Academy," the Spaniard beamed. "To Susie for everything she's done, and obviously to Prema - Rene, Angelina [Rosin's wife] and everyone involved in the team. It was an amazing season."

F1 Academy has placed Garcia in Formula Regional European with Prema for 2024.

**"The last time I stood on this stage, it was 20 years ago when I was up for the Young Driver Award!"**

Susie Wolff

Rene Rosin

Lena Buhler





THE AWARD

**MOMENT**

OF THE YEAR

**Ferrari wins  
Le Mans 24 Hours**

Ferrari returned to the pinnacle of endurance racing as a factory and did so in the centenary year of the Le Mans 24 Hours. The Italian manufacturer triumphed, notching up its 10th outright victory at the French enduro.

It was a thrilling contest in which all five of the major manufacturers led, and came down to a straight fight between the winning Ferrari 499P of James Calado, Alessandro Pier Guidi and Antonio Giovinazzi, and the best of Toyota's GR010 HYBRIDS. The battle for honours in the centrepiece round of the World Endurance Championship could have gone either way and, even when the Ferrari looked home and dry, there was one final twist: an



**"It was a romantic victory because we were back in the top class of endurance after 50 years"**

Ferrari sportscar racing boss  
Antonello Coletta

electronic glitch at its final pitstops. It was pure Hollywood and scooped our Moment of the Year Award, ahead of Josef Newgarden's first Indianapolis 500 victory, Shane van Gisbergen's shock NASCAR Cup debut success in Chicago, and Max Verstappen's record-breaking 10th consecutive Formula 1 win at Monza.

THE AWARD

**PIONEERING  
& INNOVATION**

OF THE YEAR

**Toyota**

Hydrogen will soon become an integral part of the international racing scene thanks to the vision of the Automobile Club de l'Ouest at Le Mans. Leading the way in the use of the alternative, carbon-free fuel in motorsport is Toyota, but with a difference.

The ACO's original plan called for electric cars with power produced by a hydrogen fuel cell. The goal of Toyota chairman Akio Toyoda is to incorporate hydrogen into our sport while maintaining the visceral emotion, the noise and sound that are central to its appeal. The Japanese manufacturer has been pioneering the use of hydrogen combustion technology in racing since 2021 and intends to take it to Le Mans. The GR H2 Concept unveiled on the eve of this year's race is the first manifestation of that dream.

**"People were thinking that the noise of the combustion engine would disappear, but we want to change that"**

Toyota Gazoo Racing team principal  
Kamui Kobayashi







Steve Shelley



## 2024 Race Season

*20 & 21 April - Silverstone Spring Start*

*15 June - Cadwell Park*

*7 July - Donington SeeRed*

*31 August - Mallory Park*

## 2024 Speed Season

*5 May - Curborough Speed Trials*

*12 May - Wiscombe Park Hill Climb*

*3 & 4 August - Vintage Prescott Hill Climb*

*7 & 8 September - Loton Park Hill Climbs*

*28 September - Prescott Long Course Hill Climb*

*Use it. Drive it. Love it.*



THE AWARD

# ROOKIE

OF THE YEAR

## Oscar Piastri

Oscar Piastri is being talked about as a future Formula 1 champion based on his stellar adaption to the top flight, which earned comparisons to Lewis Hamilton given how both expertly settled into life at McLaren.

For his efforts, Piastri was reunited with the Rookie of the Year award he claimed in 2020 (for F3) and 2021 (for F2). The Australian was one of

**"A tough start for the team but what a turnaround we've had"**

Oscar Piastri

only four drivers to win an F1 race all season, thanks to a beautifully composed dash from pole to the chequered flag in the Qatar sprint race. Piastri also enjoyed Sunday success, earning consecutive podium visits in the Japanese and Qatar Grands Prix.

For an award handed out by double F1 champion Mika Hakkinen, Piastri said: "It's been a remarkable year. Plenty of highlights, a couple of podiums for myself, the sprint win in Qatar – it's been a year to remember."



THE AWARD

# BRAND PARTNERSHIP

OF THE YEAR

## The Gulf Williams Fan Livery Competition

Gulf Oil thought outside the box by having those powder-blue-and-orange colours festoon the inside of the Williams pitbox. The mechanics caught the eye, dressed in sponsored fireproofs and helmets, while their equipment was decorated in the famous paint scheme.

Then Gulf let the public have their say. They presented four concept liveries and asked fans to vote for their favourite, with hundreds of thousands

deciding what the FW45 wore in the Singapore, Japanese and Qatar Grands Prix. That engagement helped chief judge, former Alpine F1 team boss Otmar Szafnauer, declare Gulf and Williams as the Brand Partnership of the Year.

Sacha Davis, the vice-president of marketing at Gulf Oil, said: "It's not been about Gulf celebrating its many years in motorsport, it's about how we've been executing it. I've had a fantastic team working with me."







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THE AWARD

# AUTOSPORT WILLIAMS

## ENGINEER OF THE FUTURE

### David Crespo

The 2023 Autosport Williams Engineer of the Future Award was presented to David Crespo after a nine-month selection process whittling down a field of over 200 initial applicants.

The Award has been running since 2015, but was revamped for 2022 to reflecting the changing routes into motorsport engineering and then relaunched in full with the new process for 2023.

Through that, Crespo and Award runner-up Riccardo Calzetta worked with Williams's Esports team, spent two days being assessed in the team's race strategy and simulator departments, joined the Rodin Carlin squad for a weekend of hands-on experience in the GB3 single-seater series, then made a final presentation to the judging panel.

This comprised Williams Racing Head of Vehicle Performance Dave Robson, Williams DIL



Team Leader Andrew Newton, Williams Head of Talent Acquisition Jamie Green, famed single-seater team boss Trevor Carlin and Autosport Grand Prix Editor Alex Kalinauckas.

After the final presentations, which took place shortly before the 2023 Las Vegas Grand Prix at Williams's headquarters in Grove,

**"I know I need to keep pushing as much as I can – keep improving for what's to come"**

David Crespo

the judges chose Crespo as the Award winner. His strong communication skills and his efforts in the race strategy simulation exercise were key to that choice.

Crespo is currently finishing his Motorsport Engineering Master's degree at Oxford Brookes University and starting work in Formula E.







## THANK YOU

**Aston Martin, Autosport and the BRDC gratefully acknowledge the support of the following** Arai, Athletic Thinking, Beechdean Motorsport, Grand Prix Racewear, Jordan Bespoke, Mercedes Sims, MotorSport Vision, Pirelli, Silverstone Circuit, TSL, Tysler & United Autosports

**The Aston Martin Autosport BRDC Award judging panel** Dario Franchitti, Leena Gade, Johnny Herbert, Andrew Kirkaldy, Alexander Sims, Ian Titchmarsh, Darren Turner, Kevin Turner, Mark Williams. **Chairman of the judges** Derek Warwick



THE AWARD

# ASTON MARTIN AUTOSPORT BRDC

YOUNG DRIVER OF THE YEAR

## Joseph Loake

The Autosport Awards reached their climax with the crowning of the Aston Martin Autosport BRDC Young Driver of the Year. GB3 frontrunner Joseph Loake took the accolade and with it £200,000, a test in an Aston Martin Aramco Cognizant Formula 1 car, full British Racing Drivers' Club membership, an Arai Helmet and a Jordan Bespoke helmet bag.

The 18-year-old's success was announced by Aston Martin F1 team sporting director Andy Stevenson in front of a cheering

**"Winning something like this gives me a lot of self-belief and confidence"**

Joseph Loake



table of family and friends.

"I can't believe it!" said Loake, who scored four wins on his way to third in the GB3 standings.

"It was really hard to know how it had gone. It felt like I'd done a good job and I had a strong pursuit run. I think the wet is where I stood out, but I didn't know what the others had done."

"I'm not an optimist but winning the Award gives me confidence that I can do this."

Loake came out on top after tests at Silverstone in MotorSport Vision F2, United Autosports Ligier LMP3 and Beechdean Motorsport Aston Martin GT3 machinery.

He had planned a second campaign in GB3, but is now also contemplating a step up to FIA F3 for 2024.



## ROLL OF HONOUR

1989 David Coulthard	2001 Steven Kane	2012 Jake Dennis
1990 Gareth Rees	2002 Jamie Green	2013 Matt Parry
1991 Oliver Gavin	2003 Alex Lloyd	2014 George Russell
1992 Dario Franchitti	2004 Paul di Resta	2015 Will Palmer
1993 Ralph Firman Jr	2005 Oliver Jarvis	2016 Lando Norris
1994 Jamie Davies	2006 Oliver Turvey	2017 Dan Ticktum
1995 Jonny Kane	2007 Stefan Wilson	2018 Tom Gamble
1996 Darren Turner	2008 Alexander Sims	2019 Johnathan Hoggard
1997 Andrew Kirkaldy	2009 Dean Smith	2021 Zak O'Sullivan
1998 Jenson Button	2010 Lewis Williamson	2022 Luke Browning
1999 Gary Paffett	2011 Oliver Rowland	2023 Joseph Loake
2000 Ant Davidson		

## THE AWARD

The Aston Martin Autosport BRDC Young Driver of the Year Award aims to find and assist the best of rising British single-seater talent.

Joseph Loake is the 34th recipient of an Award that has been won by 2009 Formula 1 world champion Jenson Button, 13-time grand prix victor David Coulthard, triple Indianapolis 500 winner Dario Franchitti, and current F1 stars George Russell and Lando Norris.

Loake was given his Award by Aston Martin's Andy Stevenson and BRDC chairman Peter Digby, plus judges Johnny Herbert and Autosport Chief Editor Kevin Turner.



## THE 2023 FINALISTS

### TAYLOR BARNARD

Age 19

With the unfancied Jenzer team in F3, the successful F4 graduate qualified on the front row at Barcelona and won at Spa on his way to 10th in the championship.

### ARVID LINDBLAD

Age 16

Red Bull Junior Lindblad only turned 16 in August but won six races in Italian F4 with Prema before finishing third in the points. He was also a winner in Euro 4.

### CALLUM VOISIN

Age 17

In his second season in GB3, the Rodin Carlin driver became champion with a consistent campaign that included two wins and nine other podium finishes.





Teething issues in testing threatened upsets, but Daytona kicked off season with a fine show

IMSA

# IMSA'S GTP MONSTER REVIVAL IS NO JURASSIC PARK SHAM

*North America's premier sports-prototype series harked back to its past in 2023, but did IMSA's rebooted top class deserve the mighty GTP badge of honour?*

CHARLES BRADLEY

**I**t's easy to be wistful about defunct racing series of yore, be it CART-era Indycar, Formula 5000 or the sportscar leviathans of Can-Am, but bringing back a reimagined version of a well-loved category carries a risk of its own. What if you build it and nobody comes? What if it's sacrilegious to the memory of what went before? What if it mirrors the past and drifts into oblivion again?

Back in the day, IMSA's GTP class pre-dated FISA's Group C rules and spawned some of the most fantastic and best remembered sportscars of the past 50 years. It ran between 1981 and 1993 and featured epic machinery including Porsche's ubiquitous 962, Nissan's fearsome ZX-Turbo and NPT90/91, Jaguar's legendary XJR range, Ford's undercooked Probe (and an earlier front-engined Mustang!), Toyota's striking Eagles, BMW's sensational but crash-happy March 86G, and the distinctive lines of the Lola-built, Hendrick-run Corvette.

GTP was in many ways an inspiration for Group C, the latter being altered to a fuel economy formula. That gas-saving ethos didn't sit well in 1980s America, so for there to be an energy-frugal angle to GTP's comeback is quite the irony. This year, IMSA became the first topline American motorsports series to run a common hybrid system at a time when electrification in the automotive sector is, if you pardon the pun, buzzing.

At IMSA's helm is John Doonan, a sharp operator who turned from poacher (running the Mazda DPi programme) to gamekeeper (president). In the background, where he likes to be, is Jim France – the CEO, chairman and executive vice-president of NASCAR. Although his family is more famously associated with its stock car roots, Jim's father Bill Sr founded IMSA in 1969 with John and Peggy Bishop, and he's inherited an adoration of sportscar racing. In 2012, France bought what was the American Le Mans Series to join his Grand-Am Road Racing series, unifying the sportscar





## *“Suddenly, the sportscar cycle that’s historically been boom and bust has a stable and highly invested platform”*

factions and leading to what we know today as the IMSA SportsCar Championship.

Under France’s studious watch, IMSA has been hungrily collecting automotive manufacturers: across all its many classes, it has a staggering 18 OEMs officially involved. Suddenly, the sportscar cycle that’s historically been boom and bust has a stable and highly invested platform. Strong ties with Le Mans organiser the Automobile Club de l’Ouest have emboldened IMSA to be arguably the US’s most progressive sanctioning body. Instead of creating a sports field and asking if anybody outside wants to play,

potential contenders were already inside the stadium while it was being built, the rules crafted to suit their requirements.

