

F1 2024 McLaren's bid to topple Verstappen

BRITAIN'S BEST MOTORSPORT WEEKLY

4 JANUARY 2024

AUTOSPORT

McLAREN

Red Bull's next big rival?

**2024
STARTS
NOW!**

Why legendary team
could be a bigger threat
than Mercedes and Ferrari

'There is no reason you cannot
make big leaps forward'

ZAK BROWN



WRC How **Rovanpera** did the double



SHOULD AULD ACQUAINTANCE BE FORGOT



CELEBRATING **40** YEARS FERRARI PARTS EXPERIENCE
FERRARI PARTS SPECIALIST
SUPERFORMANCE

SUPERFORMANCE.CO.UK +44 (0)1992 445 300

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT

**LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS**

**OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING**

**UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE**

**CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS**

**FAST EXPRESS
WORLDWIDE
SHIPPING DAILY**

**DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE**

Happy New Year!



WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD



See what we're up to on instagram [@superformance.co.uk](https://www.instagram.com/superformance.co.uk) and
you can follow us on facebook [facebook.com/superformanceukltd](https://www.facebook.com/superformanceukltd)





Is McLaren the team that can help F1 avoid a repeat of 2023?

Happy New Year! As we start looking ahead to the season to come, rather than back at the campaign just gone, one of the biggest hopes for 2024 is that someone (*anyone*) can challenge Red Bull and Max Verstappen in Formula 1.

Thanks to its impressive form in the second half of 2023 and excellent driver line-up (not to mention an illustrious history – arguably second only to Ferrari), McLaren is one of the key teams fans will be looking to. As Alex Kalinauckas shows in our cover feature on page 18, there are reasons to be cautiously optimistic about McLaren's chances, though it might take a little longer for all its new assets to truly tell in the battle to close the gap to Red Bull.

The new season – outside of the Dakar Rally – kicks off with Autosport International. We'll have a full guide next week but turn to p26 for a taster of the rebooted Birmingham show.

We're not entirely done with looking back. Megan White hears from various motorsport stars who have driven for Prema to find out what has made it so special over its first 40 years (p36), while Tom Howard reviews the 2023 World Rally Championship (p42).

- The Christmas period was overshadowed last week by the news that Gil de Ferran had died at the age of 56. The 2003 Indianapolis 500 winner was a popular figure on both sides of the Atlantic and his loss will be felt across all of motorsport. Our tribute starts on p4, while NASCAR legend Cale Yarborough is remembered on p13.



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

**NEVER MISS
AN ISSUE**

Special deals for
Autosport p56



Cover images

Sam Bloxham/McKlein/Motorsport Images

PIT & PADDOCK

- 4 Obituary: Gil de Ferran
- 7 Perez seat is his 'to lose'
- 8 Ex-McLaren boss Dennis knighted
- 10 Bearman stays at Prema for F2 attack
- 13 Obituary: Cale Yarborough
- 15 Opinion: Kevin Turner
- 17 Feedback: your letters

FEATURES

- 18 Can McLaren make the next step?
- 26 Autosport International preview
- 36 Celebrating 40 years of Prema
- 42 2023 WRC season review

CLUB AUTOSPORT

- 57 Chadwick to race Mustang at Goodwood
- 58 FF1600 to make a return to Lydden
- 60 Ford vs Chevy contests at SpeedFest
- 61 Guest column: Callum Voisin
- 63 National report: Mallory Park
- 64 Club champions of 2023

FINISHING STRAIGHT


- 68 What's on this week
- 71 Top five Team Hard BTCC drivers
- 72 From the archive: 1989 Cellnet Superprix
- 74 My favourite track: Luca Filippi

Visit [autosport.com](https://www.autosport.com) for other ways to read Britain's best motorsport weekly




Autosport editorial
Autosport Media UK Ltd
The Power House
Isleworth
TW7 6QG

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosport


YouTube
youtube.com/
AUTOSPORTdotcom

PIT + Paddock



SUTTON

Gil de Ferran

— 1967-2023 —

CHARLES BRADLEY

PHOTOGRAPHY  motorsport
IMAGES

When Gil de Ferran sealed victory in his final attempt at the Indianapolis 500 in 2003, it crowned a career that epitomised the remarkable competitive nature and great racing acumen of a man whose sudden death last week at the age of 56 shocked the sport.

In taking victory at Indy, de Ferran beat his great friend, fellow Brazilian and Penske team-mate Helio Castroneves by 0.299s after a fierce battle for honours in America's biggest open-wheel race. The duo had seen off the challenges of Tony Kanaan, Michael Andretti and Tomas Scheckter before deciding the win between themselves in the closing stages. De Ferran decisively grabbed the lead from Castroneves in traffic with 30 laps remaining, and nailed the subsequent restarts in a caution-punctuated race.

After immense pressure from Castroneves (who was already a two-time 500 winner at this point and bidding for a third consecutive success), as well as suffering shoulder cramps in the closing stages, it was the crowning glory on de Ferran's brilliant open-wheel career. He blended his turn of speed with a remarkable racing intellect, which served him so well that day.

"When you're racing, you're so focused on the action of driving – trying to make good decisions and so forth – to deal with the pressure of leading a race like this, you really have to park your emotions," he told Autosport of his approach that day. "You need to stay as rational as you can. It took me a while to realise what it actually meant. Rick Mears [Penske talisman and four-time Indy 500 winner] said it best to me, straight after the race: 'You won't understand this for another two or three weeks and then it will hit you.' And that's exactly what happened."

It was a remarkable comeback from a brutal crash at Phoenix two months earlier, when de Ferran broke his back following a clash of wheels with Michael Andretti that sent him backwards

into the Turn 1 concrete wall, his car exploding in flames in the massive, high-speed impact. The injury forced him out of the following race at Motegi, and he even doubted his ability to return in the weeks before his greatest success. He retired from Indycars at the end of that season, having bagged two titles with Penske in the CART series in 2000 and 2001.

De Ferran, who was born in French capital Paris, started karting in Brazil after his family (his father was a senior director at Ford Brazil, following a career spent in automotive engineering) moved there when Gil was just nine months old.

A student of maths, design and physics, de Ferran always applied a scientific and engineering-led approach to his racing. "I guess because I had a good grounding in mathematics and physics; some of the principles I was able to absorb into racing," he explained. De Ferran won his first kart championship at the age of 16, then won the Brazilian Formula Ford title in 1987.

He started to make his name in the UK, following the trend set by Emerson Fittipaldi for young Brazilian racers. "I remember Gil starting to race at the Interlagos Kartodromo," said Fittipaldi. "His father was a true racing supporter and managed to fulfil his son's dream of being a professional driver."

De Ferran raced in Formula Ford 1600, Opel/Vauxhall Lotus and Formula 3, winning the British F3 title in 1992 with Paul Stewart Racing. He graduated with PSR to Formula 3000, where he would win three times across 1993-94, but that meant he fell short of making it to Formula 1 – despite test runs with Williams and Arrows – and he diverted his attentions to the US in 1995.

De Ferran burst onto the Indycar scene in one of its most competitive eras, winning the final race of his debut season in 1995 in his bright yellow Pennzoil Reynard-Mercedes for Jim Hall Racing at Laguna Seca – against Fittipaldi, Jacques Villeneuve, Andretti, »



OBITUARY GIL DE FERRAN

Al Unser Jr, Paul Tracy and Bobby Rahal. He was deservedly crowned Rookie of the Year. “I remember him coming to visit me at my house to exchange advice about Indy, always in a good, happy mood,” added Fittipaldi. “He became a great driver with a lot of talent, intelligence and wisdom. He was a beloved figure.”

De Ferran remained with Hall for 1996, now with Honda power, and went on to win famously at Cleveland and finish sixth in the season standings. Hall retired at the end of that year, so de Ferran moved to Walker Racing and became an immediate championship contender, finishing second in points to Alex Zanardi in 1997, and scoring two poles and a race win at Portland in 1999.

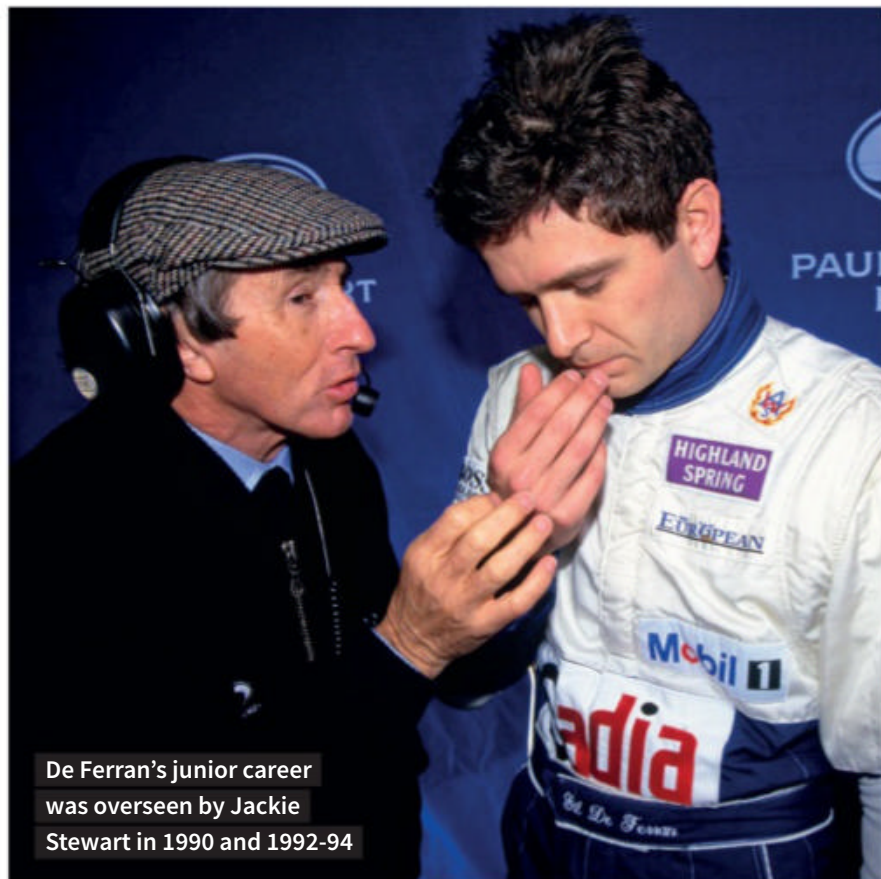
After growing up in an era when the use of data-logging exploded, this approach fell right into de Ferran’s wheelhouse. A tyre war in Indycars also meant he was running up to 75 test days per season. “I absolutely adored that work,” he said. “Because for me motorsport is not just about the driver, it’s a mixture of driving and understanding the car. It’s not athletics, and part of your skill is to help the equipment move forward with a team of people.”

That diligent attitude sat perfectly with Team Penske, which he joined in 2000 and instantly delivered on all the promise he’d shown. His standing in the sport was quickly immortalised by setting the closed-course land speed record in qualifying at California Speedway with a staggering lap of 241.428mph, which still stands. He also scored Penske’s 100th Indycar win at Nazareth that year.

In his tribute, Roger Penske said: “Gil defined class as a driver and as a gentleman. As an Indycar champion and an Indianapolis 500 winner, Gil accomplished so much during his career, both on and off the track. Gil was beloved by so many.”

As well as his championship titles, a last-lap pass on Kenny Brack for victory at Rockingham in 2001 sticks in the memory, perhaps making up for his narrow loss to Mark Blundell at Portland 1997, when he was on the wrong end of one of the closest finishes in series history at 0.027s. In total, de Ferran recorded a dozen Indycar wins and 21 pole positions, taking his last victory on his final start at Texas Motor Speedway in 2003, a triumph overshadowed at the time by Brack’s horrendous crash.

De Ferran’s post-Indycar career was a mixture of sportscar racing, team management and media. He also made it to F1 at last, joining the BAR-Honda team as sporting director from 2005-07. He returned to the cockpit in 2008 in a factory-backed Acura LMP2 prototype in the American Le Mans Series as the owner-driver of his team, De Ferran Motorsports, teaming up with Frenchman Simon Pagenaud, who would emulate him as an Indycar champion and Indy 500 winner. The team climbed to the premier LMP1 prototype class as an Acura factory squad in 2009, scoring five victories and seven poles, and finishing runner-up in the standings. He then co-owned the De Ferran Dragon Racing IndyCar team through 2011, and served as a team owners’



representative on the ICONIC committee that evaluated designs for the next generation of IndyCar chassis.

De Ferran was later appointed sporting director for McLaren Racing in F1 in 2018. He held the role until early 2021, and also oversaw Fernando Alonso’s attempts at the Indy 500. In May 2023, he was rehired by McLaren as a consultant and advisor. McLaren’s Zak Brown said: “I’ve raced with Gil all over the world and watched him win some of the biggest races. He’s been a great friend for over 20 years and will be greatly missed and never forgotten.”

As well as his celebrated racing success, de Ferran will be best remembered for his warm personality, sharp-witted sense of humour, and friendly nature towards everyone he happened across in the sport he was so passionate about. His death, which came following a cardiac arrest during a trackday at Miami’s Concours Club, led to a huge outpouring of love on social media from the sport’s biggest names.

This writer will never forget our last meeting, a fluke encounter at Le Mans airport as he alighted the helicopter I was about to get into for a joyride above the track as the cars raced in the 24 Hours. “Oh hi mate, you’re going to love this!” he beamed, holding the door open. He was always more interested in others than himself.

He is survived by his wife Angela, who he met when she worked for Paul Stewart Racing, daughter Anna and son Luke. ✨



Perez told that Red Bull seat is his to lose

FORMULA 1

Sergio Perez has been told that a Formula 1 seat at Red Bull for 2025 is his to lose as he heads into the final year of his current contract.

Team boss Christian Horner has consistently reiterated his commitment to the Mexican for the start of the 2024 season, but has been clear that Red Bull wants him to battle more consistently near the front if it is to consider offering a fresh deal. The squad is happy to bide its time before finalising its driver line-up, especially because AlphaTauri returnee Daniel Ricciardo can be slotted in alongside Max Verstappen if needed.

“The luxury position we’re in is that we’re not in any rush,” said Horner. “We’ve got loads of options and I think it is Checo’s seat to lose. He’s the one that we’re backing. He’s our 2024 driver. And if he does a great job, there’s no reason that we wouldn’t extend him into 2025. But it’d be purely based on what he achieves over



Perez with Helmut Marko (left) and Horner. No pressure then

what will be a large part of the season.”

Horner added that, with rival teams expected to close on Red Bull this year, it was essential that both its cars are maximising performance. He continued: “I think that being Max’s team-mate is tough, and that you’ve got to have a certain resolve and character to be prepared to go up against Max. But as the field converges, it

is inevitable that you want your two cars as close together as you can achieve.

“With Checo, it’s his performance in qualifying that is probably the area that he needs to focus on over the winter. But he’s acutely aware that he’s got to up his qualifying average, so that he’s not having to come from so far back.”

JONATHAN NOBLE



SUTTON/MOTORSPORT IMAGES

Stake hammered in for two years

FORMULA 1

Sauber will be known as the Stake F1 Team for the next two seasons. This placeholder identity bridges the gap now that a 2019-23 title partnership with Alfa Romeo has come to an end, but before another car manufacturer in the form of Audi takes over the Swiss operation in time for its grand prix entrance in 2026.

In mid-December, Sauber did appear on the FIA Formula 1 entry list for 2024 under the convoluted Stake F1 Team Kick Sauber moniker. While that name drew plenty of flak,

and is still the official full title, the team straight away teased that another rejig was still to come.

Accordingly, on 1 January, the Stake F1 Team logo and branding was revealed courtesy of a short clip narrated by Canadian rapper Drake. This abridged version is how the team will refer to itself on a day-to-day basis.

Stake, an online gambling company, and streaming platform Kick share common Australian ownership. The C44 – which will likely be referred to by most racing people as a Sauber – will be launched in London on 5 February.

MATT KEW & ADAM COOPER

AUTOSPORT

Get even more motorsport...

Subscribe at autosportmedia.com



SUBSCRIBE

Sporting chief Nielsen resigns from FIA role

FORMULA 1

FIA sporting director Steve Nielsen is set to leave his job before the start of the new Formula 1 season. Less than a year into his post at the governing body, it is understood that highly respected paddock figure Nielsen has resigned owing to frustrations with the way the championship is presently being run and by its future direction.

Nielsen, who had stints at Lotus, Tyrrell, Benetton, Williams and AlphaTauri prior taking on an F1 management role, worked closely with FIA F1 race director Niels Wittich and took responsibility for all sporting matters in F1. This included the development of race control and the remote operations centre, as well as updates to the sporting regulations. Nielsen was an integral part of an

expanded F1 team within the FIA that operated under single-seater director Nikolas Tombazis. This also included technical director Tim Goss, financial director Federico Lodi and operations director Francois Sicard.

Nielsen's resignation follows a 2023 in which the FIA has faced heavy criticism for its handling of track limits, the surprise imposition of potential €1million fines for drivers and teams, plus the leadership style of FIA president Mohammed Ben Sulayem. While sources have indicated that Nielsen's departure is a done deal, there has been no official statement from the FIA on the matter, or any indication of any changes that will be made within its F1 operations. Autosport has reached out to the FIA for a comment.

At the time of Nielsen's



Nielsen (left) with race director Wittich

appointment, Ben Sulayem said: "We have dedicated a lot of time and effort to making significant, informed changes to our Formula 1 team to create the right structure with the right people to oversee the future regulation of the sport. By developing and empowering

people within our organisation, as well as bringing in expertise and experience from the outside, I am confident that we are in the best position possible to move forward together with our partners at FOM and the Formula 1 teams."

JONATHAN NOBLE

Arise Sir Ron! Ex-McLaren boss to be knighted

FORMULA 1

Ex-McLaren Formula 1 boss Ron Dennis has received a knighthood in King Charles III's New Year Honours list, while Red Bull team principal Christian Horner has been awarded a CBE.

The 76-year-old Dennis, who was previously recognised with a CBE for his

contribution to motor racing, has earned his decoration this time around for services to industry and charity. This is owed to his current work as the chair of Podium Analytics (an NGO and charity working to reduce injury in sport) and patron of Tommy's Campaign (researching and raising awareness of baby loss, supporting grieving families).

Horner, meanwhile, had previously been made an Officer of the British Empire in 2013, when Red Bull enjoyed a run of four consecutive championship doubles that started in 2010. Now, after helping guide the team in 2023 to one of the most dominant F1 campaigns in history as Max Verstappen grabbed his third consecutive drivers' crown, he has been elevated to the status of Commander of the Order of the British Empire for his services to motor racing.

Horner said: "It was an unexpected distinction a decade ago to be presented with an OBE and to receive this second award, a CBE, is one for which I am hugely grateful and deeply honoured. It is a great privilege to lead and work alongside such a phenomenal team as Red Bull Racing and also to work in an industry that contributes so much to the UK economy.

"I am enormously proud of what we have achieved with Red Bull in Formula 1 and in the wider high technology arena, and hugely honoured to be recognised for that effort."

JONATHAN NOBLE



Dennis with the King's second cousin Prince Michael of Kent, 2001

Porsche targets another three-car LM24 attack

LE MANS 24 HOURS

The factory Porsche Penske Motorsport squad has outlined aspirations to again run three 963 LMDhs at the Le Mans 24 Hours. The German manufacturer has revealed that it has put in for three Hypercar class entries for the double-points round of the World Endurance Championship in June.

Porsche wants to repeat its campaign of 2023, the maiden season of its LMDh prototype, when its IMSA SportsCar Championship squad crossed the Atlantic with a single car to join its regular WEC pair at the French enduro in June. Nick Tandy, Felipe Nasr and Mathieu Jaminet from its IMSA roster drove the additional entry.

“We’re pushing! We ran three cars in 2023 and the results weren’t where we wanted them to be, but we saw the benefits of having three cars together on track, so that’s our goal,” said PPM boss Jonathan Diuguid. “We’ve applied for three cars and we’ll see how it all shakes out.”



Diuguid suggested that “getting the entry will probably be more difficult than pulling off the logistics”. That comment reflects the increase in the number of entries in the Hypercar division in the full WEC this year. “We’d be ecstatic if we were granted another entry, but it’s not in our hands,” he continued.

The decision to move the Watkins Glen 6 Hours IMSA round forward by one week to just one week after Le Mans, in order to

avoid a clash with the Spa 24 Hours, will not impact Porsche’s plans, Diuguid said.

“I don’t think it will be as difficult as it was last year: we were flying cars, parts and people around the world to make it happen,” explained Diuguid. “Now our workshops are more stable. We have three cars and all the support equipment in Europe, and the supply of parts and pieces is getting better each day.”

GARY WATKINS



Fourmaux, Munster at M-Sport

WRC

Adrien Fourmaux and top-flight newcomer Gregoire Munster will lead M-Sport’s World Rally Championship attack this season at the wheel of the team’s Ford Puma Rally1 machinery.

Fourmaux (left) emerged as a likely candidate to fill the void left by Ott Tanak’s departure to Hyundai. M-Sport offered the 28-year-old Frenchman an outing in a Puma Rally1 at last year’s Japan season finale as a reward for a series of strong showings with the team in WRC2, and a run to the British Rally Championship title.

With co-driver Alex Coria, Fourmaux returns to Rally1 full-time after a challenging 2022 campaign. “Achieving this drive was the main goal of 2023 and I’m thrilled to return,” he said.

Munster and co-driver Louis Louka started 2023 driving an M-Sport Rally2 Ford Fiesta before taking over Jourdan Serderidis’ Rally1 Puma for Chile and Central Europe, where they impressed the team. Rally2 aces Emil Lindholm and Oliver Solberg were also linked to drives at M-Sport. Solberg will remain in WRC2 with Skoda, while Lindholm is yet to reveal his programme for this year.

TOM HOWARD

AUTOSPORT

...with our print and digital bundle

Subscribe at autosportmedia.com



SUBSCRIBE



Bearman stays at Prema to fight for Formula 2 title

FORMULA 2

Ferrari's exciting Essex teenager Ollie Bearman is to continue in Formula 2 for a second season this year with Prema Racing.