Even though IMSA’s LMDh rulebook isn’t the same as the Le Mans Hypercar regulations (for multiple political reasons), IMSA’s GTP class was relaunched this year with a stout field of four high-end marques with proven racing pedigree: Acura, BMW, Cadillac and Porsche. Next year, Lamborghini joins the grid for the longer-distance races, while Porsche has already tested the customer car waters. Porsche motorsport boss Thomas Laudenbach is aware that the presence of factory teams won’t last forever, but he wants the 963 to become an ever-present in the vein of the 962 to ensure a sustainable future.

But the hybrid element that set this project apart – especially after IndyCar postponed its plans until 2024 – was almost the straw that broke this camel’s back. During testing last year with Porsche, which became the guinea pig due to being furthest ahead with >>



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SCAN ME





Leschiutta (right) stresses steepness of learning curve...



...and while BMW's return to prototypes hasn't come cheap, it's been "manageable"

plans, it became apparent that the MGU wasn't up to the demands required. It meant a hardware redesign amid a supply chain recently battered by a COVID-inspired crisis. "We recovered quite well," states Urs Kuratle, Porsche's director of factory LMDh racing. "Reliability was our biggest problem at the start of the season. Everything was just so new."

Daytona hosted the first test where all manufacturers were present, and it was a major eye-opener in terms of how many problems were being encountered. "It feels like rolling a rock up a hill," groaned BMW's Maurizio Leschiutta at the time. Cars were spending as much time 'rebooting' in the garage as they were running on the track and, with the Daytona 24 Hours just over a month away, the clock was ticking. "Technically it was very challenging," reflects Leschiutta. "We were up against very competent competitors and we were the last to commit to the class. At Daytona we arrived with a car that was pretty much an unknown for us. We were simply learning through each practice, qualifying and the race."

Fortunately, what threatened to be a circus turned into the amazing show that all involved had hoped for. With Daytona followed by the Sebring 12 Hours in March, the '36 Hours of Florida' didn't degenerate into a war of hybrid attrition; these were properly contested sportscar classics – Sebring could even afford a three-car, race-deciding shunt between the GTP frontrunners! It was the precursor to a season where all four manufacturers won races.

*"I love how you can stand with your back to the track and be able to tell the cars apart"*

"When this whole programme was kicked off, the recipe to get everyone as tight as they have been was very effective," says Mark Stielow, General Motors' motorsport engineering director. "We can all complain about different things – a year ago we barely had a car running and we were all praying to finish the Daytona 24 Hours! To say we had some teething issues early on is an understatement, but we came a long way this year and it's been a very successful season with a high degree of competition between us."

Let's go back to how this story started... The new era of GTP created some seriously cool cars, just like the old days. Using the next-gen LMP2 chassis as a 'spine', emphasis was placed on styling freedoms, as requested by the manufacturers, and this produced four noticeably different and striking machines.

The class had an audible calling card too, thanks to an array of engine capacities and set-ups. During testing, IndyCar star Colton Herta remarked: "I love how you can stand with your back to the track and be able to tell the cars apart." And the transition from electric motor to combustion engine in the pitlane placed a really neat emphasis on the hybrid element. >>

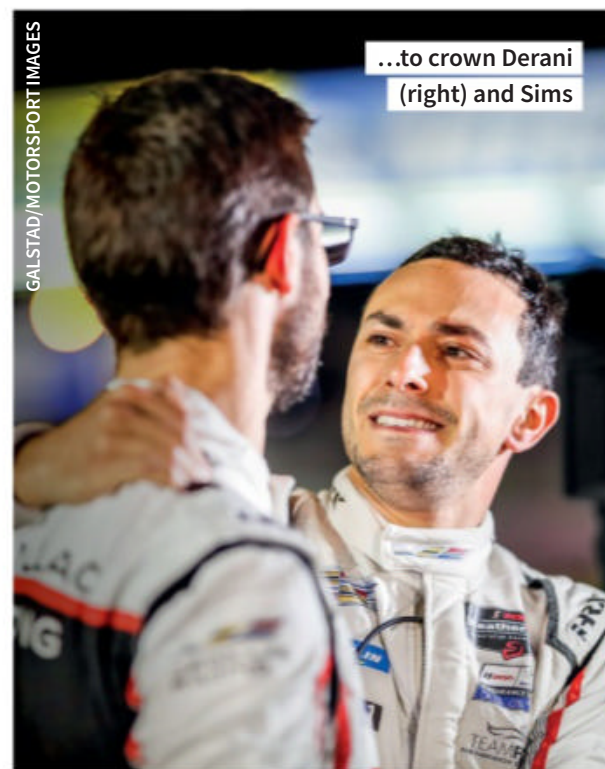


When the cars shift from electric to ICE out of the pitlane, "it's like Tron..."



...switching to the voice of God", raves Acura boss Salters





Acura's US motorsport chief David Salters summed it up best: "These cars look like the future and, when they switch from electric to ICE on the launch from the pitlane, it's like Tron switching to the voice of God."

They were difficult to drive, too. The previous prototype class, DPi, had become a pure aero battle between the engineers, as the cars were increasingly smothered in downforce. But IMSA's new regulations put the LMDh machinery into a defined aero box, so manufacturers had to nominate which part of their cars to make adjustable. The dreaded Balance of Performance wasn't a factor, since the cars' natural strengths and weaknesses ebbed and flowed from track to track. Torque sensors were IMSA's 'spy in the cab', so sandbagging was pointless too.

Due to the reduced downforce levels, coupled with increased weight and power, some teams turned to GT aces rather than proven prototype stars. It allowed exciting talents such as Matt Campbell, Nick Yelloly, Connor De Phillippi and Mathieu Jaminet to shine at the front of the field.

Another point to consider was Michelin's reduction of tyre sets – on sustainability grounds – which led to a requirement to double-stint its rubber. No tyre warmers with these heavy yet powerful cars put a premium on out-lap driving skill, with new rubber meaning slower-than-GT3 pace and some truly lairy moments.

***“We’re lucky we’re living through a renaissance of endurance racing and we’re writing part of the history”***

“We do this to challenge ourselves and we do it to entertain people,” says Salters. “I’m proud to say that I think we’ve entertained the fans this year. The racing was good; the cars look and sound great. From track to track, you didn’t know who was going to win. In racing, you tend not to look back – you’re always asking, ‘What can we do better tomorrow?’ – but I think we should reflect on how much the cars have developed, and our engineers have been finding stuff out about them all the time.”

Stielow adds: “I think this platform has really energised prototype racing for the fans. Our marketing colleagues are happy that there’s a lot more people engaged and watching it, I’ve never seen so many campers and people at Sebring glued to our race before. We’re lucky enough that we’re living through a renaissance of endurance racing and we’re writing part of the history.”

Rather than merely reanimating a dinosaur, GTP's lost world has returned with further room for evolution due to an open software

ethos. “I do believe that the biggest chunk of potential from now on is probably on the software side in various different areas,” points out Kuratle. “Hardware is the first area you can get solved, including the drivers and everybody. I’m not saying there’s no potential in the other areas, but the biggest part is going to be software from now on.”

If ‘old GTP’ was all about brawn, then ‘new GTP’ is about brains too. To keep the big-budget manufacturers involved it’s got to evolve, while keeping costs under control to allow high-performing customer teams to see it through inevitable leaner times ahead.

## **Budgets blown across the board – but with good reason**

The litmus test of any new racing category is the cost to the participants when economic sustainability is king. All racing costs money, but what is the value proposition to the car manufacturers? There’s no doubt that IMSA’s hybrid age came at a higher-than-expected cost, mainly due to global supply chain problems and those early hardware issues. But most hurdles are behind LMDh now, and sources inside Lamborghini tell us that its initial hybrid running has gone smoothly.

“After COVID, every single thing has gone up in cost,” explains GM’s Stielow. “These cars are complicated. We had an initial budget and we kinda pushed through that. But that’s racing. We found new problems and we came up with solutions for ‘em and that created more spend. Overall, I can’t put an exact number to it, but it was quite a bit more money than we expected.”

Like Cadillac, Porsche raced its LMDh car in WEC as well as IMSA, and had the added burden of customer teams to supply. “All these extra costs are multiplied by the championships and the amount of customers we have,” says Kuratle. “However, I’m still sitting here, we’ve not been kicked out by our bosses! So that means our board members are OK with what we spent.”

For BMW, this was its first prototype campaign since its Le Mans and Sebring-winning V12 LMR days. For a company renowned for its ‘Ms’, Leschiutta’s watchword was “manageable”. “It was a new product, a new business model,” he explains. “It was more expensive than we thought but it was still manageable.”

To fulfil the value proposition, Acura’s Salters reckons that having “the right people in the room” made this added spend worthwhile. “It’s entertaining to fight with our competitors,” he enthuses. “As we’re all top brands, it’s great to see. Yes, it is more expensive, but there’s good value for it. And I’d say there’s more potential still, with new manufacturers coming, but we need to be attentive that costs are controlled. Then there will be value, and that’s how you justify your existence to keep our leaders happy.” ❧





## NEW ERA, SAME OLD BITTER RIVALRIES

The first season of GTP Version 2.0 had everything: white-hot competition, elbows-out racing and even deception. But it came down to another Acura versus Cadillac title duel.

The championship was decided by a clash in the closing stages of the Petit Le Mans finale at Road Atlanta between Pipo Derani's Action Express Cadillac and the Wayne Taylor Racing Acura of Filipe Albuquerque. In a winner-takes-all scenario, under the cover of darkness, race leader Derani took all of the track at Turn 1 as Albuquerque boldly tried to pass him around the outside. Contact was made and Albuquerque slammed hard into the tyrewall. The incident was reviewed by Race Control for an excruciatingly long time, but no action was taken, so Derani and season-long team-mate Alexander Sims were crowned champions.

Even that wasn't the most controversial flashpoint of the season. This occurred four weeks *after* the season-opening Daytona 24 Hours. Reigning series champion Meyer Shank Racing's Acura had survived an overheating gearbox and fuel/oil contamination issues to win the showpiece race again. A month later, IMSA made the shocking announcement that its car had surreptitiously been running

outside the rules. Evidence of tyre pressure data manipulation was discovered by Honda Performance Development – whose ARX-06 car MSR operated – and it blew the whistle long after the official results had been rubber-stamped. Rather than disqualify the car, IMSA's penalties were a deduction of 200 team and driver points, and its prize money. But MSR kept the win and the trophies – very much to the annoyance of those who sought to inherit them.

**“MSR KEPT THE WIN AND THE TROPHIES – MUCH TO THE ANNOYANCE OF THOSE WHO SOUGHT TO INHERIT THEM”**

Dispute of a different kind decided the 12 Hours of Sebring, where a heated battle for victory between Porsche and the WTR Acura boiled over in a three-car crash in the closing minutes. That opened the door for AXR's Derani, Sims and Jack Aitken to inherit a victory that would prove crucial in the title outcome.

Shank's Acura won two more races,

legitimately this time, at Mosport and Petit Le Mans. And the fact that Tom Blomqvist and Colin Braun got to within 22 points of the title, after being stripped of 200, reflected the Acura's outright speed. But Daytona disgrace came at the cost of losing its factory deal.

Porsche was in championship contention until the final round, where Nick Tandy was taken out by a collision between backmarkers. He and team-mate Mathieu Jaminet won at Long Beach – after a jaw-dropping run on one set of tyres – and on IMSA's return to Indianapolis. They also took the chequered flag first at Watkins Glen, only to be stripped of victory in post-race inspection due to excessive rear skid-block wear. This handed BMW its only triumph of the season, for Nick Yelloly and Connor De Phillippi, who had led until the final six minutes of the six-hour event.

Amazingly, Wayne Taylor Racing's Acura didn't win a race all year, with Ricky Taylor coming agonisingly close at Long Beach but crashing out in his bid to grab the victory. He and Albuquerque could also look back in anger at those Daytona, Sebring and Petit Le Mans outcomes – they finished just 21 points shy of the title.

### POINTS

**GTP 1 Alexander Sims/Pipo Derani (Action Express Racing Cadillac V-Series.R) 2733;**

2 Filipe Albuquerque/Ricky Taylor (Wayne Taylor Racing Acura ARX-06) 2712; 3 Tom Blomqvist/Colin Braun (Meyer Shank Racing Acura) 2711; 4 Felipe Nasr/Matt Campbell (Porsche Penske Motorsport Porsche 963) 2691; 5 Nick Tandy/Mathieu Jaminet (Porsche Penske Motorsport Porsche) 2691; 6 Connor De Phillippi/Nick Yelloly (Team RLL BMW M Hybrid V8) 2687; 7 Sebastien Bourdais/Renger van der Zande (Chip Ganassi Racing Cadillac) 2673; 8 Augusto Farfus/Philipp Eng (Team RLL BMW) 2341;

9 Mike Rockenfeller/Tijmen van der Helm (JDC-Miller Motorsports Porsche) 1660; 10 Jack Aitken (Action Express Racing Cadillac) 1263.

**LMP2 1 Paul-Loup Chatin/Ben Keating (PR1/Mathiasen Motorsports ORECA 07) 1995;**

2 Ben Hanley/George Kurtz (Algarve Pro Racing ORECA) 1958; 3 Mikkel Jensen/Steven Thomas (TDS Racing ORECA) 1942.

**LMP3 1 Gar Robinson (Riley Motorsports Ligier JSP320) 2162;** 2 Garrett Grist (Jr III Racing Ligier) 1945; 3 Matt Bell/Orey Fidani

(AWA Duqueine M30-D08) 1882.

**GTD Pro 1 Ben Barnicoat/Jack Hawksworth (Vasser Sullivan Lexus RC F GT3) 3760;** 2 Daniel Juncadella/Jules Gounon (Proton Competition Mercedes-AMG GT3 Evo) 3648; 3 Antonio Garcia/Jordan Taylor (Pratt & Miller Chevrolet Corvette C8.R GTD) 3579.

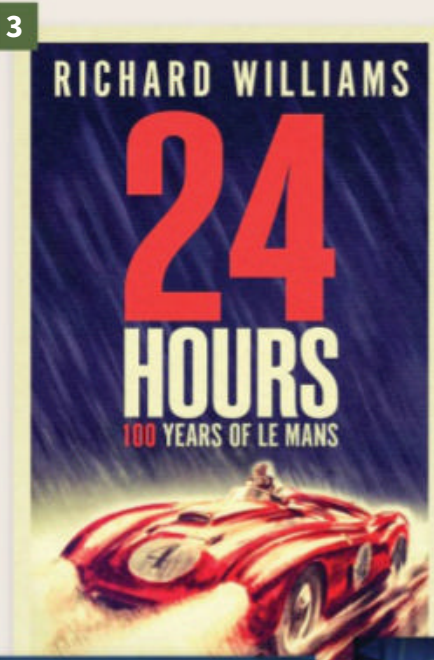
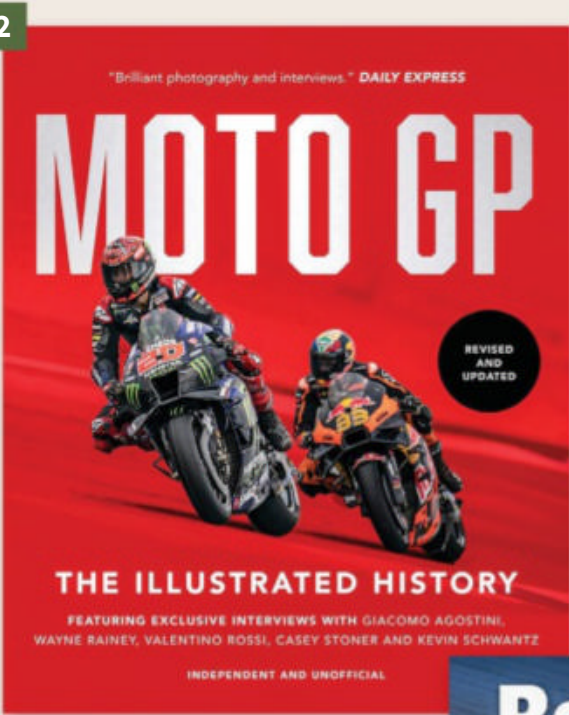
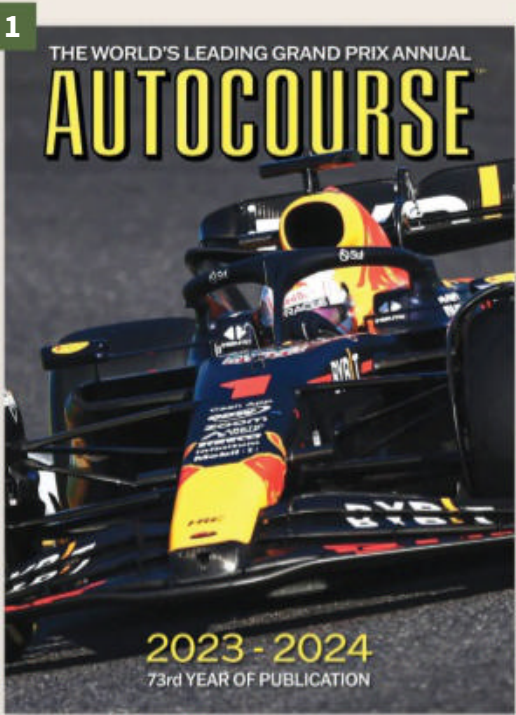
**GTD 1 Bryan Sellers/Madison Snow (Paul Miller Racing BMW M4 GT3) 3482;** 2 Marco Sorensen/Roman De Angelis (Heart of Racing Team Aston Martin Vantage GT3) 3221; 3 Aaron Telitz/Frankie Montecalvo (Vasser Sullivan Lexus) 2927.



# GIFT GUIDE

*Autosport's top picks for what motorsport fans will want to find wrapped under the tree on the big day*

BOOKS



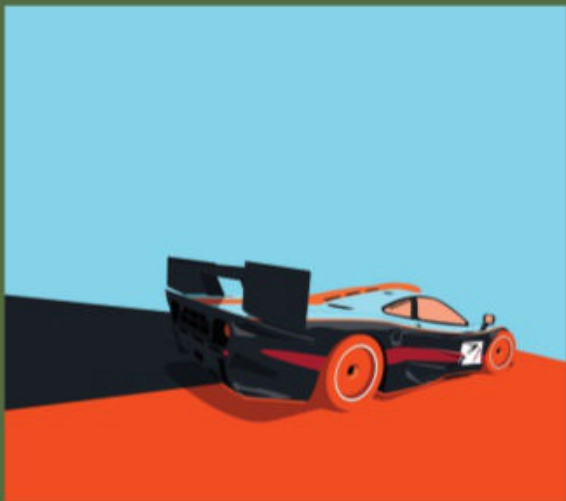
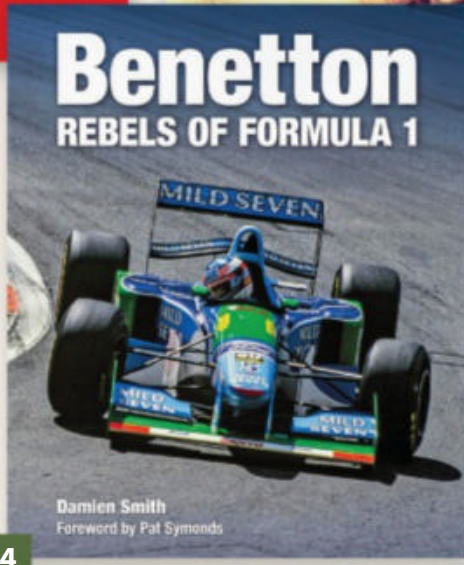
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- 3 **24 HOURS**  
RRP £20
- 4 **BENETTON: REBELS OF F1**  
RRP £60
- 5 **SPEED QUEENS**  
RRP £22

There is no shortage of motorsport books available to fill a stocking or place under the tree this Christmas. Starting our list is the old faithful, the **Autocourse** grand prix annual. Any F1 2023 statistic you want can be found in the 73rd edition of this publication that has become a staple for many fans.

If two wheels and striking visuals are more your thing, we can highly recommend **MotoGP:**

**The Illustrated History**, with the latest update taking readers to the end of the 2022 season.

For something a little different, you can't go wrong with Richard Williams's **24 Hours**, the **Benetton: Rebels of F1** deep dive, or Rachel Harris-Gardiner's offering, **Speed Queens: A Secret History of Women in Motorsport**. Autosport's review of the latter can be found in *Finishing Straight*, page 70.



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[dukevideo.com](https://dukevideo.com)



Add a daily dose of motorsport to your day with these 2024 calendars, featuring stunning imagery from the World Rally and British Touring Car championships. The 49x105cm McKlein offers striking visuals of WRC cars flying through the air, splashing through water and trailing plumes of dust, while the A3 Jakob Ebrey option displays the BTCC in all its drama.



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VIDEO GAMES



During the summer months there's nothing quite like taking to the track yourself whether it be on a trackday or at your local rental karting venue. But with conditions far from perfect over the winter, you can rack up the miles from the comfort of your own living room with any of these releases.

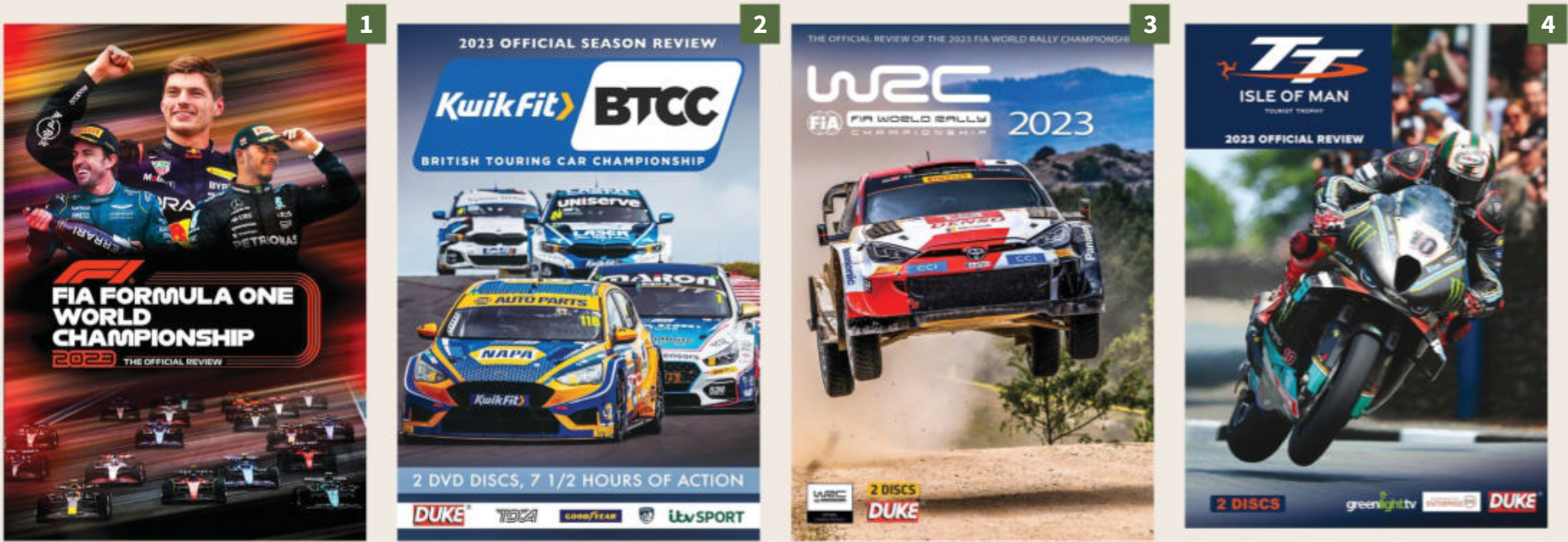
**Gran Turismo 7** offers the most complete experience with a variety of road-going and racing machinery that can all be tuned and spec'd to suit your individual style. But if you want a more focused option, individual championship titles including **Formula 1**, **MotoGP** and the **World Rally Championship** have you covered.

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DVDS AND BLU RAYS

What else is the off-season for other than reliving the glories of the past year? The official Formula 1 season review may not have hit shelves yet, but this can be pre-ordered ahead of its 20 December release date. However, with the BTCC season being long over, you need not wait

a moment to catch up on Ash Sutton's fourth championship-winning campaign. For those who prefer their action on two wheels, or on snow, gravel or asphalt, the Isle of Mann TT and World Rally Championship reviews are also available. [dukevideo.com](http://dukevideo.com)

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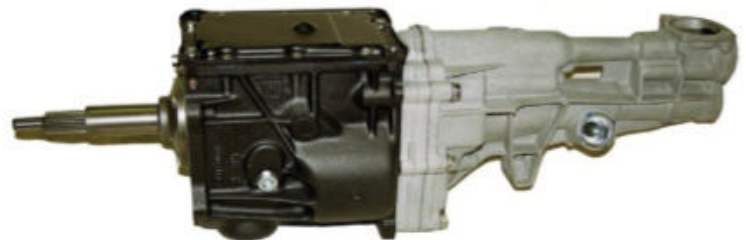
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**OPERATIONS COORDINATOR**  
ACO

**Role Overview**

Reporting to the Operations Manager, the Operations Coordinator joins the permanent ACO team responsible for the development and implementation of technical and Sporting regulations. The role primarily involves the European Le Mans Series championship and its support series. The Operations Coordinator will represent the ACO at events, liaising with manufacturers, competitors, and partner federations.

**Responsibilities**

**Logistics:**

- Management of technical control equipment and various revisions.
- Loading/unloading of the necessary freight for the Competition team's duties at events.
- Installation and dismantling of technical control structures.
- Assistance in defining an equipment renewal plan, including consumables.
- Supervision of the technical team of volunteers and key scrutineering service providers working on behalf of ACO at events.

**Sporting Regulations:**

- Internal and external point of entry regarding the application of sporting regulations in the pit lane.
- Preparation and execution of briefings for local judges of operating on each circuit.
- Active participation in the debriefing after each event and input to the sporting regulations.

**Qualifications**

- Technician/mechanic diploma.
- Minimum of five years of experience in technician/mechanic roles, ideally in motorsports.
- Stress resilience and diplomacy.