Bearman, 18, stepped up to F2 last season off the back of a startling rookie campaign in FIA F3 in 2022 – his first year with Prema and Ferrari. He claimed four F2 race wins, three of which were in feature races, plus three poles. Among this was a clean sweep of pole and both victories on the challenging Baku street track.

For 2024, Bearman will partner Prema's Mercedes F1 protege Andrea Kimi Antonelli, who makes the leap to F2 as reigning Formula Regional European champion. The Italian squad's two drivers

will have a combined age of 35 for the opening race weekends!

"The way he adapted, improved, and developed is outstanding, and we cannot wait to see how this progress will take us further down the road," said team boss Rene Rosin of Bearman. "We also think that the experience he had [last] year will help him and the team in adapting to the new car. It's definitely going to be an interesting experience."

Also confirmed on the F2 grid for 2024 are the two Van Amersfoort Racing drivers from last year. Richard Verschoor returns to Trident, the team with which he competed in 2022. The Dutchman's move is unsurprising following his participation in last November's Macau Grand Prix with the

Italian squad's F3 arm. Meanwhile, Juan Manuel Correa shuffles across to DAMS.

In the next division down, a couple of newcomers to FIA F3 have joined the grid for 2024. Euroformula Open runner-up Cian Shields steps up with Hitech GP, the team with which he took a reversed-grid race win in his rookie season of car racing in GB3 in 2022. The 18-year-old Scot will line up alongside 2022 Aston Martin Autosport BRDC Award winner and 2023 Macau GP victor Luke Browning, and FRegional European runner-up Martinus Stenshorne, after taking part in last year's post-season F3 tests with Hitech.

Mexican youngster Santiago Ramos makes the move from FRegional European and will complete Trident's line-up.

...while Leclerc Jr parts ways with Ferrari academy



FORMULA 2

Arthur Leclerc is no longer a part of the Ferrari Driver Academy, which is now being led by long-time F1 engineer Jock Clear.

Leclerc (left) is one of two drivers, along with James Wharton, to part ways with the FDA. He had a disappointing rookie Formula 2 season in 2023, while Australian Wharton was fourth in his second

year of Italian Formula 4, although won the UAE title.

Ferrari's statement referred to Leclerc "remaining part of the Ferrari family". While this could be a case of stating the obvious, seeing as his big brother is the team's F1 hero, it may also point to a future in sportscar racing.

Clear, meanwhile, takes over the reins at the FDA from Marco Matassa. The 60-year-old Brit engineered

Jacques Villeneuve to the 1997 F1 title at Williams, before joining BAR. He moved to Ferrari in 2015.

The FDA also confirmed that its female drivers Maya Weug and Aurelia Nobels will compete this season in F1 Academy. Weug steps back to F4 machinery despite an impressive rookie season in Formula Regional European, while Nobels makes the move from the Italian F4 arena.



Calado (left) won
Le Mans with Pier Guidi
and Giovinazzi

Calado kept on for Hypercar push

WEC

Le Mans 24 Hours winner James Calado will remain a Ferrari driver for the foreseeable future. The Brit has signed a new multi-year deal to stay with the marque he joined straight out of single-seaters for the 2014 season.

The new agreement, announced just before Christmas, follows statements from Ferrari sportscar racing boss Antonello Coletta insisting that the Italian manufacturer had no plans to change the line-up for the second season of the 499P Le Mans Hypercar in the World Endurance Championship. Full confirmation of its Hypercar class squad is expected next week: so far only Alessandro Pier Guidi and Antonio Fuoco have been listed in the

pair of factory AF Corse-run 499Ps.

"We're happy to be able to count on a quick and reliable driver like James, who has made a sporting name for himself within the Ferrari family," said Coletta. "In the past 10 seasons together, we have built a track record of victory in which the overall win at Le Mans and the three LMGTE Pro titles won with Pier Guidi stand out. We'll build on this foundation, looking to the future with great optimism."

Calado, who won the WEC GTE Pro title in 2017, 2021 and 2022, added: "I am proud to have renewed the contract. I've had some incredible experiences with the Prancing Horse, and continuing on this path is extraordinary. My goal is to become Hypercar world champion."

GARY WATKINS

Thiim in top Lamborghini team



DTM

Aston Martin star Nicki Thiim will return to the DTM this year with top Lamborghini squad SSR Performance.

The Dane will partner 2023 runner-up Mirko Bortolotti in a potent line-up at SSR. He has received the blessing of Aston Martin to drive a Huracan GT3 EVO2 in the DTM following valiant efforts to get the British manufacturer on the grid for the first time in the series' GT3 era. Both Allied Racing and

Comtoyou Racing were understood to be working on securing an entry, but plans to field the updated Evo version of the Vantage have so far failed to come to fruition.

Thiim has long harboured ambitions of emulating his father Kurt, who won the 1986 DTM title in a Rover Vitesse. He appeared to have realised his dream in 2022 when he joined another Lamborghini team, T3 Motorsport, but left the squad after two rounds.

RACHIT THUKRAL

SCHERER'S EXCHANGE

Le Mans 24 Hours LMP2 class winner Fabio Scherer will switch back to the United Autosports squad in 2024 after two seasons with Inter Europol. The Swiss, who moved into sportscars with the Anglo-American team in 2021, will race one of the trio of United ORECA-Gibson 07s in the European Le Mans Series alongside Filipe Albuquerque and a yet-to-be-announced silver-rated driver.

DUQUEINE TESTS ISOTTA

The French Duqueine squad began its test programme with the Isotta Fraschini Tipo 6 LMH Competizione at Estoril in the run-up to Christmas ahead of its 2024 World Endurance Championship campaign. Jean-Karl Vernay and Antonio Garcia drove the Le Mans Hypercar over the course of two days for a team that will run under the Isotta Fraschini Duqueine Team banner.

DUBAI 24 POSTPONED

The Dubai 24 Hours scheduled for 13-14 January has been postponed as a result of shipping delays. The blue-riband Creventic event will now take on 27-28 January, the same weekend as the IMSA SportsCar Championship season-opening Daytona 24 Hours.

LAMMERS JR SNUBBED

The 15-year-old son of versatile Dutch racing hero Jan Lammers emerged victorious in the Ferrari Driver Academy Scouting World Finals before Christmas. Karter Rene Lammers overcame opposition including 2022 Brazilian F4 champion Pedro Clerot and Colombia's 2023 NACAM F4 title winner Pedro Juan Moreno. But it was concluded by "the engineers on the Ferrari young driver programme [that] they felt that neither Lammers nor the other candidates were ready yet" for a coveted spot on the FDA.

PRESIDENT ABITEBOUL

Hyundai World Rally Championship team boss Cyril Abiteboul has been promoted to the role of Hyundai Motorsport president. The ex-Renault F1 chief (below) replaces Sean Kim, who has stood down.





motorsport.nda.ac.uk



NATIONAL
MOTORSPORT
ACADEMY

The World's First *Online* Motorsport Degrees.

The National Motorsport Academy offer the World's First Online Motorsport Engineering Degrees, allowing you to study flexibly, around work and family for a career in motorsport.

Join students from Formula 1, WRC & WEC with our industry-led online degrees. Gain valuable, real time hands-on experience with the NMA Race Team.



BSc (Hons)

Motorsport Engineering

Get your motorsport career on track with the world's first online degree designed for Motorsport Engineers.



MSc

Advanced Motorsport Engineering

Become a Master of Motorsport Engineering with our motorsport specific Postgraduate Degree.



Cale Yarborough 1939-2023

OBITUARY

Three-time NASCAR Cup champion Cale Yarborough, one of the best drivers to ever get behind the wheel of a stock car, passed away on New Year's Eve at the age of 84.

Among his 83 race wins from 560 starts in NASCAR's top tier, he took four victories in the Daytona 500 and five in the Southern 500. Yarborough won his three Cup titles consecutively from 1976 to 1978.

Yarborough was born into a tobacco and cotton-farming family in Timmonsville, South Carolina, and was driving a tractor by the age of nine. At 11, he lost his father in an aircraft crash and assumed more responsibilities for the family business.

He set his heart on a racing career after first sneaking into the garages at his local Darlington track for the 1951 Southern 500. He made his NASCAR debut in this race in 1957, finishing 42nd despite being black-flagged for not meeting the minimum age requirement of 20.

Yarborough's career finally took off in 1968 when he joined Wood Brothers and scored his first Daytona 500 win. But Ford's withdrawal from NASCAR in 1970 prompted him to focus more on Indycars. He made four starts in the Indianapolis 500, with a best finish of 10th in 1972.

For 1973, he linked up with Richard Howard and Junior Johnson for his golden era in NASCAR. Apart from his successes,



he would become a central figure in one of the biggest moments in NASCAR history. In the 1979 Daytona 500, Yarborough and Donnie Allison slammed doors as they battled for the win on the final lap. They crashed and a fight ensued, all captured by cameras in the first live televising of the entirety of the crown jewel event.

The following decade he won the IROC title in 1984, contested the 1981 Le Mans 24 Hours in a Chevrolet Camaro, and set up his Yarborough Motorsports team that continued to run in NASCAR after he stood down from the cockpit at the end of 1988.

Away from the track, Yarborough was a successful businessman and served as a councillor for his local county, first as a Republican and then as a Democrat, campaigning for his friend Jimmy Carter in the 1976 presidential elections. Folklore also had it that he survived a lightning strike and alligator wrestling.

NICK DEGROOT & TRAVIS DAYE

FIA STATUS FOR TCR WORLD TOUR IN THREE-YEAR DEAL

TCR WORLD TOUR

The FIA has a 'world' touring car championship again following a one-year hiatus.

Following the demise of the World Touring Car Cup (WTCC) at the end of 2022, TCR global rights holder WSC Group set up the TCR World Tour for 2023, with rounds piggybacking national or regional TCR championships. Now a three-year agreement is in place from 2024 for the series to become the Kumho FIA TCR World Tour.

A calendar is in place for this year and features just one round in Europe: the opening event at Vallelunga on 19-21 April. Former World Touring Car Championship/WTCC venue Marrakech is on the schedule in May, while there are again events in South America, and once more it finishes with a triple weekend at Sydney Motorsport Park, Mount Panorama and Macau.

A round in the US also features on an FIA touring car calendar for the first time since the 2013 WTCC event at Sonoma, with the World Tour off to Mid-Ohio on 7-9 June.

FIA Touring Car Commission president Alan Gow said: "Given that TCR is a proven set of technical regulations with a strong customer racing platform, the concept behind the Kumho FIA TCR World Tour is something that made a lot of sense for the FIA to support it."

WSC chief Marcello Lotti added: "To now be able to award an FIA title is the icing on the cake and provides us with powerful motivation to do our utmost to make this platform even stronger and more popular."



SERIOUS PRODUCTS



**ALL PRODUCTS AVAILABLE FOR
IMMEDIATE DISPATCH
VISIT AAOIL.CO.UK, OR CALL TO ORDER**



Regardless of whether you are fighting for championship glory, or just racing for fun, racing is a serious business. You want to maximise your performance as a driver, but are you unlocking the full potential of your race car?

Sunoco Race Fuels and Driven Racing Oil are about getting maximum power from your engine, due to reduced wear, minimising failures and saving money on engine rebuilds.

However, we are not only race fuel and oil specialists, we also have SONAX car care products as part of our expanding list of brands, joining Zestino drift tyres, ISC Racers Tape, Full Throttle Batteries, BMC Air Filters, VR12 Racing Coolant, and the famous R Racing Brake Fluids.

Serious racers use serious products!

SONAX

DRIVEN
RACING OIL



ISC
RacersTape



ZESTINO



VR12
ULTIMATE
RACING COOLANT

Anglo American Oil Company
+44 (0) 1929 551557 www.aaoil.co.uk



F1 2023 vs 2022: rating the GPs

The championship was a foregone conclusion last year, but there was still some action worth watching. Wasn't there?

KEVIN TURNER

We all know the 2023 Formula 1 season was not a classic when it came to the championship 'fight', thanks to Max Verstappen's domination. But what about the races? How did they stack up?

Once again, Autosport teamed up with author Roger Smith to rate each of the races – or perhaps grands prix would be more accurate, since sprints were not included. Each was scored across a range of factors, including how incident-packed it was, titanic battles, shock factor, an exceptional performance and the conditions/other circumstances. Smith's final ratings were created from the average of the top three relevant 'highlights' from that list. The average of that and Autosport's own score was then taken as the final mark out of 100. When a race averaged a .5 score, it was rounded up to the nearest whole number.

The average score of the 2022 races, the first year of the ground-effect rules designed to improve the racing, was 67%. That was very close to the 66% (69% if the non-event of the Belgian GP is removed) of 2021. So, what about 2023?

Incredibly, the average score comes out at 65%. That's not bad considering 2022 had the semblance of a title fight for a while, whereas Red Bull won every race except one in 2023.

One of the key reasons for this similar score despite the domination is how most of the field closed up in 2023, as you would expect in the second year of a ruleset. A look at the supertimes reveals that trend.

Supertimes are based on the fastest single lap by each car at each race weekend, expressed as a percentage of the fastest single lap overall (100.000%) and averaged over the season. That gives a bias towards qualifying, and so downplays Red Bull's race pace advantage in 2023, but it's still useful for general trends.

While the gap between the first and second-fastest teams grew from 0.022% in 2022 to 0.235% in 2023, the rest closed up. Fifth-quickest Aston Martin was 0.795% behind Red Bull, better than Alpine's 1.22% deficit to the front when it was fifth fastest in 2022. Williams was the slowest in 2022, 2.396% away from the front, but the Alfa Romeo that propped up the 2023 stats was 1.584% behind. No surprise, then, that we saw some good racing down the field and the order behind Red Bull changing from race to race.

This could help to explain why the worst races of 2023 scored a little higher than those in 2022. The 2023 Spanish (52%) and Azerbaijan (53%) GPs were ahead of the 2022 Azerbaijan (42%) and Japanese (46%) GPs. The closing up of the field behind Red

Bull meant there was usually *something* to entertain in 2023.

Nevertheless, the highest-scoring races are almost always those with a proper lead battle. It's surely no coincidence that, of the four years we have rated, 2021 returned the highest average of 68%, and that was the closest title fight in recent times. And that's where last season falls down.

The highest-scoring 2023 GPs featured two of Ferrari's best performances, in Italy (83%) and Singapore (82%), plus the British GP (78%) in which McLaren's Lando Norris led the early stages and gave the home fans something to cheer. Closely following were the Las Vegas (76%), Dutch (75%) and Brazilian (74%) GPs. Putting the race at Interlagos to one side, that covers

the main events at which Red Bull faced its sternest challenges. The fighting behind can be close, but it's lead contests that we want to see.

Brazil could be regarded as the exception because, despite Norris's game chase, Verstappen never looked like losing. What boosted the score was Fernando Alonso's stern defence – and then dramatic attack – against Sergio Perez in the superb battle for third.

Surprising winners of close contests usually provide the biggest scores. Carlos Sainz's win in a dramatic British GP grabbed 88% and top score in 2022, while Esteban Ocon's victory for Alpine in Hungary in 2021 managed a season-high 89%. Pierre Gasly's 2020 Italian GP victory (92%) has only been topped since the COVID-19 pandemic by that year's Turkish GP (93%). Although that race was won by Lewis Hamilton's Mercedes – hardly a surprise given the context of that season – it was one of his greatest drives and came amid

an action-packed, rain-affected contest.

Now that we have four years of data, we can also take a tentative look at the venues themselves. Looking at the circuits that have hosted more than one GP since 2020 makes Interlagos (82%), Silverstone (80%), Marina Bay (79%) and Monza (78%) the highest average scorers, while of the 2023 events Spa (43%), Monte Carlo (51%), Yas Marina (53%) and Suzuka (54%) are the worst.

Monaco is not known for throwing up regular thrillers; it's more about the history and driver challenge, with the odd ridiculous race every few years, while Spa and Suzuka would surely climb the list if (or when!) we went further into the past.

As for 2023, the relative closeness of the grid overall meant most GPs were perfectly decent. But what is really needed for F1 to be better than that is more unpredictability at the front. Roll on the Bahrain GP in March... 🍀

TOP 10 2023 GP RATINGS

POS	RACE	SCORE
1	Italian GP	83
2	Singapore GP	82
3	British GP	78
4	Las Vegas GP	76
5	Dutch GP	75
6	Brazilian GP	74
7	Qatar GP	71
8	Mexican GP	69
9	Belgian GP	63
10	Japanese GP	62

Sytec
Engineering

Competition MOTORSPORT

THROTTLE LINKAGE KIT

Historic



Pt No.
STLK 100
£71.00
+ VAT

WEBER DCOE

40 ~ 45 ~ 48 ~ 50

INCLUDES: • SPHERICAL JOINT THROTTLE LINKAGE
• ALUMINIUM PEDAL BLOCK • 2 x THROTTLE CABLES

Tel: +44 (0)1784 493 555

PRICES EXCLUDE VAT @ 20%

www.glencoeltd.co.uk



Competition

PUMPS

High quality, reliable, quiet
Used by professionals

Tel: 01784 493 555

MOTORSPORT

OTP 020

(P3020.1)

£67.40

Replaces: Bosch 0580 254 909

240 LTR/HR

210 LTR/HR @ 3BAR



OTP 979

(P3979.1)

£78.84

Replaces: Bosch 0580 254 979

264 LTR/HR

228 LTR/HR @ 3BAR



OTP 044

(P3044.1)

£82.01

Replaces: Bosch 0580 254 044

378 LTR/HR

318 LTR/HR @ 3BAR



www.glencoeltd.co.uk

Email: sales@glencoeltd.co.uk



CENTRALSCANNING

3D Printing and 3D Scanning

BRINGING

YOUR IDEAS TO LIFE

OUR SERVICES

At Central Scanning, we are specialists in:

- The production of functional 3D printed components.
- 3D Scanning to provide the best quality for your application.
- Providing CAD models to the software package of your choice.
- Independent inspection using optical measuring techniques.
- Supplying 3D scanners and software from Artec3D and #HandsOnMetrology with comprehensive training and ongoing support.
- Providing quality 3D scanning rental equipment.
- Selling AESUB 3D scanning spray and reference markers.

CONTACT US TODAY

To find out more on our products and services.

PART OF

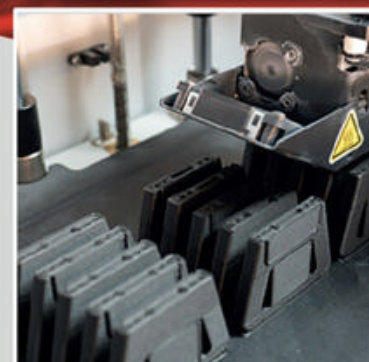
#HandsOnMetrology



Come and see us at

STAND E175

AUTOSPORT INTERNATIONAL
11-12 JAN 2024 NEC BIRMINGHAM



☎ 01527 558282

✉ info@central-scanning.co.uk

🌐 www.central-scanning.co.uk

WE 3D SCAN, WE 3D PRINT, WE 3D CARE...

YOUR SAY

Gil de Ferran always seemed to come across as a warm and approachable person and was a credit to motorsport and his profession

MARK LIBBETER

Remembering Gil de Ferran

Like many of us waking up to the news on Saturday, I was both shocked and saddened to hear that Gil de Ferran – one of my all-time motorsport heroes – had passed away at the tragically young age of 56. Therefore, I thought it was only right to voice a small, personal tribute of my own.

One of my first memories of motor racing as a kid was watching BBC highlights of Gil winning the 1992 British F3 title (I still own the season review on VHS) and ever since then, I had always followed Gil's career to see how he was getting on, whether it was in F3000, his first Indycar win at Laguna Seca in 1995, his CART title wins in 2000 and 2001 for Penske (not forgetting *that* last-lap pass on Kenny Brack at Rockingham in 2001) and, of course, his Indy 500 triumph in 2003.

Not only that, Gil always seemed to come across as a warm and approachable person and was a credit to motorsport and his profession. Always seemed to provide great copy in Autosport too!

To all his family and countless friends, I send my condolences at this very sad time and say a big thank you to him for helping to stir my interest in the sport.

Mark Libbeter

By email

F1 needs to get serious about losing weight

The FIA's proposals for 2026 F1 chassis, as set out by Nikolas Tombazis, are far too timid, more taking a nibble at the current hulks, rather than making them nimble. If they were 750mm shorter; 300mm narrower; 275mm front tyre; 385mm rear tyre; 675kg, we would then see them looking and handling as something more recognisable as a genuine single-seater, rather than resembling open-wheeled WEC Hypercars.

Graeme Innes-Johnstone

Elland

Is electric racing losing its spark?

I see the all-electric Andros Trophy ice racing championship is to be discontinued – a shame as this was a fun series back in the



combustion engine days. A small development in the motorsports world... but it did make me think about the future of other all electric series.

Formula E – clearly the biggest 'success' as it's lasted... but losing manufacturers rather than gaining and still very little growth in its worldwide interest.

Extreme E – hard to see this growing beyond its current 10 cars and five rounds. Feels like a white elephant.

World Rallycross – used to be an amazing championship, now as an all-electric 10-car grid, a shadow of its former self.

ETCR – should have been the best chance of success but was cancelled before the 2023 season even started.

Jaguar I-Pace eTrophy – cancelled.

Andros Trophy – cancelled.

I'm not sure race fans want electric motorsport and I'm certainly not sure manufacturers do either.

Tim Richardson

By email

You may be pleased to hear that internal combustion cars using sustainable fuels will be eligible to compete on equal terms with EVs in World Rallycross this year in what the series has billed as a Battle of Technologies – ed

HAVE YOUR SAY GET IN TOUCH

Autosport editorial
Motorsport Network Media UK Ltd
The Power House
Isleworth
TW7 6QG

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosport


YouTube
youtube.com/
AUTOSPORTdotcom

Piastri and Norris topped qualifying for the Qatar sprint, then finished the race 1-3

FORMULA 1

Can McLaren make the next step?

The Woking squad's impressive progress in the second half of the 2023 season points to a momentum that could put it in position to be chief challenger to the Red Bull hegemony

ALEX KALINAUCKAS

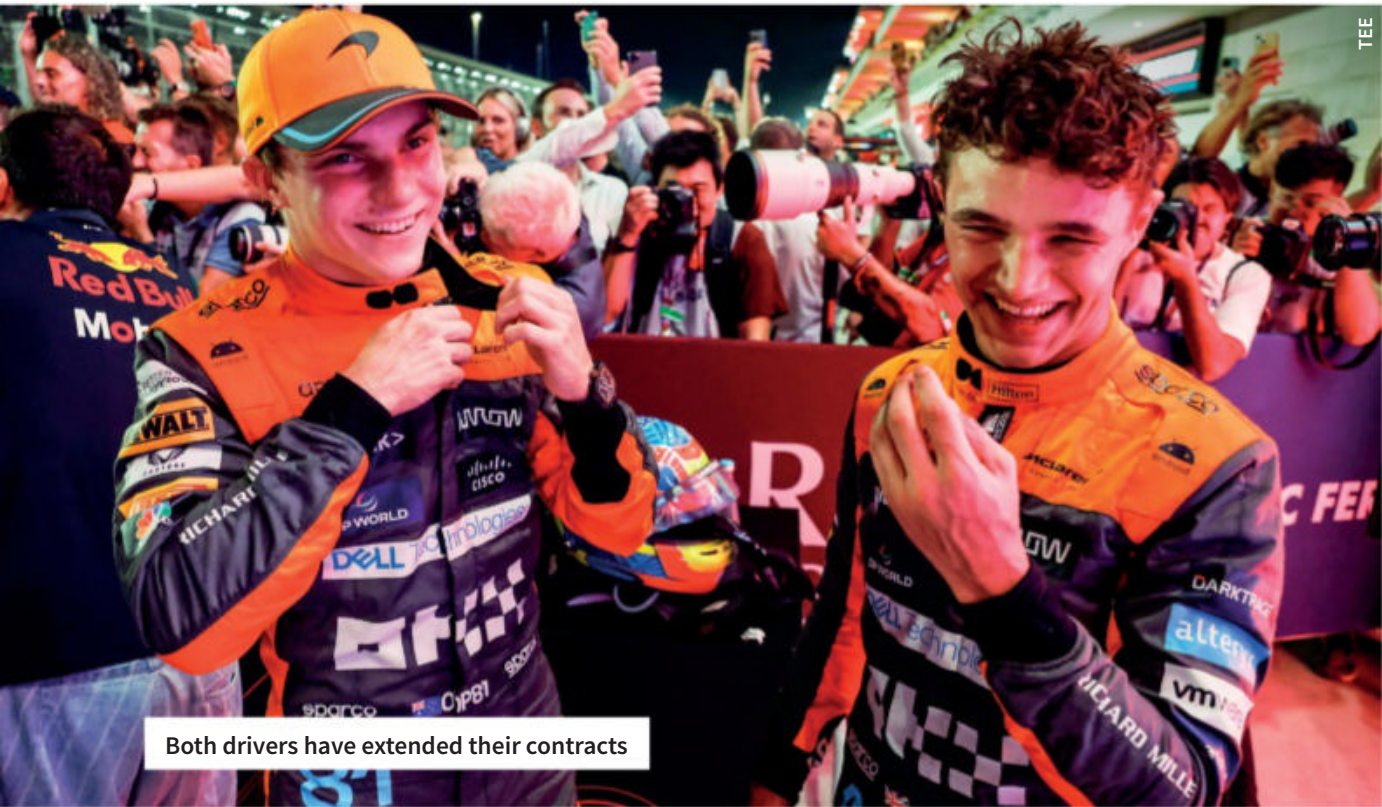
PHOTOGRAPHY  motorsport
IMAGES

TEE





Effects of Austria upgrade to floor, sidepod, engine cover and internal cooling were transformative



Both drivers have extended their contracts



SUTTON



GRANT
ETHERINGTON

While Miami might have looked a bit of a disaster, behind the scenes things weren't as bad as feared



“C

an McLaren do an Aston?” We posed that question on the cover of our 18 May 2023 issue. Now, entering 2024, we’re asking whether the orange team might soon do rather better: could it even rival Red Bull in the upcoming Formula 1 campaign?

That the question can be posed at all says so much about the 2023 season just gone for McLaren. The team had a reliability nightmare across Bahrain testing and the opening race there last year, and a car that struggled to escape Q1 in many of the early rounds, yet ended up fourth in the constructors’ championship. It eventually finished comfortably clear of Aston Martin, which had made its own big jump over the winter and was significantly more competitive in the early events.

“We’re sitting in fourth in the championship because we’ve been a blend of ninth quickest to second quickest, so we’ve averaged into where we are,” points out McLaren Racing CEO Zak Brown. “But I think we ended stronger than where we anticipated. That gives us a lot of energy and excitement in the off-season.”

Indeed, McLaren scored 215 points through the final half of last year’s 22-race season. Other than Red Bull, only Ferrari (with 239 points) headed it over the final 11 events of 2023. Mercedes, which ended up second in the constructors’ results, brought in just 186. It can be argued that, without McLaren’s slow start in 2023, things might have ended up being a lot closer between these three squads, albeit far off Red Bull.

McLaren went from “zero to hero” and “a terrible start to the year”, because “we called our shot”, reckons Brown. This meant weathering the storm of those tricky opening races. It’s worth remembering how even in May’s Miami round, one race after the eagerly awaited floor and rear-wing updates had arrived for its cars, the team had a double Q1 exit and finished 17th and 19th in the grand prix.

Things were “not as bad as we feared” behind the scenes, according to Oscar Piastri, now heading into his second year as team-mate to established McLaren star Lando Norris.

For Brown and the senior management he’d seen change considerably through late 2022, with Andreas Seidl’s departure for Sauber and Andrea Stella promoted into his place as team principal, this period was all about being “confident in our data”. “I think what is good is we knew we weren’t going to be strong immediately,” Brown adds. “It would have been a worse situation if we thought we were going to be strong and we weren’t and we’d be scratching our heads.

“We said, ‘Heads down, stay focused’. I think, as leaders – myself, Andrea, the leadership team – we had to stay strong and had to believe. We had to get everyone believing, but we did believe. It was about not letting them see you sweat. Underneath, we were sweating!”

The overall minor Baku update was followed by a comprehensive change to the MCL60, with floor, sidepod, engine cover and internal cooling alterations coming at the Austrian GP at the beginning of July, then another new floor among other refinements for Singapore in September. The July package transformed McLaren’s season. Brown says that such a gain – which resulted in nine GP podiums after Austria – had to be carefully targeted in the cost-cap era. “You need to spend your money wisely and [ensure] you are getting maximum performance,” he explains. “But I think it demonstrates it can be done.

“In the past, when there was no budget cap, if you needed a new front wing you could invest in 10 of them to get one. Now, you can really only invest in one, so you have to get it right. What that has shown is there is no reason you cannot make big leaps forward; you have just got to be more confident and precise. You cannot throw money at the problem.”

Heading into 2024, then, F1 knows that Mercedes and Ferrari will be starting afresh on the Red Bull-inspired downwash sidepod car concept – they have so far been able only to partially emulate it thanks to large parts of the overall architecture of their designs, such



“We had to stay strong. It was about not letting them see you sweat. Underneath, we were sweating!”

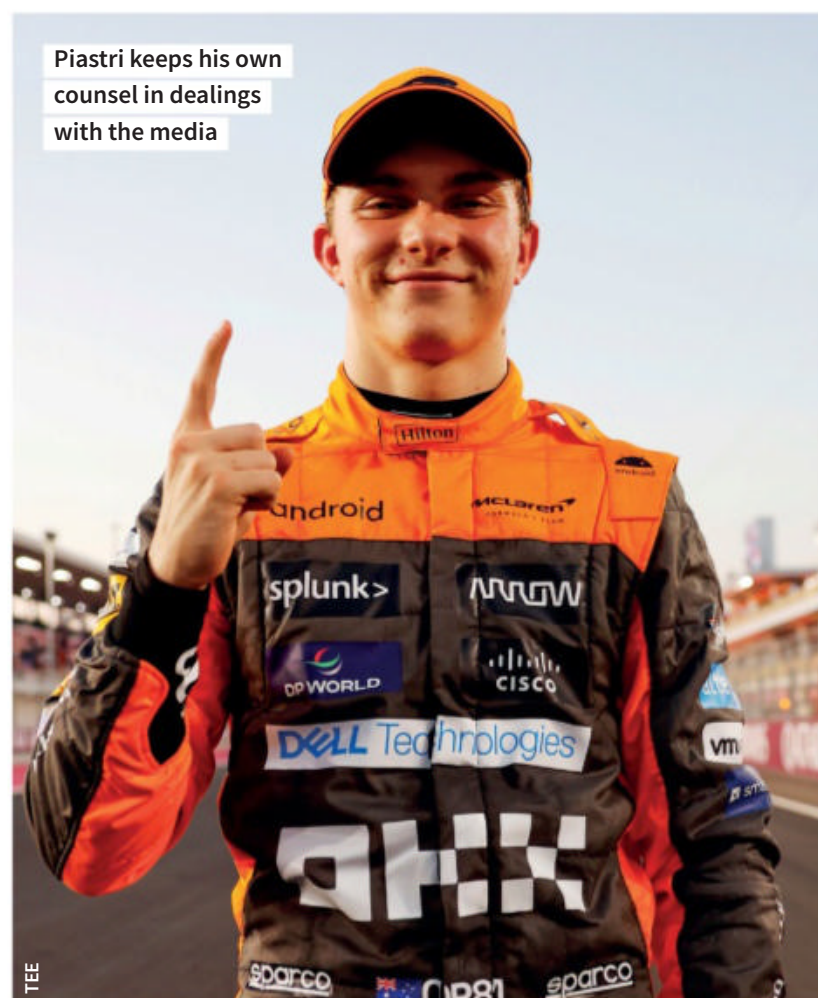
as suspension systems, needing a full winter reset. This will have a knock-on for costs, given the parts carryover allowances of the current rules era, but it puts them on a course that Red Bull has proved has a higher potential development ceiling.

At McLaren, the team has been running the pushrod rear/pullrod front suspension arrangement Red Bull has deployed since the start of the new ground-effect era. Red Bull technical director Pierre Wache admitted late in 2023 that such an approach is “a big part of it [why the Red Bull concept is so good]”.

It would not be a shock, then, to see the 2024 Mercedes and Ferrari challengers appear with this arrangement, which frees up rear floor area in a way that improves aerodynamic efficiency. Another key development element that makes the Red Bull package so strong is its potent DRS opening for a straightline speed benefit. McLaren has been trying to replicate this via its beam wing focus since the Spa race on the eve of the 2023 summer break.

After seeing the enduring, stressful hope in the MCL60’s development become so successful last year, when the upgrades did arrive as planned, Stella says his team’s campaign ended up being far better than imagined. Given McLaren is so much more on the Red Bull development path than Mercedes and Ferrari, that’s a strong position to be in entering the new year.

“[Last year] just exceeded the expectations because they were for a journey of ‘assessment, put in place, plan for the future, make the moves that look obvious with what we have, but ultimately we will need some support from employments from outside,’” Stella explains. “But, in reality, for me the main point is that what happened in 2023 is that we put the talent that we already >>



Piastri keeps his own counsel in dealings with the media

PIASTRI LETS HIS DRIVING DO THE TALKING

Oscar Piastri had a fair amount of competition when it came to the prospect of being Formula 1's latest rookie of the year – in numbers terms at least, with Logan Sargeant and Nyck de Vries also making their bows in 2023. But soon, and with de Vries gone from consideration even before the halfway point of the season, it was clear that Piastri was the sole contender.

But did McLaren's low-key start last year provide him with the chance of doing his learning away from the limelight for at least a portion of his first campaign, as so many future superstars have done with backmarker squads over the years?

"It didn't really," Piastri says in an interview with Autosport's Matt Kew. "Because, of course, I was still always going to be compared to Lando – whether we were fighting for last and second-last or first and second. But maybe in terms of outright results, maybe there wasn't quite the pressure to achieve big points or podiums or whatever straight away."

Piastri has quickly formed a reputation in the F1 press pack for giving little away. It's a headline writer's chagrin, but there's a method at play that harks back to the court case with Alpine that McLaren had to endure over securing certainty of his services.

"I think this also comes across in my radio," he says of his media approach. "There's no point getting upset or emotional about things you can't control, but it's much better to try and fix things that you can control than just get upset about them. So that's kind of always been my way of trying to tackle these things and just trying to keep a clear mind."

"I think, at the same time, I'm also very new to the sport and, especially in the first half of the year, I felt like I had enough controversy and headlines on my way into F1. I certainly wasn't in a rush to cause any more. Just try and let my driving do the talking."

"I FELT LIKE I HAD ENOUGH HEADLINES ON MY WAY INTO F1. I WASN'T IN A RUSH TO CAUSE ANY MORE"

had available at McLaren in condition to deliver. That's, for me, the main process that has happened.

"Because, everything we have seen, basically has no contribution from the important steps that we've made in terms of creating the McLaren of the future. Employing David Sanchez [as technical director, car concept and performance], Rob Marshall [as technical director, engineering and design] and so on. Often in F1, when you think about improving for the future, you normally say 'it's going to take like two years, it's going to take [long-term thinking]'. But, credit to the people at McLaren, and credit to some of the key people that were part of this reorganisation. They created the conditions to unleash the talent that was available at McLaren."

That work involved some pain, with former technical director James Key departing after just two races last year. But Brown is clear that Stella's effort on overhauling McLaren's technical structure to recover from what he calls "late" and "ineffective" 2022 car upgrades was critical to the team's subsequent success a year later.

"He has done an outstanding job," Brown adds. "He has been awesome. That is obviously about what has happened on the track but also the culture that he has created, the way he has empowered people, the way he has got the most out of people, the leadership he is providing – he is a fantastic leader."

"He's a people person. But don't be mistaken by his soft demeanour, he is tough. Tough, demanding, fair, leads by example. All the classic things you want in a great leader, that is Andrea. He is very articulate and it makes him a great communicator so he doesn't talk gibberish. Whether it is to the media [or anyone], he is clear and concise with the messages he delivers."

Stella says he picked up his approach to F1 team leadership through his time working as a race engineer for Ferrari – first with Michael Schumacher and Kimi Raikkonen as a performance engineer, and then most famously for Fernando Alonso before both joined McLaren in 2015. "When it comes to my leadership, already even when I was a race engineer, it was never only technical," he explains. "As a race engineer, you have a fundamental element of human, personal factor, which is the driver. And then, as a race engineer, you manage the mechanics, you manage the engineering crew. You have important interactions with the top level of the team. You have to make important decisions that involve the pitwall."

"Immediately, that role is quite overarching in terms of the aspects that you need to cover in F1. So, I've always said that the way I've interpreted my being a performance director [as Stella was for McLaren in 2018-19, after joining as head of race operations], then racing director, then team principal is based on the same principles that I developed in my job as a race engineer, just moving to a larger and larger scale. In particular, with putting our performance-oriented mindset as the real beacon of what we do."

"Tough, demanding, fair, leads by example. All the classic things you want in a great leader, that's Andrea"

At technical, operational – all people-related levels."

The Italian has also come in for much praise from the F1 press corps since his promotion. It was intriguing to see how a team principal thought not to enjoy the public communications side of such a role gave detailed, precise briefings throughout 2023.

When Stella admitted "we're not entirely happy for what is the launch car" at McLaren's 2023 season presentation, eyebrows rocketed northwards around the ringed lecture-hall-cum-auditorium at the McLaren Technology Centre. But his additional "[we're] optimistic that we should take a good step soon" comment was backed up in those Azerbaijan, Austria and Singapore gains. That did wonders for his reputation in an industry where obscurification is an accepted part of the game. An honest approach, Stella says, is the much better way to go. >>



Norris had moment in the sun leading at Silverstone, then finished second ahead of Lewis Hamilton



Piastri enjoyed a standout rookie season



ETHERINGTON



What will the team be cheering this year?

TOP MOMENTS FROM McLAREN'S BIRTHDAY SEASON

McLaren last year celebrated the 60th anniversary of its founding as Bruce McLaren Motor Racing with a raft of special events and alternative colour schemes across its racing programmes – including harking back to its ‘Triple Crown’ successes in the Monaco Grand Prix, the Indianapolis 500 and the Le Mans 24 Hours.

For McLaren Racing CEO Zak Brown, seeing his team lead 76 of the 200 laps at the Indy 500 eventually won by Team Penske’s Josef Newgarden is “probably my favourite celebratory moment” of the anniversary campaign. “It was a shame we didn’t win it,” Brown adds. “We had two cars capable of winning and four strong cars in the race. I’m a big Indy 500 fan and to have one of each livery [celebrating the Triple Crown cars] and Tony Kanaan’s last race [was special].”

Brown’s personal sporting highlight of 2023 was, however, much closer to home for many of McLaren’s staff and also its longest-serving current Formula 1 driver. “We had a lot of [F1] highlights,” Brown says. “The second half of the year – pole in Brazil [for the sprint race] was awesome, Oscar



“YOU COULD HEAR THE CROWD WHEN LANDO TOOK THE LEAD AT TURN 1”

winning in Qatar [sprint] was awesome. But Silverstone was probably the one that if I had to pick one because it was a special Chrome livery, home grand prix and Lando’s home grand prix.

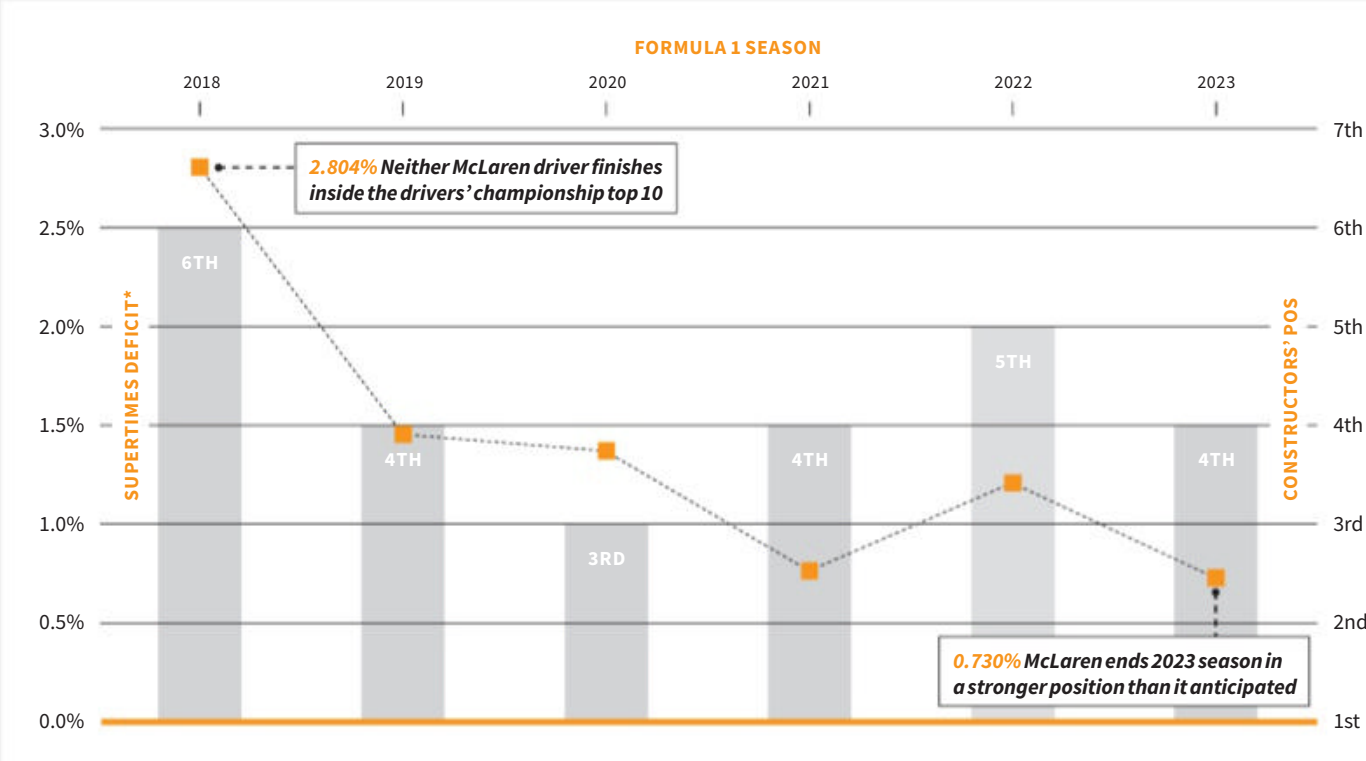
“Even though Austria started to be the turning point, Silverstone, because we got the developments on both cars, we led, Oscar should’ve been on the podium but got caught out by the safety car through no fault of his own – that was the big turning point. Whereas now we’re a little bit more used to finishing second. We are still very much enjoying it, but that Silverstone moment, you could hear the crowd when Lando took the lead at Turn 1, so that would have to be it.”



McLaren ran strongly sporting celebratory liveries at Indy 500



Norris leading at Silverstone and finish in second a highlight



McLAREN'S PACE IMPROVEMENT

Zak Brown became McLaren Racing CEO in 2018. Here's how the team has stacked up in F1 since then.

* Supertimes are based on the fastest single lap by each car at each race weekend, expressed as a percentage of the fastest single lap overall (100.000%) and averaged over the season. This graph shows McLaren's deficit to the fastest team each year.

"I look at communications, I look at conversations with the media, the journalists, as a way of telling where we are in our journey," he explains. "Which direction we are going, where we are coming from, and what we know about the present. I think sticking with just the most truthful description, reporting of what we know, is just the best approach. Eventually, I would rather say, 'I cannot share this because I don't want to give it away to our competitors or because it's sensitive, or simply because I'm uncertain and I don't want to offer an opinion just to show that I can talk about anything.' I'd rather say [nothing]."