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**COMPOSITE DESIGN ENGINEER**  
AlphaTauri F1 Team

**Responsibilities**

**Composite Design**

- Undertaking studies and schemes, based on aerodynamic info and car layout, according to line manager guidelines
- Ensure designs are released on target, to agreed specification.
- Designing and detailing specification of various composite components such as: front and rear wings, chassis & impact structures and bodywork.
- Covering the reliability needs for designed parts, in collaboration with the related involved departments.
- Create and maintain comprehensive design documentation, including drawings, specifications, and design analysis reports.

**Communication**

- Collaborate with the materials team/production/R&D to select appropriate composite materials based on performance requirements and manufacturing considerations.
- Maintaining effective communication with their own teams as well as other departments.

**Innovation and Professionalism**

- To contribute to car performance with ideas for improvement and highlight any potential issues seen.
- To keep up-to-date with all latest technical developments which can be applied.

**Experience**

- University degree in Mechanical Engineering, Aerospace Engineering or related field.
- Proven experience in composite design, preferably in the automotive or motorsports industry.
- Solid knowledge of modelling techniques and an understanding of composite manufacturing techniques using pre-preg technology.

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**HEAD OF LEGAL**  
Alpine F1 Team

**The position**

- Your core responsibility will be to provide top-quality overall legal support and guidance as a proactive, transparent, pragmatic "business partner" across a variety of legal areas such as corporate, commercial, regulatory (including FIA-related matters), procurement, compliance, corporate governance, data protection and other general legal affairs related to the business, while working collaboratively across the organization.

**Key duties include:**

- Managing the local team of legal staff.
- Negotiating, drafting and reviewing a wide range of commercial agreements across a broad spectrum of areas applicable to the organization (sponsorship-related activities generally out of scope).
- Advising in respect of FIA regulatory, compliance and contract negotiation-related matters.
- Ensuring contentious matter management, including coordination and guidance as to representation of the organisation before the courts.
- Representing and protecting the interests of the organisation before official bodies (including control and supervisory bodies).
- Ensuring proper corporate governance, including development of related internal policies and procedures.
- Planning and ensuring the completion of matters to the highest standards and when delegating work, providing necessary guidance, and setting realistic deadlines.
- Serving as a local point of contact on relevant compliance matters and overseeing related training, including development, improvement and upgrade of related internal policies and procedures (as needed).

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**SECURITY ENGINEER**  
Formula One

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- Working knowledge of Identity & Access Management (IAM) practices and solutions, email security, secure web gateway (SWG) and remote access solutions.
- Experience with Microsoft security tools & technologies (Defender) for O365, endpoints, identity, Data Classification & Data Loss Prevention

**About the role:**

- As a Security Engineer, you will play a critical part in developing and implementing a leading cyber security program to protect F1 against cyber threats. This is a hands-on technical role working closely with different stakeholders to implement and maintain security technologies and continuously seeking ways to streamline and mature security operations.

**Responsibilities include:**

- Helping to develop the security engineering strategy for F1's IT & cloud infrastructure, including the selection, implementation, and management of security tools/technologies, focused on detection, prevention, and analysis of security threats.
- Work closely with the Information Security team to ensure efficient access to valuable security information – through tools and processes.
- Be "hands on" with security tools, understanding how they fit into the wider technology stack, and ensuring the setup and output is valuable. This includes endpoint, network, identity, and applications.

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**GARAGE TECHNICIAN**  
Haas F1 Team

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- Construction of the garage environment at all tests and races including, Pit stop gantry, banner system, overhead lighting system, services and pit equipment.
- Supporting the on-car race team during running sessions to ensure that the team operates in an efficient, professional and safe manner at all times.
- To ensure that all road, air and sea freight is correctly and safely loaded on-time for transportation.
- Maintenance of all pit equipment in accordance with schedules and presentation standards.

**Education and Work Experience:**

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**Specialized Knowledge and Skills:**

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- Mechanical aptitude.

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**SENIOR VEHICLE PERFORMANCE CONTROLS ENGINEER**  
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**Role Overview:**

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# Special 2023 club motorsport analysis

## AUTOSPORT NATIONAL

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## This year's UK racing success stories

We look at the series that thrived in a tough financial climate



**Greensall** celebrates a century of races



**Thruxton** back on the 750MC schedule



**Caterham** drivers enjoy Barbados trip



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Ligier and Porsche  
(inset) came out on  
top with Greensall

## Greensall hits a ton with further success at Sebring

### HISTORICS

Briton Nigel Greensall not only added two more championship titles to his extraordinary CV but also celebrated his 100th race start of the 2023 season at Historic Sportscar Racing's Classic 12 Hours over the weekend at the Sebring International Raceway.

The eighth running of the Pistons & Props retrospective, which showcases the Floridian airfield circuit's international history, featured four groups of cars tackle four races towards an aggregate result.

Defending Endurance Challenge champion Greensall and Francesco Melandri

again contested the full series and regained their title in US-based Melandri's Ligier LMP3 on what Greensall describes as "my favourite track". They also added the BRM Historic GT crown in Melandri's IMSA veteran Porsche 993 GT2 (inset). "Both cars were on the same grid, so Francesco started the Porsche, I started the Ligier and we needed carefully coordinated pitstops," said Greensall.

"I also tested Nigel Armstrong's 1967 Chevrolet Camaro in my mentoring role, and a BMW M3 so it was a full-on weekend."

Greensall's season is also not finished yet as, after sharing John Spiers' Lister Knobbly in this weekend's Dubai Classic, he switches disciplines to contest the Rixy Stages Rally



at home on 30 December.

Other British successes at Sebring included two LMP wins for Stuart Wiltshire (Acura ARX-05 DPi) – who placed second overall to Pierce Marshall/Eric Foss (Cadillac) – and a surprise enduro victory for BOSS Racing's Colin Watson/Jeremy Adams (Caterham C400) after Todd Treffert's IROC Porsche made an unscheduled stop.

MARCUS PYE



Sharp got his hands  
on special trophy

## Sharp takes home Henry Surtees Award

### BRDC

British Formula 4 title winner Louis Sharp has been awarded the Henry Surtees Award, which is presented annually to the most outstanding performance by a member of the British Racing Drivers' Club's Rising Stars initiative.

The 16-year-old New Zealander received the award, named in honour of F1 and

motorcycle world champion John Surtees's son, who lost his life in an F2 crash at Brands Hatch in 2009, following his campaign in British F4 this season. He amassed six wins en route to the crown.

"It's a real honour to have been chosen for this very special award which not only recognises my F4 title-winning efforts in 2023 but, more importantly,

commemorates the achievements, and unfulfilled potential, of Henry Surtees," said Sharp.

"It came as a big surprise to me and I must thank everyone at the BRDC. It's so cool to see my name alongside all those drivers who've won this great award in the past. A number of them are now in F1 which, of course, is where I'd like to be racing in the future."





## Thruxton return for 750MC after seven-year gap

### 750MC

The 750 Motor Club is set to visit Thruxton for the first time in seven years next season after securing a one-day fixture at the Hampshire track.

Race dates are limited to just 12 per year at Thruxton amid strict local regulations and it is therefore always difficult for clubs to secure a spot. This has been especially tricky in recent years as, on several occasions, Thruxton has appeared twice on the British Touring Car schedule – further limiting the pool.

But the 750MC is now due to return for the first time since 2017 on 4 May as the Classic Sports Car Club has opted to have a single-day meeting at Thruxton next year. The 750 Formula,

BMW Car Club Racing, Campaign Against Living Miserably All Porsche Trophy, Ma7da, MX-5 Cup and Sport Specials categories are all due to attend.

“Over the years, we’ve knocked on the door and said, ‘Could we have a day please?’ and this year they’ve been able to oblige,” says 750MC competitions secretary Giles Groombridge. “It’s absolutely fantastic. It’s nice to have that variety and it’s a challenging circuit with a lot of history and heritage. We’re looking forward to going there.”

The club has revealed its full 18-event calendar for next year and 10 of these meetings are due to be fully livestreamed while a further six fixtures are set to have a paddock show that will be available on social media.

In addition, the club has announced a range of earlybird discounts and offers that are available to drivers when they register for the 2024 season. Those who register between the 22 January and 5 February will be automatically entered into a prize draw where three free race entries are up for grabs, along with three free entries to the club’s pre-season trackday or test day, a £100 parts voucher from PBS Brakes and a personalised Torq shell jacket.

Competitors signing up to Clio Sport, Cup 200, Classic Stock Hatch and Ma7da can also claim a 10% discount when ordering Toyo tyres from Polleysport, and Hot Hatch, Club Enduro and Roadsports racers can get a 20% discount on Yokohama rubber bought via Darkside Developments.

**STEPHEN LICKORISH**

## Ginetta Junior racer Spragg eyes GB4 move

### GB4

Ginetta Junior podium finisher Tom Spragg is eyeing a graduation to GB4 next year after enjoying a first single-seater test at Brands Hatch last week.

Spragg made his Ginetta debut in the final two events of last season, despite only having a couple of years of rental karting under his belt. He then progressed throughout this year with the Preptech UK squad, culminating in a maiden podium at the

Donington Park finale.

Now the 17-year-old plans a move to single-seaters as a useful learning step ahead of targeting a future drive at Le Mans.

“I’m just getting some aero experience – I want to compete at Le Mans and the Hypercars now have got a ridiculous amount of downforce so it’s great to get a good baseline,” he explained.

Preptech has recently revealed plans to join the GB4 grid next year and Spragg is keen to continue



the relationship he has built with the team. “I’m hoping to go all the way with them, I’ve formed such a bond with them they’re like a second family,” he added.

“I was very happy with my progress on the [test] day and really enjoyed it – it was

probably the most fun I’ve ever had in a car. Three years ago, I wasn’t too sure what I wanted to do. If you had told me back then I would be driving a single-seater around Brands Hatch I would’ve been quite excited!”

**STEPHEN LICKORISH**





## Third American-themed MSV event with new Snetterton fixture

### MSV

MotorSport Vision is due to run a third American-themed event next year, with a new fixture at Snetterton added to its roster.

The American SpeedFest at Brands Hatch and US AutoShow at Oulton Park are popular meetings and now Snetterton will enjoy its own American experience. Full details of the 14-15 September event are yet to be revealed but the Legends Cars championship – which is joining MotorSport Vision Racing's portfolio for 2024 – is due to attend alongside Bernie's V8s, which usually features various American machinery.

"You can expect American-themed

racing, extensive car displays and many references to American culture," said MSVR competitions manager Joe East. "In addition to this we are hoping to add a celebration of America's military personnel, owing to the strong connection with bases in the local area."

MSV is increasingly adopting the festival format for club events to help generate greater interest in them, with new-for-2023 additions including the successful Super Touring Power at Brands.

"These festival events are really popular with competitors, who love racing in front of a big crowd," added East. "And there's a lot more to see and do at the venue for their friends and family."

**STEPHEN LICKORISH**

## Major resurfacing work at Snetterton

### MSV

Snetterton Circuit has undergone significant resurfacing work in recent weeks, which is expected to reduce lap times for competitors next season.

Work around the three-mile Norfolk track was completed by Aggregate Industries, the same company responsible for the resurfacing at Donington Park earlier this year, with more than 4000 square metres

of surface having been relaid, including at Wilson, Agostini, Oggies, Nelson and Murrays.

Times across a number of categories at MotorSport Vision's Donington venue noticeably dropped by several seconds on the new surface this year and it is expected the same will happen at Snetterton in 2024 due to the completed work.

Stuart Mills, Snetterton circuit manager, said: "We're firmly committed to ensuring

that Snetterton maintains its reputation as one of the UK's best motorsport facilities.

"We have a fantastic event programme to look forward to in 2024, with rounds of the British Superbike Championship and British Touring Car Championship among the major highlights, and this latest round of improvements means we're in the best possible position to host top-level national motorsport."

### PROTOTYPES TO THE GLEN

The 2024 Sports Prototype Cup calendar has been revealed and it includes a trip to Watkins Glen, alongside rounds at Zandvoort, Spa, Assen and Le Mans, while Donington Park in July will be the category's only UK fixture. The class structure has also been tweaked, with the Revolution Trophy remaining while Sports Prototype Light will cater for Radical SR3s and Sports Prototype Open for SR8s, SR10s, RXCs and Pragas.

### FOX TO GINETTA GT SERIES

Fox Motorsport will enter the Ginetta GT championship on a full-time basis next season as Junior graduate Mckenzie Douglass, who tackled this year's finale, makes a permanent move into the series. Douglass took a best result of second at Donington Park having also previously been a Ginetta Junior podium finisher. Also joining the series next year is Ginetta GT Academy champion Nick White, who will step up with Raceway Motorsport.

### FRIENDS UNITED IN MINIS

John Castle will join his friend Tommy Watson in taking a first step into motorsport next year with Excelr8 Motorsport in the Mini Challenge Trophy, the pair first connecting with each other and the team at a VIP experience day at a British Touring Car round. Castle has now bought the Cooper that was a race winner this year with Nathan Edwards at the controls. "This is two mates going out to have some fun and, for me, it's more about the social side of things and the opportunity to do some networking and develop relationships," said Castle.