"But, intellectual honesty, rigorousness – they are very important. And they are not important because they belong to me. They are important because they belong to our culture as a team. And belonging to our culture means that this is expectation from anybody working at McLaren. Intellectual honesty, rigorousness – acknowledging facts for what they are. Because once we know that, then we can do something about it. But creating after facts is just a short-lived approach."

Serious, stirring words in a serious game. But, did Stella enjoy his first year as an F1 team principal? "Errrrm," he replies – long pauses for pondering are a notable feature of this interview. "It's definitely been very interesting. And, I have to say, I was enjoying it – this new experience in my professional career – even when the results weren't very good on track! And this is because effectively the real motivation, the real enjoyment, I get in this job comes from the interactions with people."

"What really gives me motivation, what really gives me the enthusiasm to go to work, is the sense of every day building something with my colleagues. And seeing my colleagues growing and seeing the team growing, is what gives me the joy. As I often say, 'The results, they take care of themselves.' I don't have to think about results – they are good when they come, but they are not the obsession. The investment is all on the sense of growth. That's the 'ethos', if you want."

Now comes the (even more) difficult second album for Stella. But in trying to close the remaining gap to Red Bull, plus overhaul Mercedes and Ferrari, he'll do so with that now familiar driver line-up of Norris and Piastri. Both are locked down – despite all those theories on how Norris would make a great team-mate to Max Verstappen at Red Bull – for two more seasons together, three guaranteed at McLaren in Piastri's case. Norris's most recent extension came in early 2022, while Piastri was handed a bolt-on to his existing two-year deal only nine months into the first season.

The 22-year-old Australian says it was "a no-brainer to extend it early" and "an easy decision on both sides". "Certainly, no pressure from our side to get it done so early," Piastri adds. "But definitely a nice thing to put your mind at ease for even longer than it was."

Driver management is clearly going to be a notable feature of McLaren's 2024 campaign. Firstly, because the driver market is

"Seeing my colleagues growing and seeing the team growing is what gives me the joy"

surely set to be more interesting than in 2023, with possible spots opening up across the field. But also because of how the team viewed the mistakes that came with its success in the second half of 2023.

Norris blew chances for even better results in Qatar and a possible pole shot in Abu Dhabi, saying over his team radio after Friday qualifying at Losail that "I'm just so shit sometimes".

Stella was moved to say at the season finale that the 24-year-old Briton "just seems very harsh on himself". But Norris insists "as much I get annoyed with myself on Saturdays at times and people are like, 'You shouldn't beat yourself up' and all of that stuff, a lot of my best performances come then on that next day".

Minimising mistakes is an ever-present art for drivers, but Stella also acknowledges that Norris helped McLaren by not reacting to the "stress" his team principal says he's feeling at



seeing his early-career rivals – such as Carlos Sainz and George Russell – become F1 race winners.

McLaren will at least have Norris heading into 2024 off the back of what he calls "my best year" in F1 and "our best year as a team". The biggest issue, though, in any hope of a true new challenge to Red Bull comes from Verstappen and his squad also having statistically their best year in 2023.

As the end of last season approached, McLaren was the most vocal agitator over Red Bull's plans for closer ties with AlphaTauri from the start of this year. Brown says he has "big concerns over the alliance" and that the "common ownership, which you wouldn't have in other sports" could potentially make Red Bull even stronger around the few performance areas where the RB19 could have been even better, particularly the low-speed handling issue Red Bull wants to iron out and AlphaTauri successfully did by the end of last year. Red Bull, via team principal Christian Horner, insists that everything it and AlphaTauri are doing – as part of a bigger drive to make the junior team more cost-effective for the parent company – is "totally within the regulations". But this was a tantalising exchange with which to end last season and throw forward to the upcoming one.

Was McLaren making noise as early sabre-rattling ahead of the sort of close, possibly bitter, scrap F1 enjoyed/endured (delete on your partisan point of view) between Red Bull and Mercedes in 2021 over various rules elements? Or was it laying down an early excuse marker should the 2024 pecking order be soon revealed as broadly similar to the one that ended 2023?

Since we've praised McLaren's honesty across last year, and have no logical reason to see otherwise for now, the team has to be taken at its word. But there are some things that should seem slightly more alarming to anyone hopeful of a multi-team title fight of which McLaren should theoretically be a part, given how many of these messages are stacking up.

There was Stella's public wondering of "have we embedded in this development [path], which certainly gave good grip, some elements of possibly the car just losing too much grip too rapidly in some conditions?" after Norris's qualifying woe in Abu Dhabi last year. There, Charles Leclerc's Ferrari and Russell's Mercedes ended up as Red Bull's closest challengers, after Norris's fellow Briton had fought ahead of the McLaren pair.

And then there's this conclusion from Brown: "For the start of the year we have all of our technology, infrastructure in place now [with McLaren's refurbished MTC wind tunnel, new simulator and manufacturing capability completed last summer]. But just now, and the 2024 car started a while ago. Then we have a few new hires coming that will be added to that. So come 2 January, we will have everything we need. People, technology, etc."

"However, with the six-month lead time, Bahrain [planning] started three or four months ago. So, we are not missing much, we will have it all in January, but that is six months behind the start, so we will be in really good shape in 2024 and have everything we need for 2025..." ❄

A24

11-14 JANUARY



A NEW LOOK TO KICK OFF THE 2024 MOTORSPORT SEASON



For more than three decades, Autosport International has been the leading European motorsport show and often marks the start of the new season. The four-day event combines business, engineering, thought leadership debates and live action, and for 2024 there's a fresh look and feel.

The 2023 show was very much about restarting things after the hiatus brought about by the COVID-19 pandemic. But now it's about looking

ahead. The plan is to improve the show over the next three years, and the 2024 edition is the first with the new concept and floor plan to streamline the halls and improve the visitor flow.

Perhaps the biggest change for 2024 is that many cars will join the stars on the main stage, which has been redesigned. Chief among the attractions will surely be the latest sports-prototype racers from Le Mans legends Ferrari and Porsche (see page 28).

As well as the new, there will be some

'old' favourites, including the Live Action Arena, which provides a rare opportunity to see machinery in action during the off-season.

This year's show will take place across 11-14 January. Thursday and Friday is a trade show for the motorsport and automotive industry to network and see the latest innovations, while on Saturday and Sunday the doors open to the fans and more special guests arrive. We'll bring you a more extensive guide in next week's issue, but the next few pages will hopefully provide an appetiser...



WHAT TO LOOK OUT FOR AT A24

Autosport International will have a new look this year, as well as some of the usual staples. Here are some of the highlights

MOTORSPORT

THE CARS WILL ALSO BE THE STARS

For the first time, drivers will be joined by their cars on stage at Autosport International. The all-new main stage will allow the cars to be driven from 'parc ferme' into the fan areas for the first time, bringing the stars and cars together at Birmingham's National Exhibition Centre.

James Calado, Britain's newest Le Mans winner, will be accompanied by his Ferrari 499P on Saturday. Calado hit a new career pinnacle with an outstanding overall victory at the 24 Hours and this will provide a rare opportunity to see him and his Hypercar, given there are currently no World Endurance Championship rounds in the UK.

The rival Porsche 963 of Hertz Team Jota will also make an appearance. Team owner Sam Hignett will join the car on stage and give an exclusive insight into the privateer team's first season in the Hypercar category and its ambitions for 2024.

Adding to the selection of Le Mans-related content, MissionH24, a joint venture between H24Project and the Automobile Club de l'Ouest, will demonstrate the innovative work they are doing to bring hydrogen-powered racing to the 24 Hours of Le Mans. It will be a chance for fans to take a look at the pioneering H24 prototype.

Outside of sportscar racing, there will be plenty of other machines to see at the NEC. They include M-Sport's Ford Puma Rally1 contender, and EuroNASCAR V8, while the DTM will bring along an example of the ultra-successful Audi R8 GT3.



FERRARI 499P



PORSCHE 963

JEP/MOTORSPORT IMAGES

TOP GUESTS TAKE TO THE STAGE



JORGENSEN

The main stage will feature an array of top personalities, from Formula 1 team principals to Le Mans winners, touring car stars and grassroots motorsport heroes.

Arguably leading the line-up at this year's show, Haas F1 team principal Guenther Steiner will speak live on Saturday. The *Drive to Survive* star will give his (doubtless forthright) views on the 2023 F1 season, Haas's chances in 2024 and the secrets of running an F1 team. Hosted by Sky Sports commentator David Croft, expect unfiltered banter on the world of F1...

Leading the proceedings are an esteemed group of hosts. As well as Croft, Natalie Pinkham and Paul O'Neill will be front and centre on the stage guiding a stellar motorsport line-up.

On Saturday and Sunday, the main stage will feature a mixture of motorsport talent from a variety of categories, including the British Touring Car Championship, TCR UK, NASCAR Whelen Euro



GUENTHER STEINER

HONE

Series, and the British Superbike Championship. A decade's worth of BTCC champions will be represented by Ash Sutton, Tom Ingram and Colin Turkington, and (appearing separately) Gordon Shedden and Matt Neal.

Stars of the future have always been a part

of the show and, on the Saturday, 2023 Aston Martin Autosport BRDC Young Driver of the Year Award winner Joseph Loake will appear on stage to talk about his momentous past 12 months and the season ahead – which will include an F1 test as part of his prize.



DUNBAR

ALL PHOTOGRAPHY
motorsport
IMAGES

ENGINEERING

WHERE THE MOTORSPORT WORLD MEETS

Research shows that over 60% of trade visitors attend Autosport International to keep up with what's happening in motorsport, and 85% of attendees are key decision-makers. This makes the show a fine opportunity to showcase and network with an international audience, particularly as it's the first industry networking opportunity of 2024.

Located in the heart of the show, Autosport Engineering will offer trade visitors the exclusive opportunity to meet with like-minded professionals, discover the latest industry innovations, and the opportunity to collaborate with new business partners. It's the best time of the year to reach influential leaders from across the industry.

A revitalised Engineering hall, developed specifically for trade, suppliers, buyers and professionals, launches for 2024. Expanding to open across all four days of the show, the ever-popular Autosport Engineering trade show, previously a Thursday-Friday feature, returns alongside new areas, showcasing the latest innovations for automotive and professional motorsport, but also highlighting the technology and knowledge transfer between motorsport and aerospace, energy, marine and defence.



JORGENSEN



MAUGER



DUNBAR

BUSINESS FORUM SKY SPORTS' BERNIE COLLINS LEADS THE DEBATE

The motorsport and automotive industry is set to shine a light on innovation at the NEC on the Thursday and Friday (11-12 January) in the Autosport International Business Forum. The two-day conference will welcome some of the industry's most exciting and innovative thought leaders to talk about everything from engineering and future mobility to opportunities for people from all backgrounds to pursue a career in business and STEM.

Leading the conversation will be former head of strategy at Aston Martin F1 and Sky Sports analyst Bernie Collins, whose wealth of experience has inspired the next generation of engineers. She will host many of the panel discussions.

Confirmed business leaders in the debate include representatives from IMSA, the Alpine F1 team, Extreme E, Mission H24, More than Equal,

Motorsport UK, Jota, DTM, McLaren and the National Motorsport Academy.

Enovation Consulting, the leading agency in sustainability in motorsport and sport, will also be launching the third edition of the Sustainable Championships Index, alongside a panel discussion with motorsport industry experts showcasing its latest sustainability best practice.

Admission to the Forum is included with any trade day ticket to Autosport International.

Autosport International events director Ben Whibley says: "We're very excited to host the relaunched Business Forum at Autosport International. As a key area of Europe's leading motorsport show, we're going to be showcasing some of the breakthrough projects that will shape motorsport and the wider world for decades to come. The line-up this year is the best and most diverse we have ever seen."



BERNIE COLLINS

SUTTON



SUTTON

LIVE ACTION

HIGH-OCTANE THRILLS IN THE LIVE ACTION ARENA

Unless you've managed to find a way to join those contesting the Dakar Rally, which kicks off tomorrow (5 January), there's not a lot of motorsport action to be found at this time of year. Which is why the Live Action Arena is one of the most popular and long-standing elements of the show.

World-class talents from disciplines including rallycross, motorcycles and stock cars will entertain the 3000-plus

Live Action Arena audience during a 45-minute feast of stars, stunts and action.

Rallycross was one of the highlights of the running in 2023, but there's always something that surprises. There was even a crash in practice last year...

There's no extra charge to see and hear (and smell!) this indoor motorsport – public day tickets include access to the Live Action Arena.



JEP SUTTON





MOTORSPORT

NATIONAL RACING FOCUS

The enormous breadth and eclectic nature of national motorsport is always evident at the show and the 2024 edition is set to be no different. Several of the UK's leading race organisers will have a stand, promoting their latest initiatives as they shake off the post-Christmas blues by looking forward to the season ahead.

Among those set to be represented this year are the 750 Motor Club, which will be showcasing its broad range of categories, all with affordability in mind. The Classic Sports Car Club is also set to have a presence in Birmingham and will be highlighting the numerous series that have joined its portfolio for the coming year, while MotorSport Vision Racing – which ran several themed events that proved very popular last year – will be presenting its latest offerings.

Another traditional element of the show is

new car launches and that will again be the case this year. Among the cars having their covers pulled off next week is Revolution's latest evolution of its mighty prototype, with the supercharged machine set to be part of the Sports Prototype Cup grid.

But it's far from just circuit racing at the show. As well as the brutish BriSCA stock cars, national rallying will be in the spotlight as well. Fresh from organising the enormously successful rally of the same name, the Roger Albert Clark Rally Motor Club will be promoting the refreshed British Historic Rally Championship schedule. Another of the leading categories on show in the NEC's halls is due to be the British Rally Championship, which has also undergone a revamp for this year, and the new campaign is being launched at next week's event with a bespoke display from Motorsport UK.



ATTENDING THE SHOW

11-14 JANUARY 2024

Autosport International will take place between 11 and 14 January at the NEC in Birmingham. There is covered access from Birmingham International railway station and Birmingham airport. For those arriving by car, there are over 15,000 parking spaces (payable to the NEC when leaving). The NEC is signposted from all West Midlands motorways and major routes, including the M42, M40 and M6 – just pop B40 1NT in your satnav to the NEC site. Once you arrive, ignore the satnav and simply follow the digital screens for directions to the car parks.

TICKET OPTIONS

Standard: £38

Includes entrance to the show and free access to the Live Action Arena

Paddock Pass: £48

Best seats in the Grandstand, unlimited access to Paddock area of Live Action and lanyard guide

VIP Club: £150

VIP Lounge Access, complimentary tea, coffee and biscuits in the VIP lounge, free cloakroom, free parking pass, unlimited access to Paddock area of Live Action, exclusive Live Action Viewing Box with drinks and canapes, lanyard guide and goody bag

All tickets subject to an additional £2.25 service charge per ticket.

TICKETS ARE AVAILABLE TO BUY NOW AT
autosportinternational.com

NEXT WEEK

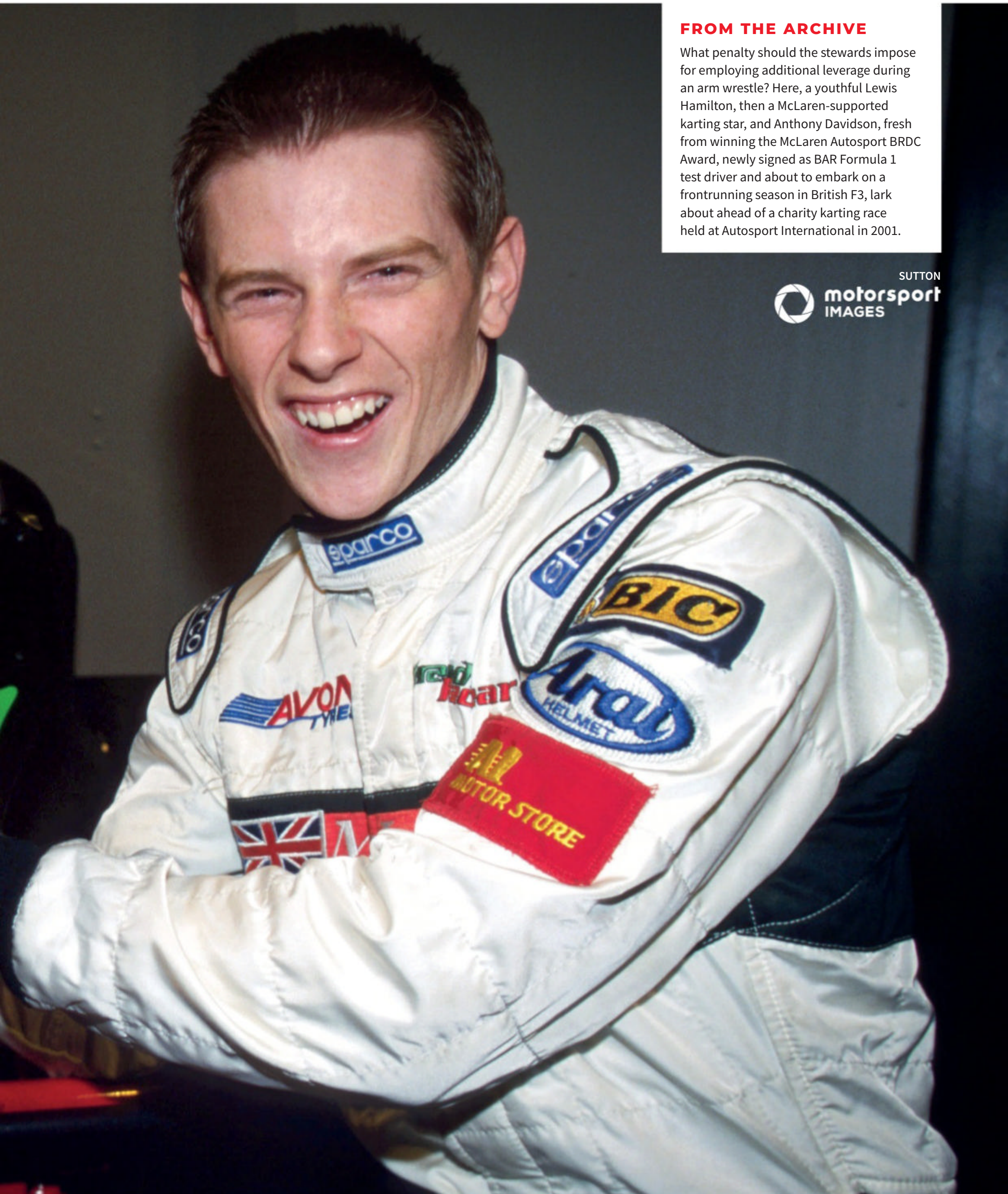
Look out for our extensive Autosport show guide in the 11 January issue



FROM THE ARCHIVE

What penalty should the stewards impose for employing additional leverage during an arm wrestle? Here, a youthful Lewis Hamilton, then a McLaren-supported karting star, and Anthony Davidson, fresh from winning the McLaren Autosport BRDC Award, newly signed as BAR Formula 1 test driver and about to embark on a frontrunning season in British F3, lark about ahead of a charity karting race held at Autosport International in 2001.

SUTTON
motorsport
IMAGES





PREMA AT 40

IT'S A FAMILY AFFAIR

Italian team Prema started from small acorns four decades ago but has become a single-seater juggernaut. And it's still run by the Rosin family who founded it. Time to pay a visit – and go to a party

MEGAN WHITE

A sense of perpetual progress emanates from the Prema Racing factory in Grisignano di Zocco. With a new building housing its endurance racing collaboration with Iron Lynx and Lamborghini nearing completion, a simulator being installed, and newly delivered parts of the new Formula 2 car waiting for assembly, it's clear that this is a team constantly searching for success.

But the occasion for this visit is a poignant look back to the past, celebrating the team's 40th anniversary. With 39 drivers' titles and 25 teams' championships under its belt, Prema is undeniably one of the junior series' most successful operations, and a byword for prestige in the paddock among drivers and teams alike. Founded by Angelo Rosin in 1983, it initially opted for a foray into prototype racing, before quickly moving into Formula 3. It was in 1990 when it would first taste title success, with Roberto Colciago's Italian F3 crown the first of many championships to come.

Rosin's son Rene is now team principal. Naturally, he's been around Prema since he was a child, and officially joined in 2005 to run its World Series by Renault programme before taking over its F3 operations in 2010. The family atmosphere, he says, is "one of the points that we need to continue pushing. Even if we are now growing up, we reach more than 150 people working within the group. We have different entities, different teams inside ourselves. But still we want to consider ourselves like a big family. I know it's difficult, I know it's more challenging especially with bigger programmes, especially with these 150 people working altogether. That's one of the keys for us, it's fundamental."

At a star-studded gala in Venice the following evening, attended by prominent names including 1997 Formula 1 world champion Jacques Villeneuve, Alpine F1 driver Esteban Ocon, World Endurance Championship star Kamui Kobayashi and former Ferrari sporting director Massimo Rivola, it's evident what a huge impact this team has had on motorsport.



SUTTON/MOTORSPORT IMAGES

An extensive exhibition in the cavernous Terminal 103 showcases the team's achievements, with Oscar Piastrì's and Charles Leclerc's F2 title-winning cars among helmets and race suits spanning four decades.

Eight current F1 drivers competed with Prema at some point in their careers, many going on to win titles, and all point to its close-knit feel as a reason for its success, including Ferrari star Leclerc, who sent a video message to mark the occasion. Rosin Sr gives a speech at dinner, and receives a standing ovation.

Looking back over those 40 years, Prema has done a huge amount of winning. But perhaps one of its biggest victories is how it's cherished by so many.

Jacques Villeneuve 1989-1991 Italian Formula 3

"My Prema journey started in 1988. I'd just got into racing and we just started testing for the first season in 1989 in Formula 3. These were my first experiences in motor racing. It was an amazing time, because I was 18 years old, learning Italian and discovering a whole new world. At the time, Angelo was also engineering the team. He was like a father figure to me and I learned a lot. My team-mates had experience, they were older than me as well, so it was really good life school. I saw Rene as a really small kid, and now he's definitely a different person, running the team. So yes, over time we've always kept in touch." »



Roberto Colciago 1990

1990 Italian Formula 3 champion

"My Prema story is wonderful, because I won the Italian title in 1990, so a long, long time ago. We had really a great year and in the end we won the championship. It was a fantastic team of fantastic people, I really enjoyed that year and learned a lot about the car. It's a great thing to be the first champion for Prema, but I can see them really grow up in the years. Many, many drivers, a lot going into Formula 1. It's a fantastic team with fantastic people."

Ryan Briscoe 2000-2003

**2001 Italian Formula Renault champion;
2003 Formula 3 Euro Series champion**

"It was the beginning of my racing career out of go-karts, as for so many drivers that come up through the ranks. End of 2000, I had my first races with Prema in Formula Renault. We did the Winter Series and I was part of the Toyota Drivers' Academy. So a huge step for me in my career, never thought I could make it to race cars and Angelo and Grazia [Troncon, Angelo's wife] were a huge part in teaching me so much. We won a lot of races together, so many great memories, and for a time that expanded to three, almost four years. I didn't know I was the first double champion for Prema, but it's great. So many great races that we had and we won two championships together, so unbelievable. So many great memories, so much good food. I remember Giorgio the cook. I remember so many unbelievable races as well. I think there was a pivotal point which I give Angelo so much credit for – in 2003 in the Euro Series, we started the year really strong and then a third of the way through the year we had a really difficult round at the Nurburgring and didn't have a good result. I remember we spent two days at the race shop and Angelo was just grilling me, the engineers, everyone that we had to fix the problem. We changed everything on the race car, the geometry on the suspension, just poring over data. We went to the next round at the A1 Ring and dominated and won both races. It really came down to Angelo's will to win and do whatever it takes and I've carried that my whole career."



...by Briscoe, who's applied that ethos through his career

Kamui Kobayashi 2004-2005

2005 Formula Renault Eurocup champion

"It was 20 years ago when my Prema story began. I was 16 or 17 when I first came to Italy, I'm currently 37. I worked with Prema for two years and I won the Formula Renault championship with them. At the time, the championship was really competitive, the team did a great job and I think our achievements made something change in the team's history. I'm very proud to be a part of this team. Prema is still such a big team and such a good team and I'm really happy."



PREMA

Angelo Rosin lauded for his "will to win and do whatever it takes"...



Fuoco, here at Abu Dhabi in Formula 2 in 2017, regards Prema as “a special team”



PREMA

Edoardo Mortara 2006
Eurocup and Italian Formula Renault

“I started in formula racing with Prema in 2006. I remember switching to single-seaters after a long career in karting, and I had the chance to work with this team. We ended up [later] having a lot of fights against each other, but I will always remember my first season and they taught me so much. Seventeen years later, we are back working

together on another project [the Lamborghini LMdh programme] and it feels pretty special. It’s a big pleasure for me to be here but also to say a big thank you to the entire Prema family. It’s been a pleasure to be a part of this team.”

Esteban Ocon 2013-2014
2014 Formula 3 European champion

“My time with Prema started at the end of 2013, really, when I made the switch to Formula 3. I think that’s exactly the moment where my career switched to second gear. That’s when I met fantastic people, a fantastic family, people who I still see now and then and keep in contact with. Prema is a fantastic team, a team which will forever remain in my heart and they changed my career. Winning that Formula 3 title against Max [Verstappen], against Tom Blomqvist, against all these guys made a big difference. It was great at the time. I was 17. I remember eating a lot of pizza, doing some bad cooking on my side as well. It was the beginning of just being alone out there and trying to live the racing life and it taught me a lot of things working with these people, being close to the factory, being every day with the engineers. It was mega, because we succeeded in what we wanted to do. I have so many good memories, from winning the title in Imola to celebrating my birthday. Prema-style is always special.”



Ocon ate “a lot of pizza” as a teenager learning to “live the racing life”

XPBIMAGES/MOTORSPORT IMAGES

Antonio Fuoco 2013-2014, 2017
2013 Formula Renault ALPS champion

“I started my career with Prema in Formula Renault in 2013, we won the first championship together and then I moved into Formula 3 with them. I think Prema is more than a team, it’s like a family. We stayed in contact and I have met in the paddock with Rene, Grazia, Angelo, Angelina [Rene’s wife]. It’s quite a special team and it’s nice to see so many people here tonight, so many drivers, so it’s super-good. Winning the championship back in 2013 was a fantastic experience and then even moving up to Formula 2 was good and I made it with Prema. I’m happy to be here tonight to share all these old moments with all of them – I’ve seen so many people, mechanics, engineers.”

Nick Cassidy 2015-2016
Formula 3 European Championship

“My Prema story is quite a nice one, unfortunately short – I was here a year and a half from 2015 to 2016 in Formula 3. I just had an amazing time and I was very, very fortunate. Looking around now, you see the history and what they’ve done since, it’s pretty incredible. I was pretty lucky with Prema that we were always in a competitive car. Every weekend, there was a chance to win. A lot of opportunity. So I always look back at it as something which made it possible for me to have a professional career in motorsport and for that I’m pretty grateful.” >>



PREMA

Callum Hott 2017**Formula 3 European Championship**

"I think it started on the plane on the way to an Abu Dhabi test in 2016. I was sat next to the big boss, Rene, and I think he was saying how stressed he was – bless him – and that's how it began. I then competed in the Formula 3 European Championship and finished fourth, which I think was underwhelming for Rene, but that's life! It was good, they brought me into the family, they treated me well, and it's amazing to see the success that they've had and the growth they continue to have. You get treated as family once you've been a driver, it's all part of the fun. I think sometimes Rene likes being beaten – it's a bit of a statement when you do beat them!"



Hott reckons fourth place in Euro F3 was "underwhelming for Rene – but that's life!"

Robert Schwartzman 2018-2021**2019 FIA Formula 3 champion; 2021 FIA Formula 2 runner-up**

"My Prema story started at the end of 2017. The first time I did anything with Prema was a Formula 3 test at Magny-Cours. It was a weird feeling, I knew Prema was one of the biggest teams and when you enter in a good team you know you need to show a good performance and do well, so there was quite a bit of pressure that day. From then on, we started working together from 2018 in F3. At the

beginning, it was a bit of a struggle for me to get used to, but from the second half I found the balance and it was an amazing journey with Prema. I enjoyed it a lot, we did a very nice season in 2018, then we won in F3 in 2019. Both seasons in F2 were challenging, with COVID and for me personally as my father passed away, but Prema helped me a lot get back in shape and still perform. It was a lovely journey and I miss those days, it was a lot of fun. I always said the team is a family to me and even now, I'm not a Prema driver anymore but I'm very good friends with Rene and Angelina and the rest of the team. I have a very good relationship with them and seeing them is always lovely."

Frederik Vesti 2019-2020, 2023**2019 Formula Regional European champion; 2023 FIA Formula 2 runner-up**

"It started back in 2019 when I joined Prema in Formula Regional. It was kind of a year for me to prepare and start learning with the team to hopefully receive the Formula 3 seat the following year. I became the champion with 13 wins in my first season with Prema, which is just crazy memories for me. Then stepping up to F3 with Logan Sargeant and Oscar Piastri in 2020 is just a year I will never

forget. I got three wins, I finished fourth in the championship and had a really strong year. Then obviously returning 2023, coming back to fight for the F2 championship with my engineer from FRegional and F3, Pedro [Matos]. So it's been a really cool year, we didn't win the championship but we came very close. When I left, I knew what I was leaving behind and it wasn't easy for me to step into a new team, because Prema is just a different team. It's the all-round really strong people helping me out, where in other teams I think that's their biggest challenge. But that made it even better coming back to Prema, because I knew everything, I knew how it worked and what I needed to do. So coming back to Prema was very easy for me and felt like home within one day."

Andrea Kimi Antonelli 2021-present**2022 German/Italian Formula 4 champion; 2023 European/Middle East Formula Regional champion**

"I joined Prema in 2021 for the last four races of the Italian Formula 4 championship, to get a taste of the car as I did one of the big steps, moving from go-karts to F4. I did those races to get a taste of how the races worked and then in 2022 I did my first full F4 season, I did the German and Italian championships and some of the UAE championship. We did some great results by winning both championships and I was really grateful for my first full year in cars. Then I did a step the year after, moving to Formula Regional – always with Prema. This year was a bit more difficult because I had an injury at the end of last year and missed winter testing, so I went to Formula Regional UAE without really testing the car. I was able to learn the car in the UAE championship, which I won, so I could arrive prepared for the European championship, and then I won that championship as well. Obviously another great year,

really pleased with the result and with the work done with Prema. Next year is going to be a big step to F2 and I'm really looking forward to that. Again, being able to work with Prema is a great opportunity and I'm really glad for that. I have built a really good relationship with the team and I think it's important as a driver to keep going with the same team. Knowing how strong they are in the category, I will have a good chance to do well, but I don't want to set any expectations – I just want to enjoy the experience and try to do my best."



ROZENDAAL/DUTCH PHOTO AGENCY



When Vesti returned to Prema it "felt like home within one day"



Team principal
Rene Rosin has
been around the
squad since he
was a child

PREMA CHAMPIONS

SERIES/TITLES	DRIVER
1990 Italian F3	Roberto Colciago
1998 Italian F3	Donny Crevels
1999 Italian F3	Peter Sundberg
2001 Italian FRenault	Ryan Briscoe
2003 F3 Euro Series	Ryan Briscoe
2003 Italian FRenault	Franck Perera
2005 FRenault Eurocup	Kamui Kobayashi
2005 Italian FRenault	Kamui Kobayashi
2011 F3 Euro Series	Roberto Merhi
2012 F3 European	Daniel Juncadella
2013 F3 European	Raffaele Marciello
2013 FRenault ALPS	Antonio Fuoco
2014 F3 European	Esteban Ocon
2014 Italian F4	Lance Stroll
2015 F3 European	Felix Rosenqvist
2015 Italian F4	Ralf Aron
2016 GP2	Pierre Gasly
2016 F3 European	Lance Stroll
2017 FIA F2	Charles Leclerc
2017 Italian F4	Marcus Armstrong
2017 German F4	Juri Vips
2018 F3 European	Mick Schumacher
2018 Italian F4	Enzo Fittipaldi
2019 FIA F3	Robert Shwartzman
2019 FRegional European	Frederik Vesti
2020 FIA F2	Mick Schumacher
2020 FIA F3	Oscar Piastri
2020 FRegional European	Gianluca Petecof
2020 Italian F4	Gabriele Mini
2021 FIA F2	Oscar Piastri
2021 FIA F3	Dennis Hauger
2021 F3 Asian	Zhou Guanyu
2022 ELMS LMP2	Ferdinand Habsburg/ Louis Deletraz
2022 FRegional European	Dino Beganovic
2022 FRegional Asian	Arthur Leclerc*
2022 Italian F4	Andrea Kimi Antonelli
2022 German F4	Andrea Kimi Antonelli
2022 F4 UAE	Charlie Wurz
2023 FRegional European	Andrea Kimi Antonelli
2023 FRegional Middle East	Andrea Kimi Antonelli*
2023 Euro 4	Ugo Ugochukwu
2023 F4 UAE	James Wharton*
2023 F1 Academy	Marta Garcia

*run by Prema as Mumbai Falcons



Marta Garcia 2023
2023 F1 Academy champion

“My Prema story started this year around February or March. I got a call from Rene asking me to come over, and I knew it was going to be exciting racing F1 Academy with them. It’s great to win first of all the F1 Academy championship, but also to do it with Prema, because it’s such a memorable team with a lot of history. It just feels great. At the end of the day, it’s the results which count, and Prema obviously have really good results in every junior single-seater category, so really happy to win the first F1 Academy championship with them.”

SEASON REVIEW

WRC

ROVANPERA DOES THE DOUBLE WITH ADDED STYLE

World Rallying's young superstar didn't win as many rounds in 2023 as he did during his first title campaign, but he did add new elements to an impressive game

TOM HOWARD

PHOTOGRAPHY MCKLEIN



Rovanpera upped his game with a maturity and consistency to complement his speed



Rewriting the record books to win a maiden World Rally Championship title is difficult, but to find the resolve to repeat the feat the following year is even harder. It's a task only six drivers in WRC history have achieved – an exclusive club that now includes the mercurial Kalle Rovanpera.

The WRC's new superstar underlined his once-in-a-generation talent with his 2022 domination and, with the competition raising the bar, Rovanpera was arguably even more impressive in 2023. The Finn added relentless consistency and mature, clever driving of his Toyota to his already impressive repertoire to win the championship, as the WRC delivered an unforgettable season of incredible highs and the most shattering of lows.

Before the season began, Rovanpera identified that 2023 was going to be tougher. Hyundai had eaten into the advantage Toyota possessed following the bulletproof roll-out of its all-new GR Yaris Rally1, while M-Sport had lured his title rival Ott Tanak to lead its Ford squad. Tanak's move from Hyundai to M-Sport meant all three teams now possessed a rally winner in their ranks, but ultimately this failed to live up to the off-season hype.

"Of course, it's going to be quite tricky to defend the championship," Rovanpera said prior to the Monte Carlo curtain raiser. "Hyundai was levelling up quite a lot during the end of the season last year. And now with Ott at M-Sport it will be interesting to see their pace."

These words would ring true to the point where eyebrows were raised by his somewhat slow start to the campaign compared to last year. Although a Monte Carlo devoid of the usual snow and ice did yield a much more positive result than his fourth place in 2022, Rovanpera was unable to match Monte master and part-time Toyota team-mate Sebastien Ogier, who enjoyed a dominant run to a record-breaking ninth win in the principality. But a second-place finish and Power Stage triumph represented a strong start to Rovanpera's title defence.

Incredibly, Rovanpera would have to wait almost four months before returning to the podium, a period when his drive and desire to defend the title were questioned. The disadvantage of an advanced road position played its part as Rovanpera finished fourth in Sweden and Mexico, while a puncture on Friday ended any podium hopes in Croatia. It was after a third consecutive fourth that the world champion showed that all was not well. "We cannot start rallies like this," grimaced Rovanpera. "We didn't nail the set-up and it cost quite a lot of confidence and pace on Friday morning, so we just need to be really sharp and sure that we start with the right car and then we can push from the start."

During this perceived lull, which in hindsight now underlines Rovanpera's impressive consistency, Tanak shot to the top of the championship standings after ending M-Sport's 13-month victory drought in Sweden. The Estonian wasn't the only star on the snow; Craig Breen lit up the timing screens on his return to Hyundai in a part-time capacity driving the third i20 N. Breen, who ended a tough 2022 with M-Sport struggling for confidence, was rejuvenated and challenged for a maiden win. He even jokingly declared himself the 'Mayor of Brattby' after winning the eponymous stage. A brief brush with a snowbank and a tyre delamination meant his victory hopes faded, and the emotional Irishman finished second after Thierry Neuville's final-stage off botched Hyundai's team order call from new team principal Cyril Abiteboul to move Neuville ahead of Breen.

There was no questioning who left Sweden with the biggest of smiles. "Honestly, I needed it for my own state," declared Breen in what would be profound and sadly lasting words. "It's been a rough old couple of months, over a year basically. I won't say I lost the confidence, but for sure it was difficult to keep the belief all the time. It means everything really; it has given me all the confidence again to keep pushing forward. We have all the capabilities to be at the front and I will try and keep that way now."

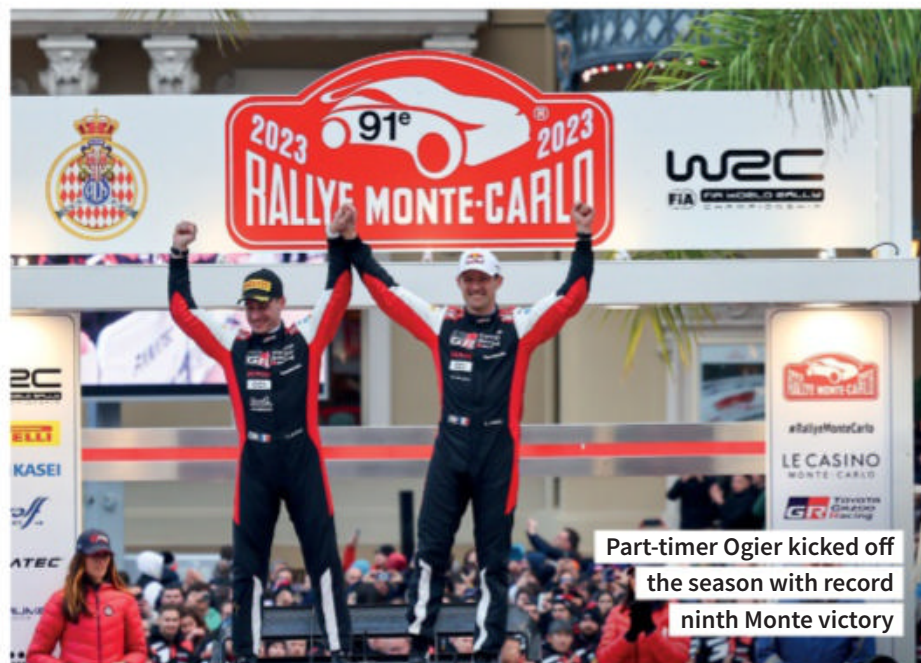
Tanak had emerged as a genuine title contender, but this was a false dawn and the 2019 champion came crashing back down to

earth in Mexico thanks to a turbo failure. Ogier regained the championship lead after scoring a record-breaking seventh Rally Mexico win as the gravel event returned to the championship for the first time since the COVID-19 pandemic. The success triggered discussion that the Frenchman could achieve the unlikeliest of titles contesting only a partial campaign, such was his form.

Thoughts of championship battles were swiftly put to one side following the tragic news that Sweden had been Breen's last WRC outing. The much-loved Hyundai driver, aged 33, died in a testing crash in the lead-up to Croatia in April, which rocked the motorsport world to its core, leaving the WRC and its fans numb.

After careful consideration between Breen's family and surviving co-driver James Fulton, round four went ahead, albeit in the most sombre of circumstances. The service park came together in a special tribute to honour a people's champion, and Hyundai withdrew the third car that Breen would have driven. A special Irish flag tribute livery adorned the remaining full-time entries for Neuville and Esapekka Lappi, featuring some of Breen's famous quotes, including the rather poignant: "Don't forget to enjoy... you have to have fun, life is too short."

"The most important thing is that everybody is here to drive for Craig – that's the goal for the weekend," said Rovanpera. Breen's team-mate Neuville added: "I have many great memories, but I >>

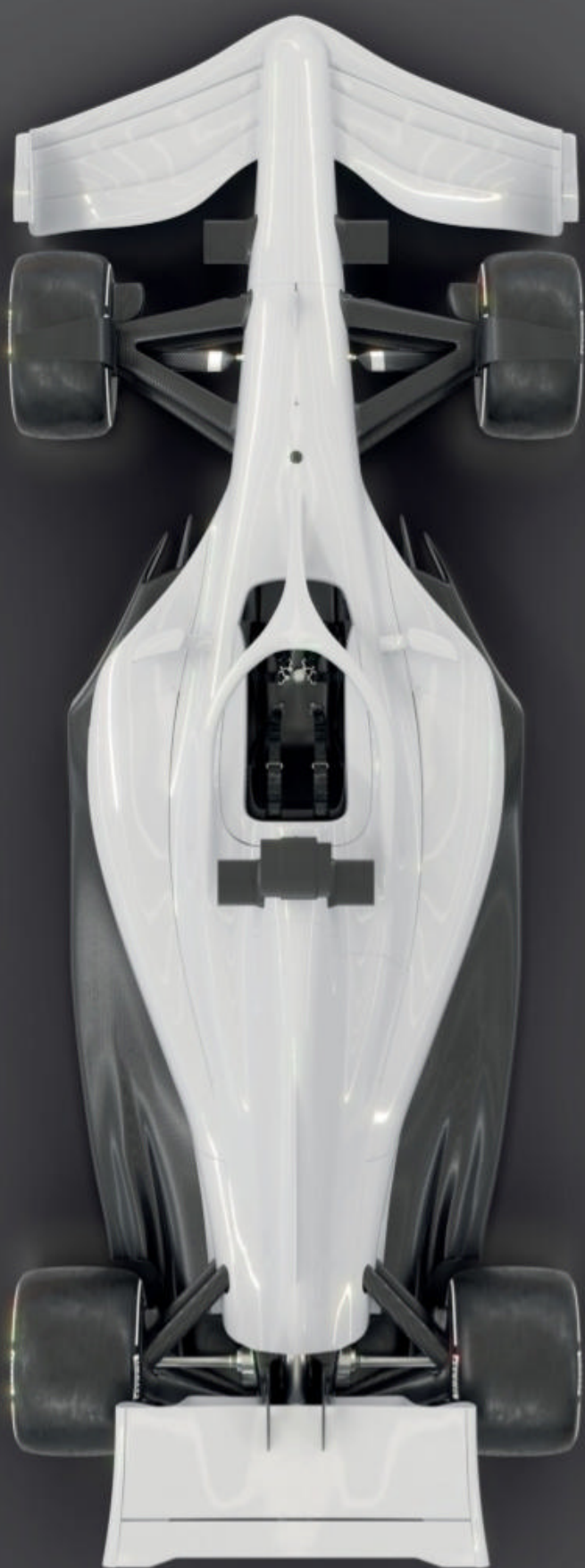


"THE MOST IMPORTANT THING IS EVERYBODY IS HERE TO DRIVE FOR CRAIG – THAT'S THE GOAL"





No ads.
Just more
Performance



Subscribe at [autosport.com/plus/](https://www.autosport.com/plus/)

Evans admits it's "quite cool" that
double win makes him Britain's
most successful driver in Finland



think we will remember Craig as somebody who lived his dream 110%, and who achieved his goal in life by getting into the WRC."