### DIX PLANS CAYMAN ENTRY

Junior Saloons race winner Oskar Dix is planning a move into the Porsche Sprint Challenge GB next year. Dix had been in the junior category for the past two seasons, and finished fifth in the 2023 standings with five wins. He tried a Team Parker Racing Porsche Cayman (below) at Donington Park recently and said: "I didn't realise how quick I was going on the straights, but it felt great."





# SPIN AND WIN FOR IGOE AFTER TAMING NEW CITROEN

## CIRCUIT RALLYING

Michael Igoe and Will Atkins won last weekend's snow-hit Donington Park Rally, round three of the Circuit Rally Championship, on their debut in a Citroen C3 Rally2.

The crew had to recover from a lurid spin on the main straight on an icy opening stage that allowed Mark Jasper/Don Whyatt's MG Metro 6R4 to lead.

John Griffiths/Emma Morrison's Ford Fiesta R5 and Ollie O'Donovan/Jack Morton's Hyundai i20 R5 took up the chase, before Igoe usurped them all on stage three to take a one-second lead over Jasper.

O'Donovan moved into second on stage four of six, with Griffiths losing out in his pursuit after a spin and stall. Igoe took victory by 12s over O'Donovan, with Griffiths third and Dave Welch/Andy Smith's Subaru Impreza fourth, after Jasper's Metro cut out on the last stage.

"It took some getting used to, as it was very different to my Fiesta R5," said ex-British GT driver Igoe. "We had set it up the previous day for cold and dry and then it snowed, so we did a lot of playing around with set-ups."

PETER SCHERER



Igoe recovered from opening-stage spin

PETERSCHERER



Emson Jr starred on his Caterham debut with wins

JONBRVANT

# UK racers shine in Barbados as Caterham anniversary celebrated

## CATERHAM

Father-and-son James and Tom Emson (270R), Tom Cockerill/Taylor O'Flanagan (310R) and Barry Benham/Stephen Lyall (420R) emerged as champions from the first Caterham Caribbean Cup at Barbados' Bushy Park circuit at the end of last month.

More than 40 UK racers and 27 cars brought Caterham's 50th anniversary season to a climax on 25-26 November. In 270R, current champion Freddie Chiddicks and runner-up Charlie Lower met their match in the Emsons, with Tom making a superb Caterham debut. Lower's brother Zach and Tom McEwing beat Emson Sr in the daily openers, but Emson Jr's pace proved decisive in the other contests.

Former Academy champions O'Flanagan and Cockerill were quickest in the 310R qualifying groups as the former won his sprints, as did soloists Geoff Price and Matt Sheppard, but O'Flanagan/Cockerill

topped the enduros.

The 420R entry was smaller, but top quality. Caterham Seven UK champion Lewis Thompson headed it, sharing with Academy title winner Nick Highton, with Lyall and Jake Swann adding spice as both topped qualifying, presaging sprint wins for Thompson and Swann.

When Thompson and Swann spun on the penultimate lap of the enduro, Swann's 10-second penalty for causing a collision handed victory to Lyall/Benham. Swann won twice on Sunday, as two seconds were enough for Benham/Lyall to be crowned.

Caterham Motorsport director Simon Lambert said: "It's been an incredible weekend in the Caribbean. The drivers raved about how fantastic the circuit is for a Caterham. Feedback has been nothing but positive, with calls for a repeat next year. I look forward to being joined by more series from the UK."

MARCUS PYE

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# Encouragement and caution

*There have been plenty of impressive grid numbers this season but MG Car Club calling time on its circuit racing is a reminder of how important these figures are*

STEPHEN LICKORISH

Over the next few pages, you can read plenty about club racing grid sizes. Looking at these numbers is a very blunt method for assessing the health of a series – after all, it doesn't take into account the unique set of circumstances that surround each particular category's fortunes, but it does still give a useful point of comparison and a snapshot of how they are performing. And grid sizes really do matter.

Speak to any club boss and the subject of rising prices is very likely to crop up. Whether that's circuit hire, cost of hotels or the amount paid to medics on duty at race meetings, expenditure has increased in so many areas and that means entry numbers are even more important. Put simply, clubs cannot afford to have small grids. They need to ensure every single category they run is justifying its place and pulling in the entry fees needed to offset those increasing costs. It is a tricky tightrope to walk and some have even decided they can no longer justify navigating it.

Take the example of the MG Car Club ending its decades of organising circuit racing events. Yes, its entry numbers had been dwindling for a while. And, yes, it's an unusual example because motorsport was just one element of its activities. But it is very real proof of the difficulties clubs face right now. "Like several other one-make clubs, the MGCC has been unable to stem the tide of rising circuit and car preparation costs and diminishing entries,

**"It is interesting how much things have changed since the pre-coronavirus world of 2019"**

all leading to the inescapable reality that circuit racing is no longer viable for the club," read a statement. While the MGCC will continue to operate events for grassroots disciplines such as autosolos, there is the very real threat that other clubs could also disappear from the circuit racing scene should they fail to successfully tackle the grid numbers versus costs conundrum.

There are actions clubs can take to help mitigate such a situation arising. One of those is amalgamating struggling series, particularly at circuits that allow a greater number of starters as this better spreads the costs. It's certainly no surprise that 39 English and Welsh categories had at least one round this season where they were sharing the track with another series.

Going into the year there was a lot of concern from clubs about being able to secure sufficient entries. The outbreak

of war in Ukraine on the eve of last season had a significant impact and many were wary of something similar happening again.

"This year was better than we thought in December 2022," says Historic Racing Drivers Club boss Julius Thurgood, whose organisation ended up fielding some bumper grids. "We went into 2023 with some apprehension and it was pretty ill-founded. We did an analysis through the year and our occupancy was 84% and, if you were a hotel, you would be popping champagne corks! The battle we have is trying to put the races on at decent prices and keep the business model alive. People don't understand what it takes to run these organisations."

It is a sentiment echoed by Ben Taylor of the British Automobile Racing Club. "It was not as good as the previous two years but much better than we feared it might be," he says. "At the start of the year, we worried about the whole macro situation – which surprised us all last year with the war and energy prices – and we dreaded what that was going to mean this year. But we shouldn't be complacent – it's hit a lot of people very hard."

The entry numbers have certainly been very encouraging this year given all the factors at play, and it's not just grid sizes that give reasons for optimism. "We had a record BTCC crowd at Thruxton," continues Taylor. "From a spectator point of view, people are still spending. People are still spending on tickets and watching motorsport and people are still buying driving experiences."

Such interest in the sport is fantastic to see but there are clearly challenges that lie ahead. Given how unpredictable the past few years have proven in terms of world events, it is vital that organisers continue to evolve. And it is interesting how much things have changed since the pre-coronavirus world of 2019. "The championships have changed dramatically in five years," says Historic Sports Car Club CEO Andy Dee-Crowne. "I still don't think we're over COVID in terms of the effect it had on people being forced not to race and people found other pastimes and reviewed their plans. The impact on disposable income has made racing difficult and you can't compare with five years ago."

That point is illustrated by the fact that just 64 of the 151 categories listed over the next few pages will have the same name and organising club next year as they did in 2019. Many simply did not exist back then and others have undergone mergers or substantial tweaks in the subsequent seasons.

Such evolution is vital as club motorsport is likely to encounter many more threats and challenges over the coming years. But, for now, it is important to celebrate those success stories and the impressive numbers some championships have been able to attract. ❧

[➔ P62 CLUB RACING'S 2023 ASSESSMENT](#)



# How club racing proved resilient in 2023

*There may have been a challenging economic climate over the past year, but an encouraging number of national series defied the gloom to grow their grids this season*

STEPHEN LICKORISH

**S**tubbornly high inflation, a squeeze on incomes and weak economic growth. The UK's financial situation during 2023 does not exactly sound like the ideal conditions for motorsport to thrive. And yet, there have been encouraging signs of resilience in the club racing world, with some impressive entries over the past year.

Yes, it has not been easy for organisers (see p61) and it is far from a successful picture across the board, but the fact that 65 of the 124 English/Welsh categories (52%) with comparable data to last year either grew their average number of starters or stayed the same versus their 2022 figure is pretty remarkable.

Like last season, 10 series again averaged over 35 cars per round, with the 750 Motor Club's 116 Trophy leading

the way for those not sometimes split over two separate grids with a super 44. Other top performers include the British Racing & Sports Car Club's Clubsport Trophy and Swinging Sixties from the Classic Sports Car Club.

But, perhaps more encouraging are the overall averages for each of the major clubs. All of these either remained the same or increased and that is the clearest indication of how motorsport stood firm against the tricky economic winds. Three categories did have average grids of 10 cars or below, but these were very much the outliers.

Over the next few pages is a breakdown of how each of the clubs performed – with the Irish, Northern Irish and Scottish series not included as these have a smaller pool of competitors to draw from – and it is far from all doom and gloom as per those financial headlines.



The eclectic world of club racing defied the economic gloom in 2023

MICK WALKER



RICHARD STYLES

The 750MC again boasted the highest average grid size for the leading clubs

## 750 Motor Club

There is a recurring theme to Autosport's club racing grid sizes feature over the past few years. The 750 Motor Club led the way in terms of average entries across an organiser's full suite of categories in 2021 and 2022 – and it is now a hat-trick. Not that its competitions secretary Giles Groombridge is getting complacent. "There's no magic bullet," he says. "The 116 Trophy was our biggest grid and it's low cost, offers a good chunk of track time and a lot of cars are shared with two to four drivers over a weekend. It's perfect for the current economic conditions."

While the 116 Trophy and its new sister Sprint series – which is to get championship status next year – thrived, Groombridge says 2023 was still a difficult season as the harsh economic realities hit home. The 750MC's focus on low-cost racing and stable rules helped, but it was still impacted by inflation. "What we saw was a slightly stronger start to the year than we anticipated and then things fell away at certain points," he explains. "The general trend was the further away venues were a little bit less popular than they've been historically, which is because of the cost of travel and cost of hotels."

Alongside the 116 Trophy, the very different Sports 1000 prototype machinery was also on the rise. The addition of a sub-class for the new MK Cup 200 cars assisted, but there were other factors behind its 50%





increase. “It was helped by some of the cars that had sat on the market for a while being bought by people who did the majority of the season,” adds Groombridge.

Also up significantly was the Campaign Against Living Miserably All Porsche Trophy, which attracted 28 cars on average. “It’s not the only place to race a Boxster but it’s at a substantially lower price point and we give a home to older four-cylinder cars like 964s and 924s,” says Groombridge. “They’ve hit on a slightly unusual format with two 15-minute races and a 40-minute race but it’s a good chunk of track time that can be shared.”

Ma7da Locost was another to enjoy a boost and Groombridge expects this to continue into an “exciting” 2024, when a number of Locost frontrunners are due to step up to the category. But, while these series enjoyed successful campaigns, there is still a significant amount of red in the 750MC’s grid sizes table (right). Some of the club’s

traditionally strong divisions like its MR2s fell by almost a quarter, as did the MX-5 Cup – although Groombridge notes its numbers have been “variable” over the years.

Single-seater offerings, Formula Vee and F1000, also suffered a drop in average grids, but Groombridge is optimistic these will improve in 2024. “With Formula Vee, the number of registered drivers was very similar – we had over 50 registered drivers, they just did less,” he says. “In F1000, a couple of teams shut up shop that were running quite a lot of cars and that did leave a few people sitting on the sidelines. Over the course of the year, quite a lot of those cars have now been sold so we anticipate their numbers will bounce back.”

Overall, he concludes “we do see some green shoots of recovery” among the categories that struggled a little in 2023 and that bodes well for the club keeping its position at the top of the popularity stakes.



RICHARD STYLES

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
116 Trophy	44	+33%
Armed Forces Race Challenge	38	+12%
Roadsports	38	-7%
Club Enduro	34	-21%
116 Sprint Trophy & 120 Coupe Cup	31	N/A
Type R Trophy	30	+20%
CALM All Porsche Trophy*	28	+47%
Hot Hatch*	28	-18%
Locost	28	+17%
Toyota MR2	26	-24%
BMW Car Club Racing	24	-8%
Sports 1000*	24	+50%
Formula Vee	23	-23%
MX-5 Cup	23	-23%
Renault Clio Sport	23	-12%
Classic Stock Hatch	20	-5%
Ma7da*	20	+25%
Sport Specials*	20	-13%
750 Formula	19	0%
Alfa Romeo*	18	+6%
F1000	18	-22%
Historic 750 Formula	18	-18%
Bikesports*	15	-12%
CLUB AVERAGE	26	0%

**Note** \*Shared a grid with another series at one or more rounds, but figures are based on each series individually





# British Racing & Sports Car Club

The British Racing & Sports Car Club bucked the trend in 2022. While many other organisers faced a marked reduction in entries, its average grid size rose significantly. And, despite the continued tricky financial climate, it has been able to maintain its strong position in 2023, with only the 750 Motor Club boasting a higher portfolio-wide average. “It’s been a tough year, not quite as buoyant as the previous year, but we have a positive general feeling,” says club chairman Peter Daly.

Endurance races have proven to be the BRSCC’s most popular, with the Clubsport Trophy topping the table on 39 cars and the longer, two-hour contests of the Supersport Endurance Cup also attracting a very healthy 30 in its first year with championship status. C1s declined a little but were still at an impressive 38, while the growth came from British GT – which defied the financial pressures to achieve a 20% increase. “British GT’s got a good team that run it with SRO,” says Daly. “It’s done well because the format is very good and is supported by a live TV stream as well as some rounds on Sky F1. It’s one of the top domestic GT championships in the world.”

But the category Daly really picks out as having a successful year is Fiesta Junior. This has been on an upward trajectory since its 2019 strife when just three cars tackled the finale. A lot of hard work has boosted numbers and they climbed by over 50% in 2023 to an average of 23. “Fiesta Junior is the jewel in the crown for us,” says Daly. “Only a few years ago we were being threatened with having the permit taken away. The work the BRSCC has done to engage with teams and potential drivers and the supply chain means it’s really turned a corner.”

Numbers of the next-generation Mk7 machines are growing ahead of next year being the last season for the old Mk6s. And the fact that the likes of Aston Martin Autosport BRDC Award winner Joseph Loake are successful graduates demonstrate its

value as a proving ground. But the rise in entries has brought new challenges. “We’ve had one or two tiny accidents that have resulted in half a dozen cars not making it to the first corner,” admits Daly. “You have that in GTs and touring cars – it’s not a mark on the championship.”

On the flipside, there have also been some notable declines, with a 25% reduction in National Formula Ford 1600 drivers meaning the long-running championship will not be held in 2024. “I wanted National Formula Ford to remain but we can’t have 75%-80% of club members paying entry fees that subsidise one championship,” says Daly. It has also been a difficult year for the BRSCC’s Mazda MX-5 championships amid MotorSport Vision Trackdays’ introduction of its rival Miata Trophy. “It diluted the market and had quite an effect on numbers – that was disappointing,” admits Daly.

Another previously popular championship starting to lose its shine is the Compact Cup, which has decreased from the mid-30s a few years ago to an average of 21. But Daly says thoughts have already turned to the future and how a newer car could eventually replace the ageing E36 Compact 318Tis.

And that is one of the key messages from the BRSCC – it is not merely standing still. It has attracted Ginetta’s championships to its roster for 2024, while its recent Driven By Racing event at Silverstone enabled prospective new drivers to sample cars and officials to be recruited, something in which the club is really leading the way.

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Clubsport Trophy	39	+11%
C1 Endurance Series	38	-12%
British GT	36	+20%
Modified Fords**	35	+3%
MX-5 Supercup	34	-6%
MX-5 Clubman	31	0%
CityCar Cup	30	-6%
Supersport Endurance Cup	30	N/A
MX-5 Championship	29	-19%
Civic Cup	25	+4%
Fiesta Junior	23	+53%
Compact Cup	21	-20%
TCR UK	21	-5%
Fun Cup	20	+5%
Evolution Trophy	19	N/A
Fiesta ST150 Challenge*	18	N/A
Audi TT Cup Racing	17	N/A
Fiesta ST240 Challenge*	17	N/A
Metro Cup	17	-11%
Zeo Sports Proto	17	+54%
Super Classic Pre-'99	16	0%
Formula Ford 1600	12	-25%
National Formula Ford 1600	12	-25%
CLUB AVERAGE	25	0%

**Note** All figures only apply to UK rounds. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually. \*\*Split over two or more different grids







## British Automobile Racing Club

Not many club championships reach their 40th anniversary, given how different categories fall in and out of favour. Fewer still have the same coordinator throughout those 40 years. But that is the case with the CNC Heads Sports & Saloons, which celebrated John Leck’s final year at the helm in style and was one of the British Automobile Racing Club’s success stories of 2023.

Entries did fall in 2022 but they were resurgent this year and its numbers grew by over 40% to an average of 33. “They took an interesting decision to reduce entry fees,” says BARC group chief executive Ben Taylor. “Not by much – about 15-20% – and they were rewarded by a huge surge in numbers. John has done an amazing job for so many years and it’s nice for him to bow out with everything looking rosy. It gives a lot of people a chance to go racing in whatever car they’ve got and there’s something in that.”

Like many clubs, the BARC entered the season with some trepidation amid the wider economic situation but Taylor was encouraged by how well entries generally held up. “It’s still been really successful just not as golden as the last couple of years,” he says. “We didn’t expect that post-COVID bounce to continue forever.” That sentiment is reflected by the fact grid numbers for five championships remained exactly the same on average this year.

One of the notable changes for 2023 was the arrival of the suite of manufacturer-backed Caterham series joining the club’s portfolio. Entries for these were broadly the same, although there was an encouraging increase for the top-tier Seven UK category. “I think it’s been a really positive first year and everyone at the club has enjoyed having Caterham Motorsport with us,” says Taylor. Other highlights included a successful Classic Touring Car Racing Club season capped off by the Super Touring Power event,



while Junior Saloons entries hit record levels.

But for all the positive stories, inevitably there were some championships that struggled a little more. Britcar’s attempts to launch a prototype series proved fruitless, while both its British Endurance Championship and Britcar Trophy divisions suffered grid size declines of around 30%. “I think it’s been a really difficult year for those big investment [series] for teams and cars,” says Taylor. “If everyone’s costs are going up by 20% and you’re spending £1000, 20% is £200. But, if you’re spending £100,000, then 20% is £20,000 and it’s difficult for people to find the money.”

Track Attack numbers also fell sharply but a rebrand for next year and the introduction of the Scirocco Storm Challenge subclass are set to provide a boost and Taylor is confident of a good year in 2024.

Meanwhile, another long-serving championship coordinator is also departing the scene. Trevor Ford has been at the forefront of the Kumho BMW category for decades but is now standing down and the series is off to the Classic Sports Car Club after numbers fell this year without the Minis that previously joined the fray. “It’s the end of an era with Kumho BMW,” says Taylor. “Trevor Ford has done an amazing job with that championship for many, many years and it shows how important the person organising is.”



GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Classic Touring Cars: Pre-'66 & Pre-'83**	38	N/A
CNC Heads Sports & Saloons	33	+43%
Classic Touring Cars: Pre-'93, Pre-'03 & Blue Oval Saloons**	32	N/A
Caterham Seven 310R	30	-12%
Mini Challenge Trophy	30	0%
Caterham Roadsport	28	0%
British Touring Car Championship	27	-7%
Caterham Graduates: Sigma 135	27	+29%
Junior Saloon Cars	27	+4%
Legends	27	-7%
Caterham Academy Green	25	+19%
Caterham Graduates: Sigma 150 & Sigmax	25	-24%
Britcar Trophy (above)	24	-33%
Caterham Academy White	23	0%
Caterham Seven 270R	23	-4%
Porsche Carrera Cup GB	23	0%
Classic Touring Cars: Classic Thunder*	22	N/A
MG Owners' Club	22	0%
Mini Challenge Clubsport	22	N/A
British Formula 4	21	+24%
Mini Challenge JCW	21	-25%
British Endurance	19	-27%
British Truck Racing	19	-5%
Caterham Seven UK	19	+27%
Pickup Truck Racing	19	+6%
Track Attack	19	-46%
Ginetta Junior	18	-22%
Hyundai Coupe Cup	18	-5%
Porsche Sprint Challenge GB	18	+63%
Classic Touring Cars: Jaguar Challenge*	16	-11%
Ginetta GT	16	N/A
Ginetta GT Academy	15	-46%
Kumho BMW	12	-48%
CLUB AVERAGE	23	0%

**Note** All figures only apply to UK rounds and include series that had at least four race events. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually. \*\*Split over two or more different grids



# MotorSport Vision Racing

It was the MotorSport Vision Trackdays-organised categories that once again led the way among MotorSport Vision Racing’s portfolio as these series continue to offer a low-cost route for new competitors into the sport. EnduroKa, Trackday Championship and Trackday Trophy all averaged well over 30 cars this season, while the new-for-2023 Mazda MX-5 based Miata Trophy proved to be more of a hit than the Turismo X contest it effectively replaced.

“MSVT Racing do a great job with their championships and series,” says MSVR competitions manager Joe East. “There’s nothing radically different in their approach – they just focus on getting the basics of series promotion right. The customer service element is particularly important, and they do this extremely well, listening to feedback from teams and competitors, and acting on anything they think will improve the overall experience for those involved.” And the MSVT cluster is set to expand

next year with a new Clio Cup GB series being launched for the very latest version of the French hatchback.

Away from the MSVT categories, there were other hits for MSVR this year. The combining of the SR3s and SR1s into one Radical Cup UK grid seemed to work well, while Bernie’s V8s was one of the notable improvers bolstered by additional Corvette entries as organisers celebrated 60 years of the legendary cars. “Everyone at MSVR really enjoys working with the [coordinating] Chodosh family – Bernie, Simeon and Adam,” says East. “They are pure racers who put so much time and effort into the series. Their goal is very simple – to provide like-minded people with a platform to be able to race hard and fair, then come together in-between sessions to socialise. Clever membership extras like bespoke artwork and T-shirts add further value, as well as catering and film nights in the paddock at some events, so I’m really not surprised about their success this season.”

Yet, some of the other MSVR stalwarts struggled. For example, the GT Cup suffered a second consecutive year where its numbers



declined by over 20%. However, East believes the “cost of living effect seems to have had a bigger impact” on higher-level series like the GT Cup and highlights other contributing factors. “A shortage of replacement parts due to supply chain problems meant GT Cup was losing cars to damage and mechanical issues unnecessarily, which is frustrating for all involved,” he adds.

But for all the success of the likes of MSVT,

# Classic Sports Car Club

A “mixed bag” is how Classic Sports Car Club director David Smitheram describes the organiser’s 2023. As it celebrated its 20th anniversary of hosting standalone events, the club continued to demonstrate its desire to break from the mould and enjoyed contrasting success. A uniquely early February start proved a hit, with almost 170 entrants braving the Silverstone cold, while its Anglesey 24-hour event did not attract quite so many. “The event itself was brilliant,” says CSCC director Hugo Holder. “The marshals, drivers and officials loved it, but our bank balance didn’t love it!”

Therefore, the CSCC is adopting a “more



conservative” approach for 2024 – although this does include entering the sphere of organising championships as Kumho BMW, MG Trophy, Jaguar Challenge and Midget & Sprite Challenge are all coming on board.

One of the highlights from this year was the Brands Britannia event and plans are under way to further develop that. “It went

down really well and it’s going to come back bigger and better,” says Holder. “Next year we’re tailoring the racing to get a whole load of British cars racing on the same day.”

In terms of the CSCC’s categories, it was a strong year for Tin Tops while Turbo Tin Tops had a decline. Smitheram says part of the reason for this was the Puma Cup and RX-8 Trophy subclasses swapping to the Tin Tops fold and the Turbo category was hit by the BARC’s new Mini Challenge Clubsport contest. New Millennium also shrank, although Smitheram believes the success of the Slicks Series contributed to this. “TCR cars and 911 Cup cars and Ginetta G55s and G50s [formerly] raced in New Millennium with a compromised set-up,” he says. “The moment we introduced Slicks, a lot of them jumped ship.” Now with the Kumho BMW series set to boost the CSCC’s Bavarian contingent, it is hoped some of these drivers will also opt to race in New Millennium and make 2024 more successful across the board.

GRID SIZES				
SERIES	2023 AVERAGE	CHANGE FROM 2022		
Swinging Sixties**	51	N/A	Turbo Tin Tops*	18 -22%
Tin Tops*	33 +18%		New Millennium*	17 -19%
Classic K*	25 +4%		Special Saloons & Modsports	17 -11%
Modern Classics*	24 +4%		Open Series*	16 +33%
Slicks Series*	22 0%		CLUB AVERAGE	24 +9%
Magnificent Sevens*	21 0%		<b>Note</b> *Shared a grid with another series at one or more rounds, but figures are based on each series individually. **Split over two or more different grids	
Future Classics*	19 +6%			





EnduroKa led the way for MSVR during 2023

MSVR’s overall average remains one of the lowest of all the clubs due to the fact that six of its grids generally have 15 or fewer cars. Although the amalgamation of Z Cars and Production GTI has helped, and United Formula Ford 1600 is set to be boosted by National FF1600 being axed, Porsche Club GB is also looking at ways to encourage more historic cars into the Open & 911 Challenge field to help justify standalone grids.