Neuville fought hard for a Hyundai win that seemingly everyone wanted in the circumstances, but a crash from the lead handed Elfyn Evans and Breen's former co-driver Scott Martin a fitting victory. It was a first for the Toyota pair in the hybrid era following a winless 2022.

Another winless streak ended come Portugal in emphatic fashion. Roanperera answered his critics with a return to the devastating form that formed the cornerstone of his 2022 title campaign. Disadvantaged by starting second on the road, he won 10 of 19 stages, including the Power Stage, to storm into a championship lead he wouldn't relinquish. "It has been a bit too long coming, but I knew when we get a clean weekend and a good drive we would be back in the game," reckoned Roanperera. "You always miss the feeling when you are not there, it's nice to be back."

Clever, consistent driving came to the fore as he continued to bank solid points. A third in Sardinia, which he states is one of his worst events on the calendar, showcased his maturity. Roanperera made no mistakes in wet conditions to finish behind Hyundai duo Neuville and Lappi. "I didn't think we would be getting 20 points when I came here, but the plan was to try to be fast and steady the whole weekend," Roanperera pointed out. "We knew we had the pace when needed and we were clever when we needed to be."

Roanperera then pushed Ogier all the way at Safari Rally Kenya to finish second, missing out on victory by 6.7 seconds as his championship lead increased to 41 points. Ogier's third win of the season was perhaps his most impressive of 2023 after suffering a double front puncture when torrential rain hit, which sparked a Roanperera revival. Ogier came under pressure from his team-mate on Sunday but managed to hold his nerve, despite a brush with a tree, to take the win. The eight-time world champion admitted he'd rarely had to overcome so many hurdles to win a rally.

If the world thought they had already seen the best of Roanperera, then that idea was completely reset following an utter domination of Rally Estonia. He delivered his most crushing victory yet, beating Neuville by 52.7s. Roanperera went unbeaten across Saturday and Sunday, racking up 13 consecutive stage wins in a Sebastien Loeb-like performance.

Roanperera even had the presence of mind to recall the famous words, "I feel if I want to win the stage, I will win the stage", delivered by Finnish rally legend Markku Alen during his pomp 36 years ago. "I know some of the old sayings from the old guys and it's fun when you drive like that," said the points leader.



“I KNEW WHEN WE GET A CLEAN WEEKEND AND A GOOD DRIVE WE WOULD BE BACK IN THE GAME”

Finland was supposed to be Roanpera's homecoming and the chance to give his adoring the public the victory they craved. But for the second year in succession, he was denied. A collector's item of an error resulted in Roanpera retiring after rolling his GR Yaris while leading, an incident he declared a “stupid crash”.

Team-mate Evans had pushed Roanpera hard before the incident and duly converted the inherited lead into an impressive second career Finland victory. A rejuvenated Takamoto Katsuta netted a deserved third behind Neuville, while Toyota team boss Jari-Matti Latvala took time off from his day job to finish fifth in a one-off championship return. Evans's win matched Finnish greats Ari Vatanen and Timo Salonen on two victories at the fabled rally. In the title race, Roanpera now began to look over his shoulder, with his lead cut to 25 points with four rounds remaining. “It's quite a cool thing to have [being the most successful British driver in Finland], but it doesn't change anything either in a way,” mused a modest Evans. “I'm sure one day I'll look back and be proud.”

Roanpera issued the perfect response and there was something quite special about his third win of the season. Following days of torrential rain from Storm Daniel, the Acropolis Rally was particularly attritional, with Roanpera and Dani Sordo the only drivers to avoid any trouble or mechanical issues.

Starting first on the road, Roanpera was able to deliver a fast yet measured pace to protect his car to defeat Evans, who recovered from a broken radiator, by more than a minute and a half. He assumed the rally lead after first Neuville exited with broken suspension sustained in a compression, handing the position to Ogier, who then suffered a double puncture and suspension damage. “It's always quite clear that you need to finish and take care of the car and the tyres also, so that was our plan, to push hard from the first place [on the road], but I still felt that I took care,” concluded Roanpera. “I didn't take all the risks.”

After conceding two points to Evans in Chile – Toyota's incorrect call to run soft tyres on abrasive gravel handed Tanak >>

AUTOSPORT PLUS

**Want more
than F1?**

**Our journalists cover
all major series**



Subscribe at [autosport.com/plus/](https://www.autosport.com/plus/)



ROUND BY ROUND

Monte Carlo Rally

1 Ogier/Landais

2 Roanpera/Halttunen

3 Neuville/Wydaeghe

Unseasonably dry curtain-raiser dominated by Toyota. Ogier scores record-breaking ninth career win on famous twisty asphalt roads, and with new co-driver Vincent Landais is never headed as Toyota claims 16 of 18 stages. World champion Roanpera secures second and takes Power Stage win, finishing 18.8s adrift, but ahead of Neuville's Hyundai. Puncture hampers Evans's podium charge, while M-Sport new recruit Tanak finishes fifth.

Rally Sweden

1 Tanak/Jarveoja

2 Breen/Nagle

3 Neuville/Wydaeghe

Tanak ends M-Sport Ford's 13-month victory drought after tense head-to-head with Breen on Hyundai man's return to the championship. Breen stars on Friday to hold rally lead, but a run-in with a snowbank and a tyre delamination end victory bid on Saturday. Breen finishes second after Neuville final-stage error wrecks Hyundai's team order ploy to push the Belgian ahead of his team-mate. Roanpera misses podium in fourth.

Rally Mexico

1 Ogier/Landais

2 Neuville/Wydaeghe

3 Evans/Martin

Ogier claims championship lead by recording record seventh career win on Mexico's gravel stages. Frenchman assumes rally lead from Friday pacesetter Lappi when Hyundai driver crashes out spectacularly on stage 11. Ogier then cruises to victory by 27.5s from Neuville, who snatches second from Evans on final stage by 0.4s. Roanpera finishes distant fourth, while Tanak recovers to ninth after turbo failure on Friday.

Rally Croatia

1 Evans/Martin

2 Tanak/Jarveoja

3 Lappi/Ferm

Evans chalks up first win in Rally1 hybrid era in sombre scenes as WRC mourns loss of Hyundai driver Breen, who dies in testing crash in lead-up to the event. Evans inherits lead from Neuville, who crashes his Hyundai. Evans takes comfortable 27.0s win from Tanak's M-Sport Ford, with Lappi's Hyundai third. Roanpera and Ogier complete the top five after the pair suffer Friday tyre failures.

Rally Portugal

1 Roanpera/Halttunen

2 Sordo/Carrera

3 Lappi/Ferm

Roanpera really kickstarts title defence by delivering dominant display to record first win since October 2022. Despite starting second on the road, he wins 10 of the 19 rough gravel stages, including Power Stage, to beat Hyundai of nearest rival Sordo by 54.7s. Lappi completes podium for second consecutive event. Evans retires after huge crash. Tanak finishes fourth while a power issue costs Neuville likely podium finish.



Tanak won twice (here in Sweden, and in Chile), but hopes of fairytale return to M-Sport proved over-optimistic

“THIS YEAR IT WAS IMPORTANT ALL THE TIME TO TAKE THE POINTS AND STAY IN GOOD POSITIONS”

and M-Sport an impressive second win – Rovannerper converted a first match point to seal a second world title at the inaugural Central European Rally. Knowing that the title would arrive if he outscored Evans, Rovannerper once again displayed maturity to ensure he left the three-country asphalt rally completing his intended objective. A rare overshoot at a hairpin meant his lead was slashed before title rival Evans crashed out of third on stage 11. With his rival absent, Rovannerper was smart to back off and cruise to finish second behind Neuville to complete the job.

“I’m quite proud of the year and I think the performance was more important,” stated Rovannerper after joining Sebastiens Loeb and Ogier, Miki Biasion, Juha Kankkunen and Tommi Makinen as those who have won back-to-back WRC crowns. “The competition was stronger and there wasn’t many easy points to get like last year when there was much more [reliability] trouble between everybody. This year it was important all the time to take the points and stay in good positions. Sometimes you just have to settle for the points, but as we’ve seen this is quite clever.”

Reflecting on the achievement, Toyota team principal Latvala labelled Rovannerper’s campaign “incredible” and reminiscent of the approach of a four-time world champion. “His approach made me think of Juha Kankkunen, who was always calculating how to take points,” gushed Latvala. “He is a 23-year-old and it’s a really amazing performance, and to be this mature. We could see at the beginning of the year it was not so easy to defend the title.”

As for Rovannerper’s defeated rival Evans, the Welshman matched Rovannerper’s and Ogier’s win tally for the year by leading home a Toyota 1-2-3 in the Japan finale. The victory outlined that Evans is back to his best and will be a hot prospect for next year’s title. “It’s nice to have some good momentum now and at least things are moving in the right direction,” he opined.

Toyota’s nine wins from 13 events comfortably secured the Japanese marque its seventh WRC manufacturers’ title. Arch-rivals Hyundai – now led by Abiteboul and new, and renowned, technical director Francois Xavier Demaison – were much closer on pace >>

Rally Sardinia

- 1 Neuville/Wydaeghe
- 2 Lappi/Ferm
- 3 Rovannerper/Halttunen

Hyundai notches up first win of season as Neuville ignites title push with victory in treacherous conditions. Heavy rain catches out leader Ogier, who slides off road in stage 14 after rare error. As Lappi backs off due to the conditions, Neuville jumps from third to lead. Lappi settles for second, 33s behind Neuville. Rovannerper claims third after surviving water splashes that spell trouble for Toyota team-mates Ogier and Evans.

Safari Rally Kenya

- 1 Ogier/Landais
- 2 Rovannerper/Halttunen
- 3 Evans/Martin

Toyota dominates Safari, scoring 1-2-3-4. Despite losing time to double front puncture and run-in with a tree, Ogier holds off Rovannerper in tense finish to win by 6.7s, the closest winning margin in event’s 70 years. Evans recovers from stall to finish third ahead of Katsuta. Suspension and propshaft failures ruin Neuville’s and Lappi’s rallies before Belgian is disqualified for breaching recce rules. Tanak struggles to sixth.

Rally Estonia

- 1 Rovannerper/Halttunen
- 2 Neuville/Wydaeghe
- 3 Lappi/Ferm

Rovannerper crushes opposition with arguably most impressive victory of his WRC career. He scores 13 consecutive stage wins on way to defeating an impressive Neuville by 52.7s, while championship lead balloons to 55 points over Evans, who finishes fourth. Lappi records fourth podium of season. Home favourite Tanak claims eighth following five-minute penalty after engine failure in shakedown.

Rally Finland

- 1 Evans/Martin
- 2 Neuville/Wydaeghe
- 3 Katsuta/Johnston

Evans takes advantage of rare Rovannerper mistake to win, slashing team-mate’s championship lead to 25 points. Rovannerper is pushed by Evans before the local hero rolls his Yaris while leading on stage eight. Rovannerper’s exit hands Evans the lead, which he converts into second career Finland win. Evans also claims Power Stage bonus points. Neuville impresses in second, while Katsuta lands first podium of 2023.

Acropolis Rally

- 1 Rovannerper/Halttunen
- 2 Evans/Martin
- 3 Sordo/Carrera

Rovannerper scores third win of season after surviving brutal Acropolis Rally. Only two Rally1 cars complete the 15 stages without a delay. Neuville retires from lead with suspension failure, handing advantage to Ogier, who then exits after double rear puncture and broken suspension. Rovannerper drives superbly to comfortably beat recovering Evans following mechanical issue, while Sordo claims third ahead of Tanak.

WRC2 CHAMP MIKKELSEN
EARNS PROMOTION



Keeping his nose clean paid off
handsomely for Mikkelsen

Picking a WRC2 champion at the start of the season seemed virtually impossible, such was the level of worthy contenders in 2023. Several young pretenders challenged, but it was an experienced head in Andreas Mikkelsen who came out on top. The 2021 champion and 2022 runner-up started the season without a WRC2 programme, but ended as champion following a remarkable campaign that only began in May.

While Mikkelsen was on the sidelines, the PH Sport Citroen of Yohan Rossel took wins in Monte Carlo and Croatia to move into an early lead, while Toksport Skoda driver Oliver Solberg impressed to triumph on home soil in Sweden. Solberg showed strong pace throughout the year, and in Portugal he lost a likely win to Toksport team-mate Gus Greensmith following a one-minute penalty for performing celebratory donuts at the end of the superspecial stage.

After landing a deal with Toksport following 2022 champion Emil Lindholm's mid-season move to Hyundai, Mikkelsen finished third behind Greensmith and Solberg in Portugal. It was the start of an impressive run that included four wins (Sardinia, Estonia, Greece, Japan) from his six remaining rallies. The drive of the year came at the Acropolis, where Mikkelsen claimed a stunning win after recovering from three punctures that dropped the Norwegian to 16th in class. The title was secured from Greensmith with a round to spare at the Central European Rally. Rossel was in third ahead of Nikolay Gryazin, Kenya winner Kajetan Kajetanowicz and Solberg, who triumphed in Chile.

"It has been really tough because I knew if we made one mistake we'd probably not get to do any more rallies – but we got rallies because we delivered," said Mikkelsen, who will drive Hyundai's third Rally1 car next year. "There was high pressure to drive clever and do what was expected."

to their opposition. But its more refined i20 N is still fragile in areas and scored three fewer wins than in 2022.

Neuville led Hyundai's charge with victories in Sardinia and Central Europe, and could have added more but for a crash while leading in Croatia and suspension failure in Greece. New signing Lappi, from Toyota, conducted much of the development work on the i20 N, produced flashes of brilliance and challenged for rally wins in Mexico and Sardinia on his full-time WRC return. Four podiums backed up Neuville's pace, but a poor second half of the year proved costly. The experienced Sordo contributed

“WE NEED TO DO MORE STEPS TO
GIVE THEM THE CAR THEY NEED TO
FIGHT FOR THE CHAMPIONSHIP”

two podiums in two of the most brutal of rallies, Portugal and Greece, while Teemu Suninen quickly adapted to score points after being thrust into the third car for four rounds (Estonia, Finland, Chile, Central Europe).

"There are many lessons," reflected Abiteboul on the year. "If I had to pick something it is strategy over the course of a season as that can pay the most dividends. In many occasions this year we've been one against many with Kalle, Ogier and Evans, and it was very difficult and we feel it was a tough job and tough ask on Thierry. We need to do more steps in order to give the guys the car they need to fight for the championship."

Amid a gulf in budgets compared to factory giant Hyundai, M-Sport-Ford managed to match the South Korean manufacturer's tally of victories thanks to Tanak's triumphs in Sweden and Chile. The Puma wasn't as heavily developed as its rivals but was capable on all surfaces. But reliability issues – turbo in Mexico, water pump in Sardinia and engine failures in Estonia and Finland – ended the prospect of a fairytale Tanak/M-Sport reunion by mid-season.

Tanak was rarely 100% comfortable behind the wheel and before the end of the season he revealed plans to return to Hyundai for 2024. Team-mate Pierre-Louis Loubet was also unable to replicate the success of 2022, and the Frenchman struggled for form and suffered his fair share of reliability issues, scoring only five top-10 results. ❄

ROUND BY ROUND

Rally Chile

- 1 Tanak/Jarveoja
- 2 Neuville/Wydaeghe
- 3 Evans/Martin

Tanak delivers masterclass in speed and tyre management to claim second victory of year for M-Sport Ford. He wins seven of 16 stages to eclipse Neuville by 42.1s after the Belgian snatches second from team-mate Suninen, who crashes on penultimate stage. Evans keeps title hopes alive in third, while Rovannerpa finishes fourth and claims the Power Stage. Toyota clinches third consecutive manufacturers' title.

Central European Rally

- 1 Neuville/Wydaeghe
- 2 Rovannerpa/Halttunen
- 3 Tanak/Jarveoja

Rovannerpa successfully defends world title in extreme wet conditions in inaugural three-country rally, held across Czech Republic, Austria and Germany. He survives an overshoot on stage 10 to finish second to Neuville to clinch the crown once Evans's title hopes are over after running off the road and into a barn on Saturday. Tanak takes final podium spot.

Rally Japan

- 1 Evans/Martin
- 2 Ogier/Landais
- 3 Rovannerpa/Halttunen

Toyota clinches dream podium lockout on home soil to claim ninth win from 13 rounds. Evans produces faultless drive to beat Ogier by 1m17.7s. Ogier inherits second from Neuville after a crash into trees results in retirement when sitting 10.5s behind Evans. Rovannerpa completes the domination in third ahead of Lappi's Hyundai. Home hero Katsuta wins 10 stages to climb from ninth to fifth after damaging his radiator on Friday.



A forest of phones held aloft greets
champions Rovannerpa and Halttunen

AUTOSPORT’S TOP 10 DRIVERS



KALLE ROVANPERA

1 Displayed qualities of complete superstar driver to defend title through mix of speed, smart driving, consistency and maturity. He managed 72 stage wins, crushing victories in Portugal and Estonia, a clever Acropolis triumph, and retired just once.



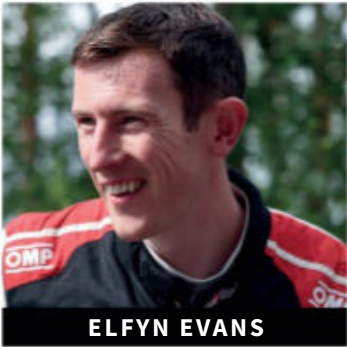
OTT TANAK

2 Rarely 100% comfortable driving the M-Sport Ford Puma, the 2019 world champion was still able to score two wins and score 30 stage wins in a car not as developed as its factory Toyota and Hyundai rivals. Title tilt was derailed by series of reliability issues.



SEBASTIEN OGIER

3 Eight-time champion produced his very best to take three impressive wins in partial campaign that included record-breaking triumphs in Monte Carlo and Mexico, and a gruelling duel with Rovanpera in Kenya. Could have easily added more wins in Sardinia and Greece.



ELFYN EVANS

4 After winless 2022, Evans finally gelled with Toyota GR Yaris, resulting in three wins (Croatia, Finland, Japan) and impressive consistency to take title fight to Rovanpera until penultimate round. Second career Finland victory was the highlight.



THIERRY NEUVILLE

5 Was Hyundai’s main threat for the title and scored as many podiums as world champion Rovanpera, but incidents at crucial moments cost him dearly. Claimed two wins and impressed hugely on fast gravel events that had previously been his weakness.



ANDREAS MIKKELSEN

6 The three-time World Rally victor used his speed and experience to clinch remarkable second WRC2 crown, winning an impressive four of seven events to show clean pair of heels to younger counterparts. A Rally1 drive for 2024 is the reward.



ESAPEKKA LAPPI

7 At times he led the Hyundai squad’s charge, challenging for wins and scoring four podiums, but often had to play the team game. Lappi played a key role in developing the i20 N. Four high-profile crashes blighted his campaign.



CRAIG BREEN

8 After a difficult 2022, the Irishman proved his talent on his return with Hyundai in Sweden. Breen showcased his speed to challenge for victory in one of the drives of the year. Sadly, a fatal testing accident ended what promised to be a fruitful campaign.



TAKAMOTO KATSUTA

9 Struggled for confidence in first half of the season but found fine form in second half, scoring impressive and deserved podium in Finland. The Japanese could have challenged for maiden win in his home event had he not damaged his radiator.



DANI SORDO

10 Spanish veteran once again proved to be a safe pair of hands, particularly in the most brutal of events. Netted two podiums – a second in Portugal and third in Greece – and finished five of his seven events inside the top seven.

DRIVERS’ CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	PTS
1	Kalle Rovanpera (FIN)	Toyota Gazoo Racing WRT	Toyota GR Yaris Rally1	2	4	4	4	1	3	2	1	R	1	4	2	3	250
2	Elfyn Evans (GBR)	Toyota Gazoo Racing WRT	Toyota GR Yaris Rally1	4	5	3	1	R	4	3	4	1	2	3	31	1	216
3	Thierry Neuville (BEL)	Hyundai Shell Mobis WRT	Hyundai i20 N Rally1	3	3	2	33	5	1	EX	2	2	21	2	1	13	189
4	Ott Tanak (EST)	M-Sport Ford World Rally Team	Ford Puma Rally1	5	1	9	2	4	35	6	8	R	4	1	3	6	174
5	Sebastien Ogier (FRA)	Toyota Gazoo Racing WRT	Toyota GR Yaris Rally1	1	-	1	5	-	14	1	-	-	10	-	4	2	133
6	Esapekka Lappi (FIN)	Hyundai Shell Mobis WRT	Hyundai i20 N Rally1	8	7	R	3	3	2	12	3	R	5	R	R	4	113
7	Takamoto Katsuta (JPN)	Toyota Gazoo Racing WRT	Toyota GR Yaris Rally1	6	R	23	6	33	40	4	7	3	6	5	5	5	101
8	Dani Sordo (ESP)	Hyundai Shell Mobis WRT	Hyundai i20 N Rally1	7	-	5	-	2	R	5	-	-	3	-	-	R	63
9	Teemu Suninen (FIN)	Hyundai Shell Mobis WRT	Hyundai i20 N Rally1	-	15	-	-	10	6	-	5	4	-	R	6	-	42
10	Oliver Solberg (SWE)	Toksport WRT	Skoda Fabia RS Rally2	14	8	8	10	7	44	9	38	6	R	6	-	-	33

11 **Andreas Mikkelsen** (Toksport WRT 3 Skoda Fabia RS Rally2) 29; 12 **Pierre-Louis Loubet** (M-Sport Ford World Rally Team Ford Puma Rally1) 29; 13 **Gus Greensmith** (Toksport WRT 3 Skoda Fabia RS Rally2) 26; 14 **Craig Breen** (Hyundai Shell Mobis WRT Hyundai i20 N Rally1) 19; 15 **Yohan Rossel** (PH Sport Citroen C3 Rally2) 16; 16 **Kajetan Kajetanowicz** (Skoda Fabia RS Rally2) 13; 17 **Sami Pajari** (Toksport WRT 2 Skoda Fabia RS Rally2) 12; 18 **Jari-Matti Latvala** (Toyota Gazoo Racing WRT Toyota GR Yaris Rally1) 11; 19 **Nikolay Gryazin** (Toksport WRT 3 Skoda Fabia RS Rally2) 10; 20 **Adrien Fourmaux** (M-Sport Ford World Rally Team Ford Puma Rally1) 8; 21 **Emil Lindholm** (Hyundai Motorsport N Hyundai i20 N Rally2) 6; 22 **Gregoire Munster** (M-Sport Ford World Rally Team Ford Fiesta Rally2 and Ford Puma Rally1) 6; 23 **Mikolaj Marczyk** (Skoda Fabia RS Rally2) 2; 24 **Ole Christian Veiby** (Volkswagen Polo GTI R5) 2; 25 **Nicolas Ciamin** (Skoda Fabia RS Rally2) 2; 26 **Hiroki Arai** (Peugeot 208 Rally4) 1; 27 **Martin Prokop** (Ford Fiesta Rally2 Mk II) 1; 28 **Erik Cais** (Skoda Fabia RS Rally2) 1. **MANUFACTURERS** 1 **Toyota Gazoo Racing WRT** 548; 2 **Hyundai Shell Mobis WRT** 432; 3 **M-Sport Ford WRT** 287.