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
EnduroKa	35	-3%
Trackday Championship	34	+10%
Trackday Trophy	33	-11%
Radical Cup UK	29	N/A
7 Race Series: 420R*	28	-20%
Clubmans Sports Prototype	26	+4%
Bernie’s V8s & Historic Outlaws*	24	+20%
GB3	24	+14%
Porsche Club*	24	+14%
Snetterton Saloons	24	0%
Miata Trophy	22	N/A
GT Cup (right)	21	-28%
Sports 2000: Duratec*	21	N/A
7 Race Series: 1600*	20	-9%
Ferrari Challenge UK	17	+31%
Z Cars & Production GTI	17	N/A
Focus Cup	16	+7%
GB4	14	+17%
Porsche Boxster Cup*	14	N/A
Sports 2000: Historic*	14	N/A
United Formula Ford 1600	14	-18%
Bell Sport Challenge Series	11	N/A
Porsche Club Open & 911 Challenge*	8	N/A
CLUB AVERAGE	21	0%

**Note** All figures only apply to UK rounds and include series that had at least four race events. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually



Hot Hatch will get championship status

## Castle Combe Racing Club

One of the many key factors in determining the success of a club is whether it listens to its members and implements ideas they suggest. The Castle Combe Racing Club certainly prides itself on doing just this and is hoping a competitor-inspired decision to



Formula Ford featured close racing and healthy grids

switch its Hot Hatch category from a series to a championship next year will prove fruitful. It has long been the best performing of the Combe portfolio, although – for a second consecutive season – Hot Hatch has suffered a modest decline. But despite its popularity, CCRC chairman Ken Davies says the club is constantly listening to what competitors say. “Lots of email exchanges swap around through the year and it’s about giving the customers what they want,” he says. “Hot Hatch converting to a championship was very much a customer-led decision based on a straw poll and about 75% were in favour of it becoming a championship.” While Hot Hatch numbers were down slightly, the Saloons were up by nearly a third

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Combe Hot Hatch	26	-10%
Combe Saloons	22	+29%
Combe Formula Ford 1600	21	+5%
Super & Mighty Minis	17	-6%
Combe GT	14	+27%
CLUB AVERAGE	20	+5%

**Note** All figures only apply to UK rounds and include series that had at least four race events

as organisers attempt to return the category to its former glory days. Much attention was also given to the GT contest and this did enjoy a 27% rise, although overall entries remain small with an average of just 14. “If everybody who raced with us all entered one meeting, we would have about 30 competitors!” says Davies. “We’ve been looking at the regulations over the last couple of weeks. You can be puritanical but, because we’re a single-venue championship, we have to be a bit more of a broader church and have got to consider silhouettes and faster saloons as part of the GT family so we spread the net further. There’s a lot of cars out there in garages and we need to tease them out of the woodwork.” Should these aims be achieved, then it would be another step forward for the club, which is also celebrating its Autumn Classic event winning an RAC award.





GARY HAWKINS

Historic F3 enjoyed a surge in interest this season

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Formula Junior**	30	-9%
Historic Formula Ford 2000	28	+8%
Classic Formula Ford 1600	24	+33%
Historic Formula Ford 1600	24	+4%
Historic Formula 3	22	+47%
70s Road Sports*	19	-14%
Historic Road Sports*	19	-10%
Aurora Trophy & Classic Formula 3	18	N/A
Guards Trophy*	17	-26%
Historic Touring Cars*	11	-8%
Historic Modsports & Special Saloons*	9	N/A
CLUB AVERAGE	20	+5%

**Note** All figures only apply to UK rounds and include series that had at least four race events. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually. \*\*Split over two or more different grids

make a return having largely stayed away since the COVID-19 pandemic. Meanwhile, a new Touring Car Legends series is being introduced that is focused upon the Group 2 and Group A cars of the 1970s/80s as the HSCC looks to further reduce the amount of red next year.

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Equipe GTS (below)	30	-21%
Equipe Libre	30	+20%
Equipe Pre-'63 & 50s & 70s**	28	N/A
Cockshoot Cup*	20	-9%
Midget & Sprite Challenge*	20	+18%
MG Cup*	19	+12%
BCV8*	17	-11%
MG Trophy	16	0%

**Note** All figures only include series that had at least four race events. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually. \*\*Split over two or more different grids



GARY HAWKINS

# Historic Sports Car Club

Unlike last year, when its grid sizes table was a sea of red, there are some encouraging green figures of growth among the Historic Sports Car Club’s portfolio this season. Its single-seater offerings performed well, with Classic Formula Ford 1600 up considerably, but the most notable improver was Historic F3. This mustered just 15 cars on average in 2022 but some massive grids – including 31 at Brands Hatch – helped boost its numbers by almost 50% this season as momentum builds ahead of next year’s 60th anniversary of the beginning of the one-litre F3 era.

“We’ve seen the difference a major anniversary coming up can have and I do think the work the One-Litre F3 Historic Racing Association is doing will sustain that [growth],” says HSCC CEO Andy Dee-Crowne.

Yet, in contrast, there were some reductions among the club’s sportscar

and tin-top offerings, including for Guards Trophy and the Road Sports divisions. “You get these peaks and troughs, and different series and championships have different events that are parochial to them and spark interest,” says Dee-Crowne.

“Guards is an interesting one because there’s a mix of GTs and sports-racers. The GT market is saturated with places to go and we’ve got very fast cars in that series, which can put people off.”

He says regulations will be reviewed for 2024 by new championship chair Nick Thompson to try to tempt back some of the GT machinery. Among the other changes for next year, the Derek Bell Trophy name is back for the revamped former Aurora series that caters for higher-powered single-seaters – and Dee-Crowne is cautiously optimistic that some of the Antipodean F5000 beasts will

# Equipe Classic Racing & MG Car Club

It was another year of growth for Equipe Classic Racing this season as it continues to expand, having first moved into organising events in 2022. Alongside its own categories, it also administered the MG Car Club portfolio this year after the club closed its competition department.

“MGCC were very loyal to us and we spoke to the chairman and did a huge amount of work for them,” explains Equipe partner Rob Cull. “It was something we felt was good to do.” With MGCC subsequently completely ending its circuit racing involvement at the end of the year, two of the series – MG Cup and BCV8s – will now permanently join the Equipe stable.

Among its regular contests, Equipe Libre was the star performer this year, averaging 30 cars, and Cull feels its policy of not allowing pro drivers has contributed to this success: “We believe there’s plenty of places for pro drivers to go and race but, if you’ve got a car – whether it’s a Cobra, Elan, E-type – you

can come in and have friendly racing and not get lapped five times. We’ve got some fantastic cars in it and it’s a privilege to race with them.”

Equipe 70s entries, however, remained modest, although Cull believes several calendar clashes did not help. “We had 61 separate individuals race with us this year and it shows that we have support for it,” he says. Meanwhile, it is hoped a move to rolling starts for its 50s division will help boost its numbers. “We’re finding a lot of those 50s cars are struggling to get off the line without breaking – the [Cooper] Monacos and [Elva] Bobtails have got fragile gearboxes,” explains Cull, who says some drivers had previously started from the pits to avoid the destructive launches.

Equipe is also expanding its horizons in other ways for 2024 with a first move into single-seaters. It is launching a new category for Formula 2 and FAtlantic machinery, and interest is already building ahead of another notable season for the fledgling club.



# Vintage Sports-Car Club

Sadly, the Vintage Sports-Car Club’s 2023 season was shrouded in tragedy. Roger Twelvetrees’ fatal accident at the club’s popular August Mallory Park meeting was another reminder of the dark side of the sport, although the way competitors rallied around to support his family in the aftermath has been pleasing.

“Roger’s certainly going to be missed in the wider motorsport community,” says club secretary Tania Brown. “Given it was a tragic event, it’s been wonderful how the club and wider community have come together. Roger’s son William has been absolutely fantastic and really appreciated the warmth from the club around him.”

Prior to that point, the VSCC had enjoyed a successful season with some great entries, particularly at its Silverstone ‘Spring Start’ event, where Peter Greenfield’s Alfa Romeo 158 ‘Alfetta’ was among the stars. “The Alfetta will warm even the most hardened of hearts,” says Brown. “That was quite something – it’s fair to say a lot of people were like excited children when that was going round! We had a number of ERAs there as well, including a couple that hadn’t been out with us before.”

With next year marking 90 years since ERAs began racing – as well as the club’s own 90th birthday – it is hoped that even more will be persuaded to join the fray. Other highlights from this year include a bevy of Frazer Nashes at Cadwell Park – with the spectacular sight of them rising over The Mountain – and the Light Car Race at Donington Park. A team format was also adopted for the VSCC’s races at the Oulton Park Gold Cup, which helped bring people together. “It was a wonderful atmosphere and fab racing – people were talking to people they wouldn’t usually speak to,” says Brown as the teams were based on qualifying with slower and faster cars paired up.

Attention has now turned to special plans for next year, with more details to be revealed in due course, while the VSCC continuing to beat the drum for sustainable fuel is an important future direction for the sport. And, at the same time, Twelvetrees and his family remain in the club’s thoughts.



## Others

Alongside the big players, there are also a plethora of smaller organisers that add further diversity to the UK racing scene. And one of the most successful of these smaller clubs has to be the Historic Racing Drivers Club, as evidenced by the numbers for its season-closer. “We had 128 entries for three races at Silverstone GP in October,” says founder Julius Thurgood. It is a seriously impressive figure and proves the HRDC is doing something right.

“We try to not run two-day meetings and refuse to have championships,” explains Thurgood about the keys to the success. “It means you can dip in and out and, secondly, the attitude is focused on the social aspect of it and people behave better.” Its newest offering, the Gerry Marshall Trophy for Group 1 tin-tops, continues to go from strength to strength and averaged an impressive 32 cars in just its first full year. “It’s a little bit more accessible,” says Thurgood. “The

way we’re running it with the Willhire class for production cars gives people the chance to come in. Group 1 cars are not cheap, they’re proper racing cars, whereas production cars you can do it yourself. Also the liveries – we’re very keen the cars are running period colours – fire people’s imagination up and that’s a good thing when you’re trying to build a series.”

Another popular organiser is the Mini 7 Racing Club, which again delivered some enormous grids this year as it had the chance to shine on the British Touring Car-supporting stage. Fifties Sports Car Racing also enjoyed a boost in entries this season and Monoposto proved as strong as ever. Meanwhile, at the other end of the scale, it was a tough campaign for Welsh Sports & Saloons – which averaged just 10 cars – and the new Racing Hondas category struggled, but introducing free entries via sponsor Tegiwa is set to help it thrive next year.

GRID SIZES		
SERIES	2023 AVERAGE	CHANGE FROM 2022
Monoposto**	41	+3%
HRDC Allstars & Classic Alfa Challenge	37	N/A
HRDC Jack Sears Trophy	34	+31%
HRDC Gerry Marshall Trophy	32	N/A
Northern Saloons & Sports Cars**	30	-9%
Mini Se7en* **	29	0%
Mini Miglia* (right)	25	+9%
CMMCS Super Saloons & Tin Tops ***	24	-17%
CMMC Classic Challenge & Ecurie Classic Racing	23	N/A
Fifties Sports Car Racing	23	+28%
Ferrari Club Classic	19	+19%
CMMCS Intermarque Silhouettes*	17	0%
Morgan Challenge*	17	-19%
Racing Hondas	12	N/A
Welsh Sports & Saloons*	10	-38%

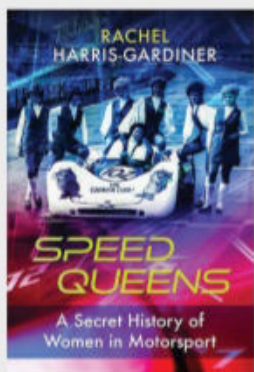
**Note** All figures only apply to UK rounds and include series that had at least four race events. \*Shared a grid with another series at one or more rounds, but figures are based on each series individually. \*\*Split over two or more different grids





# FINISHING STRAIGHT

**A motorsport story  
that needed to be told**



**BOOK REVIEW**  
**SPEED QUEENS:**  
**A SECRET HISTORY**  
**OF WOMEN IN**  
**MOTORSPORT**

Rachel Harris-Gardiner  
RRP £22.99

The motorsport industry is a male-dominated

environment and there is no getting away from that fact. But, while the push for equality of all kinds is now front and centre, there have always been a strong few women that have pushed against the tide, as explained by Autosport contributor Rachel Harris-Gardiner in *Speed Queens: A Secret History of Women in Motorsport*.

We start with a warning. Should you pick up this book – and we seriously recommend that you do – this is not a text that you can churn through in one sitting on a cold winter's evening. It's not an indictment on *Speed Queens*, it is just that the extraordinary level of information thrown in the reader's direction at a quickfire pace needs to be allowed time to sink in and be processed.

On this note, it's clear the sheer volume of research that has gone into writing this book. In the early chapters, when looking at the earliest days of women in motorsport and records are sketchy at best, Harris-

Gardiner unearths who some of these trailblazers likely were, when false names had been used. In one instance, there was no record of anyone with a certain name living in the United Kingdom at that point.

There is a popular myth that women were banned entirely from competing in motorsport for a time. This is swept aside with conviction on the very first page, clarifying that this was, in fact, only the case in certain places and that those with the will often found ways around the rules that would allow a place in the paddock regardless.

As you progress through to the modern day, and with media coverage of women's sport growing, especially in very recent history with the launch and demise of

the W Series, the waters become far less murky and the names involved far more familiar.

Despite this progression and the generally more positive tone that prevails the further you progress, you are left with an overwhelming feeling that the final page should simply have read, 'To be continued...', as the topic of equality and equal opportunities is one that is far from reaching a conclusion.

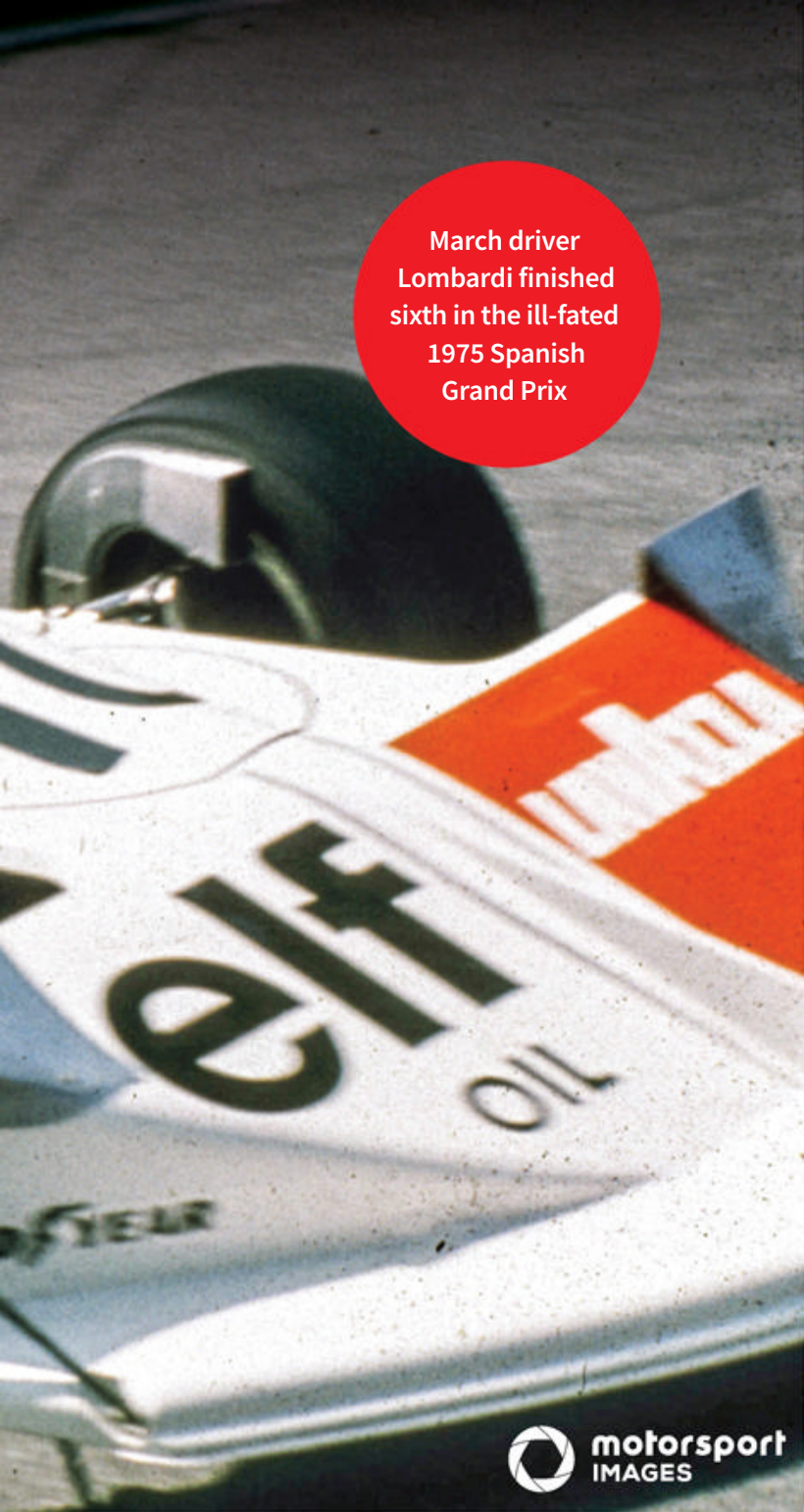
While hailing the progress and shining a light on champions such as inaugural eSkootr victor, Sara Cabrini, Harris-Gardiner makes clear that some of the same issues that have denied women opportunities since the late 1800s remain to this day. A sorry state of affairs when



Jamie Chadwick  
celebrates the second of  
her three W Series titles

SBLOXHAM/MOTORSPORT IMAGES





March driver  
Lombardi finished  
sixth in the ill-fated  
1975 Spanish  
Grand Prix

**motorsport**  
IMAGES

put in black and white.

Picking out one personal highlight from *Speed Queens*, the adding of colour to Desire Wilson's story was a welcome feature. Obviously, Lella Lombardi is the only female driver to have scored a point in the Formula 1 World Championship, while Wilson has a single DNQ to her name.

However, a fact well known to those who frequent Brands Hatch especially, is that Wilson remains to this day the only woman to have won a contemporary F1 race, with her success coming at the former British and European GP venue in the 1980 British Aurora F1 championship.

In a reasonably compact 214 pages spanning over a century of talent, trials and tribulations, the fact that Wilson is granted nearly four whole pages and that her F1 success is a mere footnote, only serves to highlight both her importance and career beyond possibly the one piece of trivia an average fan could recite.

*Speed Queens* cannot be recommended highly enough and was deservedly awarded the RAC Motorsport Book of the Year award for books under £50 for 2023. Thought-provoking, interesting and, in its own way, somewhat upsetting at times when considering the lack of overall progress, this is essential reading for those both interested in or dismissive of the idea of women competing in motorsport.

**SAM HALL**



[youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)



### One to watch – Luke Browning drives an F1 car for the first time

Very few people get the chance to drive a Formula 1 car – but for Luke Browning, his dream became a reality. After winning the 2022 Aston Martin Autosport BRDC Young Driver of the Year Award, Browning got his chance to drive an AMR21 at Silverstone. We talk with Browning, the judges, his family and more to find out just how incredible it is to drive an F1 car for the first time.



[autosport.com/podcast](https://autosport.com/podcast)

### IMSA GTP in 2023 with champion Alexander Sims

Alexander Sims and Pipo Derani took the IMSA GTP title as a new era dawned in American sportscar racing, but Sims is switching to GTD Pro in 2024. He joins host Martyn Lee and Autosport Chief Editor Kevin Turner to explain how the championship unfolded, what he loves about US motorsport and why he is moving back to GTs.



## WHAT'S ON



## INTERNATIONAL MOTORSPORT

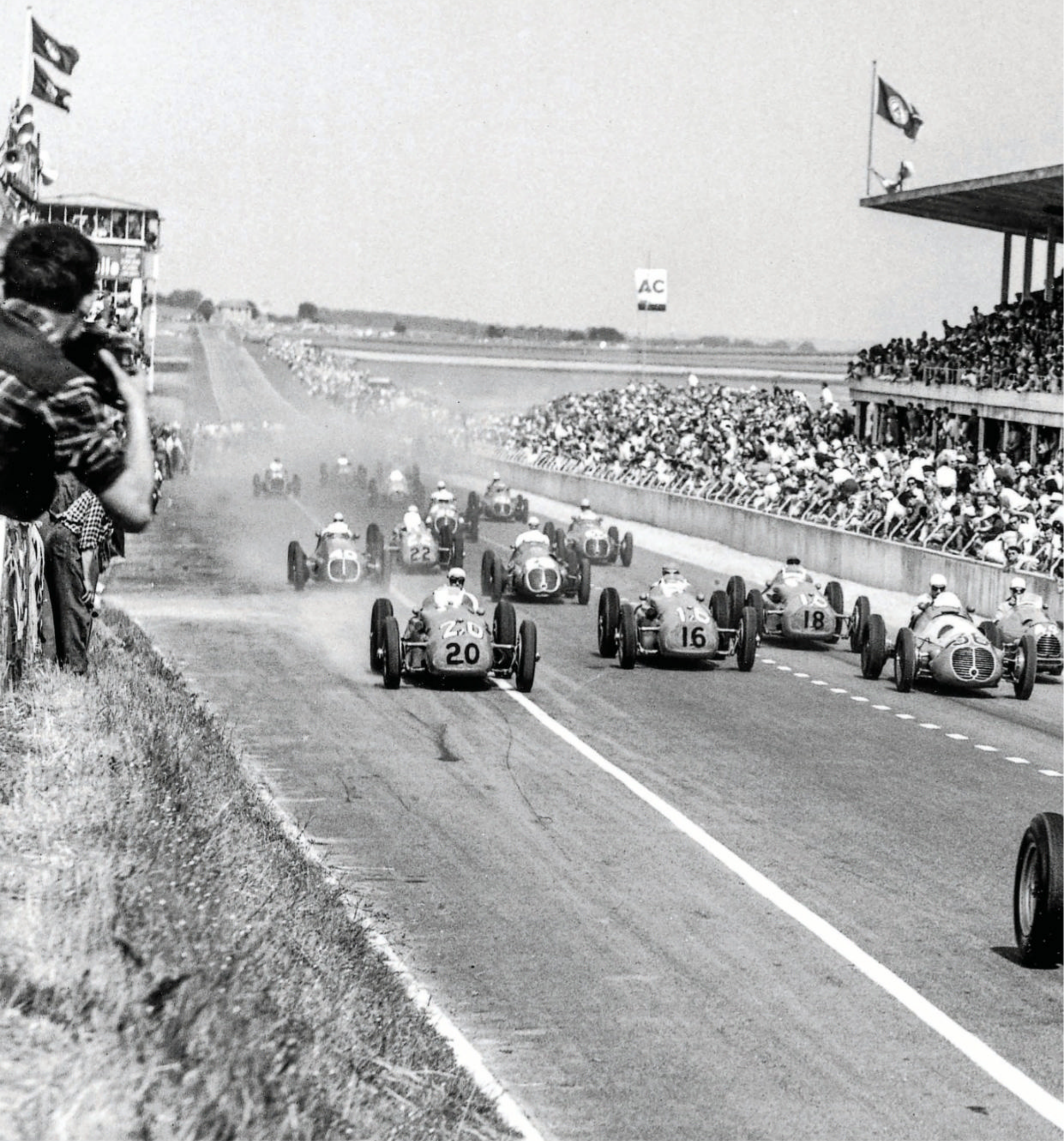
**Gulf 12 Hours**  
Intercontinental  
GT Challenge  
Round 5/5

Yas Marina, Abu Dhabi  
**10 December**  
🔊 **Livestream** on  
Motorsport.tv, Sun 0530

**24H Series**  
Middle East Trophy  
Round 1/3

Kuwait Motor Town,  
Kuwait  
**8-9 December**  
🔊 **Livestream** on  
Motorsport.tv, Sat 0630





#### FROM THE ARCHIVE

Nino Farina (#2 Alfa Romeo 158) outrages polesitting team-mate Juan Manuel Fangio (#6) to take the lead at the start of the 1950 French Grand Prix at Reims, as the pair are chased

by the third works entry of Luigi Fagioli (#4). The Alfa trio ran in that order for the first third of the race until Farina's car had fuel starvation issues. He pitted, fought back to third place, stopped again, then regained

that position before being forced to retire. Fangio led home Fagioli, 26 seconds adrift; in a remarkable final podium place, three laps down, was Peter Whitehead's privately entered Ferrari 125, which had started last.



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## Courage C60

SPINNEY

**J**ean-Marc Gounon has no shortage of candidates when it comes to picking a favourite car. But rather than the Ferrari F40 in which he had the race of his life at Nogaro in the 1996 BPR Endurance Series, or the Lola-Judd B98/10 in which he won four SportsRacing World Cup rounds in 1999, the former Mercedes and BMW factory driver opts for a car he only raced once – after a last-minute call-up at the 2003 Le Mans 24 Hours.

Gounon wrestled the factory Courage-Judd C60 to seventh, but the result only tells part of the story. He'd been in the mix for fifth, as the best privateer, until his clutch went late on after a heroic drive filling in for the injured Boris Derichebourg.

Aged 40, in his first Le Mans outing for three years, the 1989 French Formula 3 champion had proven the standout driver alongside Jonathan Cochet and Stephan Gregoire. Following a taxing treble stint, he'd been out of the car for an hour when Gregoire declared himself unable to continue, but Cochet couldn't

fill in because his only set of overalls had been misplaced, requiring Gounon to complete another triple. "But we were fast and I was loving the car," the nine-time grand prix starter adds.

Gounon had only been called up to race the "very, very good" Paolo Catone-designed chassis on the Tuesday evening before the race – after Judd and Michelin had agreed to chip in – and drove through the night to arrive at Le Mans on Wednesday morning.

The Courage had no power steering and an "old-fashioned" manual sequential 'box but, after addressing splitter-destroying ride height issues, Gounon was on the pace and qualified ninth. "The car was really quick, but hard to drive," he recalls.

Although bitterly disappointed to see fifth slip through his grasp, Gounon's efforts led to more opportunities with Courage in the team's LMP2 car the following year, which in turn yielded drives for Pescarolo and in ORECA's Audi R8. The C60 had sparked an improbable revival of his prototype career.

**JAMES NEWBOLD**



SPINNEY



IN NEXT WEEK'S ISSUE

## F1 2023 season review

WE RATE THE DRIVERS IN OUR 116-PAGE SPECIAL

GALLOWAY

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