RACE RADIO



KENWOOD

Autotel Digital Race Radio

Professional Team Radio System For All Budgets

www.autotel.co.uk 26 years in Motorsport **0044 (0)1508528837**

INSURANCE



Motorsport Insurance Specialists

Save money on your insurance
reis.co.uk | 0115 965 1040

MEMORABILIA

UNIQUE COLLECTION - 63 YEARS OF AUTOSPORT

- More than 3,150 magazines - 1960 to 2022 inclusive.
- Fantastic reference library for historian, author or journalist.
- Collection located in Melbourne, Australia.
- \$AUD 1 per magazine, plus packing and shipping.

Call Chris on +61 471 370 224 or email chris@caterhamcars.com.au

RACE PREPARATION

AUTHORISED DISTRIBUTOR

OMP **YBRACING**

WWW.YBRACING.COM

MEMORABILIA

EXTENSIVE (VERY) COLLECTION OF MOTORSPORT MAGAZINES

- Motor Sport every month's edition from September 1959 to present.
- Autosport every week's edition from September 1959 to 2015 then some weeks missing.
- Numerous editions of Motor Racing and F1 magazines including some Australian Motor Sport Magazines from the early sixties
- Stored in 13 Wooden Tea Chests, Collection from Derbyshire.

Reluctant Sale £2500 O.N.O. - email brian.stone@sky.com

RACE PARTS

Gearboxman.com

COMPETITION TRANSMISSION SERVICES

Gearboxes & Axles for Road, Race, Rally and more

Telephone: 01582 840008 Fax: 01582 840007

TRAILERS & TRANSPORTERS



www.WOODFORDTRAILERS.com

RACE PARTS

ARE DRY SUMP SYSTEMS

ARMSTRONG RACE ENGINEERING INC.

WWW.DRYSUMP.COM (916) 652-5282

RACE PARTS



PartBOX

Performance and Tuning Parts

Leading performance brands online

www.part-box.com

TRAILERS & TRANSPORTERS



RV SALES AND SERVICE

RACE PARTS

Passionate About Motorsport

JJC race and rally

www.jjcraceandrally.com

RACE PARTS



Starting solutions for the professional motorsport industry

www.arkracing.com

Designed and developed for WEC, WRC, WRX, GP2, F1, F2, F3, Indycar, NASCAR, Rally 1 & 2, Race and Historic Motorsport

T: +44 (0)845 557 7408
E-mail via our websites contact form.



TO ADVERTISE IN AUTOSPORT CLASSIFIEDS PLEASE CONTACT OUR ADVERTISING SALES MANAGER

Laura Crawte
T: (0)1233 228754
E: laura@tandemmedia.co.uk



motorsport
JOBS



UPLOAD YOUR CV



SET JOB ALERTS



APPLY FOR JOBS



- Search over 1,000 open vacancies
- Search the best Formula One jobs
- Upload your CV and let recruiters find you
- Apply for jobs with just one click

SCAN HERE



Register at motorsportjobs.com today



motorsport
NETWORK

Motorsport Jobs
- A Motorsport
Network Company



PROJECT COORDINATOR
Alpine F1 Team

We are looking to recruit a Project Coordinator within our Programme Management function at Enstone. This newly formed position will be responsible for the integration of the dedicated projects within the wider business.

The Role

The role will require you to liaise with teams across Aero, Vehicle Performance Group, the Engineering Office and Operations. You will be responsible for planning and scheduling of Formula 1 projects in line with the high level programme plans within your assigned section. You will drive communication throughout engineering and operations via planning meetings and ad-hoc comms to ensure alignment throughout the department including communicating daily status of Formula 1 projects. You will hold stakeholders accountable for delivery to agreed timing on projects. Where unable to deliver, work with stakeholders to create mitigation/ resolution plans. You will also raise works orders/ Ensemble tasks to ensure plans are enacted within Production and Technical areas in line with planning

Our offer to you

What we offer in return for your hard work and dedication we offer a team who is truly ambitious with their goals, with a unique and friendly working environment and competitive remuneration – including pension, free onsite gym, subsidised restaurant and many others.

Alpine Racing strives to be diverse and inclusive, a place where we can all be ourselves. We welcome people from all backgrounds, ethnicities, cultures, and experiences. We are committed to making a consistent, top down effort to be role models on what diversity, inclusion and belonging means in society.

To apply now visit www.motorsportjobs.com



EMBEDDED SYSTEMS DEVELOPMENT ENGINEER
FORMULA 1
Audi Formula Racing

Our mission

You are responsible for developing the low-level abstraction layers for our control unit software and implementing real-time operating systems on our control units, e.g. for the converter or battery management system in our Formula 1 power unit.

- Develop basic low-level software/firmware and hardware drivers (SPI, SMBus, CAN, etc.)
- Expand and maintain our existing Linux system
- Program different microcontroller architectures
- Support colleagues in the integration of application software (Matlab/Simulink) in the target hardware (automation etc.)

Your profile

- University degree in computer science, electrical engineering or similar
- Experience in the development of low-level software (e.g. ARM, Zynq UltraScale+ MPSoC)
- Knowledge of embedded system development including bare metal programming and via RTOS platforms
- A high degree of proficiency in embedded C/C++ or related design types
- Basic knowledge of Matlab/Simulink and its interface in the operating system
- Targeted, independent and structured working practices
- Full professional proficiency in German or English and a willingness to learn a basic level in the corresponding other language are prerequisites

To apply now visit www.motorsportjobs.com



RF ENGINEER
Formula One

Every one of the people working behind the scenes of Formula 1 are vital to keep the wheels turning. The role of RF Engineer is an important part of our Track Systems team.

Experienced in RF installations, you will have thorough knowledge of radio frequency technology including COFDM modulation schemes, spectrum analysis, spectrum management.

About the role:

- Deploy, commission, and decommission RF installations around Grand Prix circuits. Working at heights of up to 5m using climbing safety harness.
- First hand support for track side systems including: FIA marshalling, Telemetry, data acquisition and timing as well as paddock systems and F1 team integration.
- Configure and support the systems enabling the distribution of onboard video multicasts and telemetry data to clients.
- Video and data signal analysis, optimising performance and ensuring a clean output.
- Project design, implementation and documentation to the highest standards providing reliable and resilient technical solutions.
- Support and liaise with other departments/customers, to fault-find problems or provide solutions to requests as they arise.
- Take ownership of business areas and operational relationships to act as a point of contact for technical advice, fault reporting and repair feedback.
- Collaboration with stakeholders to create and maximise efficiencies and optimised technical solutions whilst utilising existing available resources.

To apply now visit www.motorsportjobs.com



HEAD ENGINEER
M-Sport

Operating a renowned global motorsport business with state-of-the-art facilities at home and winning performances around the globe, M-Sport UK provide the engineering expertise behind an award-winning range of competition cars and has become an industry leader with success across some of the industry's most acclaimed motorsport series.

The Role

With our business growing, we have an exciting opportunity for a Head Engineer. Reporting to the Chief Engineer, responsible technically for one of M-Sport UK's motorsport projects, the Head Engineer will lead a team and apply engineering knowledge and principles to devise innovative solutions to unique problems.

This role will require the individual to provide technical leadership and line management to the team, coordinating and overseeing their workloads, providing support to ensure that the team delivers, monitoring any issues, and ensuring timescales, KPIs and deadlines are met in order to meet the requirements of the project.

The role and responsibilities include:

- Support the Programme Manager in achieving business targets.
- Providing vision, strategy, policies, processes, and procedures to improve the project and product performance.
- Lead continuous improvement.
- Analyse data provided from tests and experiments to gather knowledge and understanding, and to continue to develop the product.
- Manage product and technology development planning.
- Review competitors' solutions.
- Perform root cause analysis and resolve problems.

To apply now visit www.motorsportjobs.com



motorsport
JOBS

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact james.robinson@motorsport.com or call +44 (0)7717 883 990



motorsport
JOBS



GRADUATE MACHINE LEARNING ENGINEER
Mercedes F1 Team

At the Mercedes-AMG Petronas Formula One Team, a group of passionate and determined people work to design, develop, manufacture and race the cars driven by seven-time World Champion Lewis Hamilton and rising star George Russell. Whether working in our Operations, Technical, Race or Business Support functions, we are all in and aspire to build the greatest team in the history of our sport.

The role:

We have an exciting opening for a Graduate Machine Learning Engineer to join our Aerodynamics Department. Reporting to the Senior Data Scientist – Aerodynamics, you will help pioneer the development of machine learning models that improve our aerodynamic development process

Your responsibilities will include:

- Developing and supporting Machine Learning (ML) models to improve our aerodynamic development process
- Setting-up robust and automated pipelines for data gathering, cleansing and wrangling
- Using data gathered from a range of sources, including Computational Fluid Dynamics, wind-tunnel measurements and vehicle testing, to develop and validate ML models
- Communicating progress while working on multiple projects in parallel
- Proactively coordinating the completion of work items
- Providing assistance to team members who are using ML tools or engaging in data science projects

To apply now visit www.motorsportjobs.com



motorsport
JOBS



SENIOR DESIGN ENGINEER
Radical

You will be an experienced Designer looking to step up into a Senior Designer role. This opportunity is to design the next generation of Sports car for the world's biggest purpose-built race car manufacturer. You will see your designs through from concept to track testing and production. Additionally supporting the optimisation and development of the current range, you will put your stamp across the product range playing a pivotal part in the success of the brand.

Primary responsibilities:

- Create and release accurate models and drawings to Radical standards and processes
- Concept design through to detailing of all areas of race vehicles including but not limited to suspension, chassis, bodywork, cooling, aerodynamics, drivetrain installation & tooling design.
- Creation of 2D drawings for manufacture of machined, fabricated and composite components/assemblies targeting GD&T standards.
- Be able to exercise independent technical judgement using sound engineering principles and appropriate experience.
- BOM creation and management/ update following Radical PCN processes through to ERP integration.
- Maintain agreed project deadlines and provide regular feedback and/or reports on progress
- Liaising with internal/external suppliers & occasionally dealers to ensure design intent is realised
- Interact with Radical Production Engineers, suppliers and the Build Technicians to ensure that the designs are fit for purpose
- Some international travel may be required

To apply now visit www.motorsportjobs.com



motorsport
JOBS



SENIOR SOCIAL MEDIA MANAGER
Red Bull Racing

For many fans of Formula One, the sport exists between lights and chequered flag on a Sunday afternoon. It begins and ends with the exploits of the drivers on the track. But this is merely the tip of the spear. The reality of modern F1 is that of a complex and intertwined operation, every part of which needs to perform near its limit if success is to be achieved.

Job Description

We have a fantastic opportunity for a Senior Social Media Manager! The role of the Senior Social Media Manager involves implementing an exceptional social media strategy. They consistently assess performance against the agreed-upon strategy and KPIs, striving for superior performance across all channels under the purview of the Red Bull F1 Marketing Team.

This position also oversees the execution and direction of the F1 Teams' social team and output. The role involves leading a pair of social media channel specialists and requires a considerable amount of international travel.

Main responsibilities you'll find with this role:

Play a leading role in driving awareness and fan engagement, ensuring this is consistently top of mind in all our social communication output, optimising our drive to convert our managed audience to owned. Help develop and implement the role and strategy for each channel, specific to the relevant F1 Team accounts and tone of voice, defining its purpose and ensuring activity ladders up to achieving key fan engagement and wider commercial goals. Develop and drive social communication plans for significant brand or business moments. Conduct a review of partner content activity every six months, with a specific focus on demonstrating the value created for our partners.

To apply now visit www.motorsportjobs.com



motorsport
JOBS



VEHICLE BUILD TECHNICIAN
TWR

TWR Performance is an automotive design, engineering, and manufacturing organisation specialising in the production of high-end sports cars with the perfect balance of performance, style, functionality, and quality.

As part of our continued growth, we are currently looking for a Vehicle Build Technician to join the team. Your main responsibilities will include:

- Complete prototype/low volume & high performance vehicle preparation, build and assembly.
- Preparation and operation of vehicles for testing and development purposes.
- Interaction with Design and Engineering teams to realise project targets.
- Consulting on and resolving build and quality issues.

We're looking for a self-motivated team player with a positive and enthusiastic attitude.

You should have a good knowledge and experience of all vehicle components and sub-structures, as well as be able to undertake vehicle assembly tasks with minimum guidance. You should be able to work from your own initiative as well as read and understand engineering drawings, and understand basic inspection and measurement tools.

Benefits

Competitive Salary (DoE)
Paid Overtime
28 Days Holiday
Pension Scheme

To apply now visit www.motorsportjobs.com



motorsport
JOBS

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact james.robinson@motorsport.com or call +44 (0)7717 883 990

THAT FANTASTIC FEELING



- **OUR “PARADISE”** surroundings have recently become a **UNESCO** geopark!
- Watch the onboard video on our web site, turn on the music . . . **get the vibe!**

+ TOP QUALITY EXCLUSIVE TESTING FROM 4K€ per day

+ **VIP EVENTS OUR SPECIALITY** + 24 HOUR TESTS

+ CONFIDENTIAL TESTING/FILMING + OUR FAMOUS SAFARI TOURS!

PLUS OUR TOTAL PASSION & DEDICATION



[www. guadixcircuit.com](http://www.guadixcircuit.com)

GRANADA / SPAIN.



FF1600 racing set to return to Lydden Hill

AUTOSPORT NATIONAL

CLUB RACING • HISTORICS • FEATURES

The champions!

A guide to the drivers who enjoyed club racing success in 2023



All of the **Mallory Park** PlumPudding fun



Chadwick to race Mustang at **Goodwood**



Special SpeedFest **Ford** vs **Chevy** contest planned

AUTOSPORT

The race is on!
The new season will
arrive before you know it



Try 6 issues for just £6

Get this exclusive offer here

www.autosportmedia.com/offer/ASPJAN24

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 6 weeks, your subscription will continue at £16.99 a month for the print and digital bundle. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK subscription price. Offer ends 31st January 2024



Chadwick to race Mustang at Goodwood

GOODWOOD MEMBERS' MEETING

Three-time W Series champion Jamie Chadwick is due to make her Goodwood race debut at this year's Members' Meeting in the special Ken Miles Cup contest that commemorates the 60th birthday of the Ford Mustang.

Chadwick, who was 12th in the 2023 Indy NXT points and continues in the series this season, has been a regular at the Goodwood Festival of Speed in recent years, including sampling historic Formula 1 machinery for

the first time in 2021 when she drove a Williams FW08 up the hill. As well as competing in the Ken Miles Cup, she is due to race in the Gordon Spice Trophy for Group 1 touring cars at the 13-14 April event.

"I have great memories of Goodwood as the place where I first drove a Formula 1 car a couple of years ago at the Festival of Speed," said Chadwick. "I'm looking forward to getting to grips with the high-speed circuit and having some fun out on track – especially in a Ford Mustang!"

The Duke of Richmond added: "I am so

pleased that Jamie is able to join us at the Members' Meeting. It's been wonderful to see her showcase her incredible talent on the hill at the Festival of Speed, and I'm delighted she will be making her Goodwood racing debut here with us as we celebrate 10 years of the modern Members' Meeting."

Both of Chadwick's outings will come in races where the entire grid will be powered by sustainable fuels, ahead of the whole Goodwood Revival event in September being run on more environmentally friendly fuels.

Gold Cup headlines HGPCA's 2024 calendar

HGPCA

The Historic Grand Prix Cars Association has announced an attractive calendar of UK and continental fixtures for 2024, with the 70th anniversary Oulton Park Gold Cup a focal point.

The Vintage Sports-Car Club's Spring Start on Silverstone's National circuit on 21 April gives home members an opportunity to blow away the winter cobwebs

and shake down cars before venturing further afield.

Races at the Zandvoort Historic Grand Prix – a regular haunt for the past decade – in June and Brno in the Czech Republic in July presage a return to the Gold Cup on 26-28 July.

Showcasing the Cooper-led front to rear-engined revolution of the late 1950s and screaming 1500cc V8s to 1965, committed HGPCA racers always wow spectators at Oulton, where 2024's event



celebrates 70 years since its first non-championship F1 race in 1954, won by Stirling Moss (Maserati 250F).

The Nurburgring's Oldtimer GP and Silverstone Festival are August's grand tour stops, prior to September's Spa Six Hours.

From Belgium, the circus heads to the Iberian peninsula for races in Spain and Portugal's Algarve Classic Festival a week apart at the end of October. All meetings feature double-header formats.

MARCUS PYE



STEVE JONES

Lydden outing for FF1600 as season starts at Silverstone

UNITED FF1600

Formula Ford 1600 is to return to Lydden Hill for the first time in over 15 years this season, with the United FF1600 championship due to visit the Kent circuit in June.

The single-seaters have not featured at Lydden since the demise of the South East Motor Sport Enthusiasts Club series, but the venue has been named on an eight-event United calendar that begins at Silverstone in April with the Jim Walsh Trophy and also includes trips to Donington

Park, Brands Hatch, Castle Combe and Snetterton.

The Lydden round is part of a MotorSport Vision Racing-organised event that is also due to feature the Trackday Championship and Trackday Trophy. United FF1600 promoter James Beckett said he was keen to visit at least one circuit outside of the norm.

“The Champion of Brands faithful have been delighted by the news,” said Beckett of Lydden’s inclusion. “I like the quirky and am an enthusiast of smaller venues. I think visiting Lydden in June will prove to be

a real cracking weekend – a lot of people who will race that weekend will never have been to Lydden before. People like John Svensson from Belgium are happy as it’s nearer for overseas drivers than Brands Hatch and it’s nice to give competitors the chance to race somewhere else.”

After the British Racing & Sports Car Club’s decision to no longer organise the National championship, United FF1600 will be the sole multi-venue series for modern Formula Ford machinery in England. One of the factors that contributed to

the National series’ difficult final season in 2023 was numerous clashes between it and GB4, something Beckett has avoided entirely with the 2024 United schedule.

“I think it’s really important for teams that have an association with GB4/GB3 and FF1600 to not have any clashes – it helps with their staffing, transport and logistics,” he said. “FF1600 is a leading enthusiasts’ category and is a good schooling before going to GB3/GB4. We worked hard to make sure there were no clashes.”

STEPHEN LICKORISH

Waberski swaps teams for GB3 sophomore campaign

GB3

GB3 Championship racer Jarrod Waberski will contest a second season in the series, and has joined Elite Motorsport for the upcoming campaign.

The 18-year-old South African finished ninth overall in his maiden season of GB3 with Fortec Motorsports, with a single podium at Spa. Waberski raced in GB4 in 2022, finishing runner-up in the standings with four wins.

“My main goal is to win the championship,” said Waberski, who has been testing with Elite and whose father Garth raced in British Formula 3

in 1995. “It will be tough as there is always a super-strong and competitive field in GB3, but I believe Elite and I can definitely win it. The biggest thing I learnt last year was how important it is to be consistent and how important it is to maximise each race.

“Everything just clicked when I joined Elite, with the car and with the whole team. Straight from the first session, I felt at home in their car. It’s nice to be back with the team that I had my first ever test with in 2019, in a Ginetta Junior, and so it feels like I’m returning home.”

Team boss Eddie Ives added: “It’s



JEP/MOTORSPORT IMAGES

South African is
aiming for GB3 title

been a few years in the making trying to sign Jarrod and we have got so close for the past few years with various different squads. Having done one of his first days out of karts and in a car back in 2019, we know how talented Jarrod is.”

Young Briton showed strong pace at Macau during the F4 races



MACAU GRAND PRIX

Ginetta Junior star Slater joins Prema for Italian F4 attack

FORMULA 4

British rising star Freddie Slater will race in Italian Formula 4 this season with leading squad Prema Racing.

The 15-year-old impressed greatly during his first full season of car racing in 2023, dominating the Ginetta Junior championship to seal the title with 16 wins from 21 starts before competing in British F4 with Double R Racing, taking a best result of fourth.

Slater has already raced with Prema in Euro 4, and also starred towards the front of the Macau F4 race with the Italian team, taking second in the qualification race and ninth in the final after suffering electrical problems.

“Being part of Prema is a massive thing

for me – I’m really excited to get going with them in 2024,” said Slater, who was voted as Autosport’s 2023 National Driver of the Year. “We are working very hard over the winter to be the best versions we can be, the team and myself. They are putting a lot of trust into me and, hopefully, I can deliver, and I wouldn’t want to do it with any other team.”

Prema team principal Angelo Rosin added: “Freddie made an impressive team debut last year and was competitive within an experienced pack of drivers. He definitely showed great promise but, obviously, we still have work to do together ahead of a season we expect to be particularly competitive. We look forward to supporting him as he moves forward.”

Hart and Ellis at Elite for Juniors

GINETTA JUNIOR

Ginetta Junior podium finisher Charlie Hart will remain with Elite Motorsport for a second season this year.

The 15-year-old took seventh overall in last year’s standings with five podiums during the campaign, his first in car racing after graduating from karting.

“After learning a great deal in my first full Ginetta Junior

season, I now know what is needed to win and am totally committed to taking the number one spot in 2024, both for myself and the team,” he said. “One of the biggest things I learned last year was that you have to be committed on and off the track at all times and that you need to be totally focused in making no mistakes to win races.”

Nickolas Ellis will also race full-time for Elite this season

in Ginetta Junior. He contested the last six races of 2023, achieving a best result of ninth in the Donington Park finale.

The 16-year-old, a former sailing world champion from the Isle of Man, has also come from karting, and missed the first half of last season due to his GCSEs. “My goal in Ginetta Junior is to be a positive force in the team and a key part of Elite’s success,” he said.

BEC ENTRIES CONFIRMED

Bobby Trundle and Aaron Morgan will compete together in the British Endurance Championship this season aboard a Team Brit-run McLaren 570S GT4. The pair have raced together in British GT, as well as the McLaren Trophy in Europe over the past two years. Meanwhile, Witt Gamski will return to racing after six years away in his Bentley Continental GT3 Gen 2. He has won the Britcar title three times, including the 2010 edition of the 24 Hour race.

GILBY F1 CAR BACK OUT

The 1961 Gilby-Coventry Climax Formula 1 car was back on track at Donington Park at the end of last year, with Kyle Tilley behind the wheel. Originally driven by Keith Greene, son of Gilby Engineering boss Syd, the car contested a number of non-championship F1 races and finished 15th in the 1961 British Grand Prix.

STEP UP FOR HALL

Max Hall will race full-time in the Mini Challenge in 2024 after joining reigning champion team Excelr8 Motorsport. The teenager made his debut in the Mini Challenge Cooper class last term as the reigning Junior Saloon Car champion and secured two race wins on his way to seventh position in the standings. He also made his debut in the top JCW class at the Brands Hatch finale. “Considering I went into that weekend with no testing, scoring a top-10 finish was amazing, and it only left me more determined to try and make the step up in 2024,” said Hall.

IRISH MINI TASTER DAY

A taster day for the Irish Junior Mini Challenge was held at Mondello Park last month. Ten teenagers sampled the Mini racer, with Macau TCR race winner Max Hart and Junior World Rally Championship star Eamonn Kelly on hand to give the drivers guidance (below). Entries to the championship are subsidised by the circuit, and this was the latest free test day designed to help build interest for 2024.



Special Ford v Chevy races for SpeedFest

AMERICAN SPEEDFEST

Special Ford-versus-Chevy races featuring American muscle cars are due to be held at this year's American SpeedFest at Brands Hatch as part of the latest initiative from the organisers of the popular Bernie's V8s and Historic Outlaws category.

A series of races celebrating the Corvette's 70th anniversary were held last season, but now attention is turning to two of the US's greatest car manufacturers. Two sprint races are due to be held at the 8-9 June event, but other competitions will also determine whether Ford or Chevy is the overall winner. Points are set to be awarded in several extra categories alongside on-track performance, including for the best presented and most popular cars, chosen by fans.

The races are due to be open to historic cars only, but muscle cars from other American manufacturers will also be eligible to take part.

"I watched the Ford v Ferrari movie and



A wealth of American beasts are set to enter

GARY HAWKINS

thought what a great way to host a race," explained organiser Simeon Chodosh about the idea behind the contest. "We want something that's a bit of fun and we want to make this into a big deal – we're trying to get the spectators involved. SpeedFest is a mega event and it gets bigger every year and is a lot of fun. Every person we've spoken to is saying, 'I really want to be a part of that.'"

Chodosh explained that entries to the races will be given on an invitation-only basis to ensure suitable cars are used. While Ford

Mustangs and Chevrolet Camaros are likely to be among the stars, GT40s, Falcons, Galaxies and Corvettes could all feature among a diverse entry. "We want to try and get some old Cobras involved," Chodosh added. "We're confident we're going to get a good grid and we've got some cars coming from Europe – it's exciting."

Chodosh will act as team captain for the Chevy contingent while Boss Mustang racer Chad Donner will head the Ford battalion.

STEPHEN LICKORISH

Guards Trophy to celebrate anniversaries in 2024



It's due to be a landmark year for the Guards Trophy

STEVE JONES

GUARDS TROPHY

Several major anniversaries are due to be celebrated this season as part of the Guards Trophy for 1960s sports-racers and GTs.

Sixty years of the original Guards championship will be commemorated, alongside 50 years of this machinery forming part of the Historic Sports Car Club's portfolio. The 60th birthdays of the Lotus Elan 26R and TVR Griffith – two cars that have enjoyed plenty of success in the series – will also be celebrated at the Snetterton and Thruxton rounds respectively.

"The Guards Trophy has long been one of the HSCC's core championships and is set for another excellent season in 2024," said HSCC CEO Andy Dee-Crowne. "It would be really good to have 60 cars racing across the season in which we will celebrate three 60th anniversaries."

ANGELO R. DRIVE

I'VE GOT A GOOD FEELING ABOUT 2024!

HAPPY NEW YEAR!

AS IN COMPLETING A RACE, MAYBE EVEN GETTING A PODIUM FINISH... OR DARE I SAY WINNING A RACE?

WELL I WOULDN'T GO THAT FAR, I WAS THINKING OF HAVING AN ACCIDENT-FREE YEAR... AND SURVIVING IT!

HAPPY NEW YEAR!

11-14 January, 2024
AUTOSPORT INTERNATIONAL
Birmingham NEC
ANGLO AMERICAN OIL COMPANY
Hall 3 - STAND 3390

+44 (0) 1929 551557
www.aaoil.co.uk



Building for the future

The Aston Martin Autosport BRDC Award finalist recalls his title-winning GB3 season and the vital experience he gained last year

CALLUM VOISIN

I was very happy with the 2023 season. Entering my second year in the GB3 Championship, and second in single-seaters, there was a lot of expectation around me regarding my results because the year before, when I finished fourth in the standings, was quite good considering my lack of experience. We came out with the result that we set out to achieve, which was to win the title.

At the start of the season we perhaps weren't the fastest, but the main thing that we did very well – better than everybody else – was that we'd always pick up points, and we'd always make the most of any opportunity that would come to us. If that meant we weren't the fastest, then we'd settle for second, that was fine, whereas the year before I would just try and catch the driver ahead and end up spinning or crashing. Making the most of the opportunities that came along and sometimes settling for a result is better than a DNF, especially in GB3.

Brands Hatch was probably the round where I solidified my position at the top of the championship. Donington Park was my best points haul, but Brands Hatch was a bit of a turnaround in terms of pace, and finishing P1 and P2 in the races was great. It was important to extend my championship lead, especially when Joseph [Loake] was so fast that weekend as well. On a personal level, the race there in 2022 was my worst by a mile, so to come back and make it my first win of 2023 was pretty special.

I didn't do much differently ahead of the race weekends this year. I naturally upped my training, to be prepared for the next

step, and in terms of simulator work we did things very similarly as it seemed to work. We knew that we had a good package at Rodin Carlin and that it was a winning combination, so from my side it was mostly about maximising that, which is something that I struggled with in 2022. Getting off to a good start to the season was important too, scoring two podiums at Oulton Park.

It was amazing to be part of the Aston Martin Autosport BRDC Young Driver of the Year Award shootout. There's nothing else like it. It was a completely different experience compared to what I'm used to. The whole environment with taking your phone away, not being put out back-to-back against anybody, and not knowing what the others are doing is quite weird, really. But it was an amazing experience, and I loved the fact that we got to drive some cars I've never driven before, especially the Formula 2 car, which is not old, but an older car, and I really enjoyed how much power it had.

There was plenty that I learned from the two days, as I think an important skill to have as a racing driver is being able to adapt, and we had everything thrown at us, trying out the different cars from completely different disciplines. If you then mix that with the changeable weather conditions, it probably showed which one of us was able to adapt the best and get used to the cars quickly.

All the judges were extremely helpful and, after each session, they'd come back and give us a few words of advice. I probably spoke to Johnny Herbert the most as I had a good chat with him at dinner on the Wednesday night. Getting two days at Silverstone pretty much to yourself was great. It was a shame not to win it but, regardless of the result, it was a brilliant experience. Whatever the future holds, the experience in the single-seater, LMP3 and GT3 will all put me in a good position. It's almost futureproofed everything for me as I've got relevant experience in all types of cars, which I can carry forward with me.

It's been great to be a BRDC SuperStar and being able to work with Andy [Meyrick] and the other SuperStars. Being able to learn from them is valuable, because a lot of them are where I want to end up in two or three years' time. Being able to train with them, seeing what they do and how they go about things is great. Knowing that you can just call up anybody in the BRDC to ask for any advice is a real help as there are loads of drivers who you can contact. Being able to stand on the main stage at the British Grand Prix was also a very special moment, which I won't forget.

I haven't signed anything for 2024 yet. There are a few options and it's looking good. I'm pretty happy with what I have at the moment and we're just waiting for information from teams and sponsors, finalising the budgets and things like that. There are a few things in the pipeline in both single-seaters and prototypes, so we'll see, but whatever it is, it will be in Europe. ✎

“It's almost futureproofed everything for me as I've got experience in all types of cars”



2024 SEASON

EUROPE'S BEST WINTER SERIES

GEDLICH
racing

PORTUGAL + SPAIN

*Racing from January to March
on the best tracks in Portugal + Spain*

GTWS
WINTER SERIES

For GT3, GT2, Porsche Cup,
Ferrari Challenge
and Lamborghini Super
Trofeo cars



GT4
WINTER SERIES
SRO LICENSED SERIES

For GT4 cars only
Separate class
for Cayman GT4
Clubsport



PTWS
PROTOTYPE WINTER SERIES

For Class 3: Ligier JSP320,
Ginetta G61 LTP3, Duqueine
D08, Adess 03 Evo (Class 3)
Class 4: Ligier JSP4
Class N: Nova NP02



FWS
FORMULA
WINTER SERIES

For Formula 4 cars
with Tatuus chassis
and Abarth engine



GT + GT4 WINTER SERIES

- 11/12 Jan Estoril /P - Test days
- 13/14 Jan Estoril /P - Race days
- 18/19 Jan Portimão /P - Test days
- 20/21 Jan Portimão /P - Race days
- 8/9 Feb Jerez /E - Test days
- 10/11 Feb Jerez /E - Race days
- 15/16 Feb Valencia /E - Test days
- 17/18 Feb Valencia /E - Race days
- 29/1 Mar Aragón /E - Test days
- 2/3 Mar Aragón /E - Race days
- 7/8 Mar Barcelona /E - Test days (tbc)
- 9/10 Mar Barcelona /E - Race days (tbc)

PROTOTYPE WINTER SERIES

- 11/12 Jan Estoril /P - Test days
- 13/14 Jan Estoril /P - Race days
- 18/19 Jan Portimão /P - Test days
- 20/21 Jan Portimão /P - Race days
- 29/1 Mar Aragón /E - Test days
- 2/3 Mar Aragón /E - Race days
- 7/8 Mar Barcelona /E - Test days (tbc)
- 9/10 Mar Barcelona /E - Race days (tbc)

FORMULA WINTER SERIES

- 8 Feb Jerez /E - Test days
- 9/10/11 Feb Jerez /E - Race days
- 15 Feb Valencia /E - Test days
- 16/17/18 Feb Valencia /E - Race days
- 29 Feb Aragón /E - Test days
- 1/2/3 Mar Aragón /E - Race days
- 7 Mar Barcelona /E - Test days (tbc)
- 8/9/10 Mar Barcelona /E - Race days (tbc)

Additional race test days are bookable!



Kell's Sierra defied the Civics in opener but spun out of the lead of race two

Saloon racers produce a Christmas cracker at Mallory

MALLORY PARK
750MC PLUM PUDDING
26 DECEMBER

A huge crowd, some of whom queued for hours, witnessed the final UK motor racing of 2023 at Mallory Park's traditional 750 Motor Club-organised Plum Pudding event, with a strong grid of Saloon Cars in particular providing a spectacle suitable for the occasion.

Nick Cristofaro took the lead of the opening race by driving his Honda Civic Type R around the outside of the similar car of front-row starter Andrew Idoine at Gerard's Bend on the first lap, but he was soon passed by Daniel Kell's spectacular Ford Sierra XR4x4. The pair stayed within

a second of one another for much of the race, the battle intensifying amid traffic in the closing stages, but the Sierra held sway. Carl Swan had been heading for third place in his Civic before he was shown the black-and-orange flag, promoting Simon Tomlinson's VW Golf GTI, which had used traffic to get the better of the Audi TT of Leon Pegg.

The second race took two attempts to get going, with Pegg and Barney Lower (BMW 318ti) both casualties from the first reversed-grid start. At the second time of asking, Martin Riman blasted through from row three to lead in his Fiat 127 GT, 31 years after the car was a winner at Mallory in the hands of Gary Vernon. It was short-lived, of course, with Kell

assuming the advantage at the start of lap two, but he was pushed very hard by the flame-spitting Mazda RX-8 of Mike Ritchie, until the Mazda spun at Gerard's as Cristofaro bore down on him.

Three tours later, while attempting to lap four cars, Kell got a wheel on the grass approaching Devil's Elbow and spun into the gravel, handing 2 Seas Motorsport GT team boss Cristofaro the lead and eventual victory. Tomlinson was second, while there was great reward for the efforts of Thomas Burgess who, after missing race one, fixed his Ford Escort Mk2 to take third.

Rob Warner with his Caterham Seven 310R was the initial leader of the first Sports Car race but Mike Sanford, in the Rob Boston Racing-run Ginetta G55, outpowered him on Stebbe Straight on lap three and didn't look back. Edward Moore climbed from the rear of the field to take second in the Tockwith Motorsport G40.

Boston himself took the wheel in race two, lapping the whole field and setting Mallory's best lap of the year – 46.199s (105.20mph) – in the process, with Moore and Warner again completing the podium.

IAN SOWMAN



1950s LOTUS BATTLES The oldest car taking part in the Plum Pudding races was Charles Angrave's Lotus Mk6, restored over the past 12 months by its owner after 30 years resting in a barn. Angrave did three Equipe 50s events in 2023 and aims to continue in 2024, with hope of a Goodwood invitation. At Mallory, he enjoyed two sixth places, spending much of the time battling with Chris Fantana's MX-5.

RACE WINNERS

SALOON CARS

Race 1 Daniel Kell (Ford Sierra XR4x4)

Race 2 Nick Cristofaro (Honda Civic Type R)

SPORTS CARS

Race 1 Mike Sanford (Ginetta G55)

Race 2 Rob Boston (Ginetta G55)

For full results visit: tsl-timing.com

ALL PICS: STEVE JONES

The 2023 club racing champions

From single-seater stars to sportscar supremos, and everything in between, a wealth of title winners were crowned during the national motorsport season

Compiled by Stefan Mackley and Stephen Lickorish

750 MOTOR CLUB

750 FORMULA CHAMPIONSHIP

Peter Bove (Darvi 88P)

ALFA ROMEO CHAMPIONSHIP

James Ford (156)

ARMED FORCES RACE CHALLENGE

Jonathan Candler (Peugeot 306 GTI)

BIKESPORTS CHAMPIONSHIP

Leon Morrell (Radical SR3)

BMW CAR CLUB RACING CHAMPIONSHIP

Steve Schweikhardt (E46 330)

CLASSIC STOCK HATCH CHAMPIONSHIP

Stewart Place (Peugeot 205 GTI)

CLIO SPORT CHAMPIONSHIP

Chris Lawrence (182)

CLUB ENDURO CHAMPIONSHIP

Scott Parkin/Daniel Silvester (VW Golf TDI)

F1000 CHAMPIONSHIP

Thomas Gadd

FORMULA VEE CHAMPIONSHIP

Matthew Hyde (AHS Dominator)

HOT HATCH CHAMPIONSHIP

David Drinkwater (BMW Compact)

LOCOST CHAMPIONSHIP

Craig Land

MA7DA CHAMPIONSHIP

Jonathan Lisseter

MX-5 CUP

Jordan Johnson

SPORTS 1000 CHAMPIONSHIP

Ryan Yarrow (Spire GT3S)



OLLIE READ

Sharpe's Midget prevailed in MGOC

SPORT SPECIALS CHAMPIONSHIP

Neil Turner (Caterham Seven)

TOYOTA MR2 CHAMPIONSHIP

Adam Lockwood (Roadster)

TYPE R TROPHY

Joe Jessup

BRITISH AUTOMOBILE RACING CLUB

2CVs

Kris Tovey

BRITCAR TROPHY

Rhys Lloyd/Jack Meakin (Renault Clio Cup)

BRITISH ENDURANCE CHAMPIONSHIP

Brad Thurston/Daryl DeLeon/Adam Hatfield/
Alex Sedgwick (Porsche 991 Cup)

BRITISH F4 CHAMPIONSHIP

Louis Sharp

BRITISH TRUCK RACING CHAMPIONSHIP DIVISION 1

Ryan Smith (Daimler Freightliner)

CATERHAM ACADEMY

Green Nick Highton

White Daniel Neale

CATERHAM GRADUATES

Sigma 135 Ben Wheatley

Sigma 150 Harry Senior

Sigma Daniel Livingstone

CATERHAM ROADSPORT CHAMPIONSHIP

Ben Timmons

CATERHAM SEVEN 270R CHAMPIONSHIP

Freddie Chiddicks

CATERHAM SEVEN 310R CHAMPIONSHIP

Jack Sales

CATERHAM SEVEN UK CHAMPIONSHIP

Lewis Thompson

CNC HEADS SPORTS/SALOON CHAMPIONSHIP

Ian Bamber (Ginetta G20)

GINETTA GT ACADEMY

Nick White

GINETTA GT CHAMPIONSHIP

Luke Reade (G56)

GINETTA JUNIOR

Freddie Slater

JUNIOR SALOON CAR CHAMPIONSHIP

Daire Flock



Jessup dominated the Type R Trophy

STEVE JONES



- KUMHO BMW CHAMPIONSHIP**
Kevin Denwood (E46 Compact)
- LEGENDS CARS NATIONAL CHAMPIONSHIP**
Will Gibson
- LEGENDS CARS ELITE CUP**
Connor Mills
- MGOC CHAMPIONSHIP**
Will Sharpe (Midget)
- MINI CHALLENGE CLUBSPORT**
Stephen Berry (Cooper S)
- MINI CHALLENGE JCW**
Dan Zelos
- MINI CHALLENGE TROPHY**
Tom Ovenden
- PICKUP TRUCK RACING CHAMPIONSHIP**
Reece Jones
- PORSCHE CARRERA CUP GB**
Adam Smalley
- PORSCHE SPRINT CHALLENGE GB**
Joe Warhurst

BRITISH RACING & SPORTS CAR CLUB

- BMW COMPACT CUP**
Gareth Claydon
- BRITISH GT GT3**
Dan Harper/Darren Leung (BMW M4 GT3)
- BRITISH GT GT4**
Matt Cowley/Erik Evans (Ford Mustang GT4)
- CITYCAR CUP CHAMPIONSHIP**
Elliot Lettis (Peugeot 107)

- CIVIC CUP**
Max Edmundson
- FIESTA ST150 CHALLENGE**
Sam Beckett
- FIESTA ST240 CHAMPIONSHIP**
Albert Webster
- FIESTA JUNIOR CHAMPIONSHIP**
Ben Mulryan (Mk7 Zetec S)
- FUN CUP**
Team Olympian
(Chris Dovell/Riley Phillips/Kristian Rose)
- MAZDA MX-5 CHAMPIONSHIP**
Steve Foden
- MAZDA MX-5 CLUBMAN CHAMPIONSHIP**
Matthew Fletcher
- MAZDA MX-5 SUPERCUP**
Pro Aidan Hills
Clubman Robert Way
- MG METRO CUP**
Rhys Claydon
- NATIONAL FF1600 CHAMPIONSHIP**
Jordan Kelly (Van Diemen RF06)
- STUDENT MOTORSPORT CHALLENGE**
Team Northbrook Racing (Peugeot 107)
- SUPER CLASSIC PRE-'99 FF1600 CHAMPIONSHIP**
A Morgan Dempsey (Van Diemen RF92)
B Andrew Schofield (Reynard 89FF)
C Scott Guthrie (Crossle 25F)
D Scott Rawlinson (Merlyn Mk11A)

- SUPERSPORT ENDURANCE CUP**
Stuart Mead/Tim Hartland (VW Scirocco)
- TCR UK**
Carl Boardley (Cupra Leon Competicion TCR)

CASTLE COMBE RACING CLUB

- CASTLE COMBE FF1600 CHAMPIONSHIP**
Felix Fisher (Ray GR05)
- CASTLE COMBE GT CHAMPIONSHIP**
Jamie Sturges (VW Golf TCR)
- CASTLE COMBE SALOON CAR CHAMPIONSHIP**
Mike Good (Vauxhall Corsa)
- MIGHTY MINIS CHAMPIONSHIP**
Olly Samways
- SUPER MIGHTY MINIS**
Neven Kirkpatrick

CLASSIC TOURING CAR RACING CLUB

- BLUE OVAL SALOON SERIES**
James Dunkley (Ford Fiesta)
- CLASSIC AND HISTORIC THUNDER SALOON CHAMPIONSHIP**
Nick Vaughan (Audi A3)
- JAGUAR CHALLENGE**
Guy Connew (XJS)
- PRE-'66 TOURING CAR CHAMPIONSHIP**
Billy Kenneally (Ford Anglia)
- PRE-'83 GROUP 1 TOURING CAR CHAMPIONSHIP**
Stephen Primett (Ford Escort Mk1)
- PRE-'93 TOURING CAR CHAMPIONSHIP**
Stuart Waite (BMW E36 M3) >>



PRE-'03 TOURING CAR CHAMPIONSHIP

Gary Prebble (Honda Civic)

SUPER TOURERS

Jason Hughes (Vauxhall Vectra)

HISTORIC SPORTS CAR CLUB

70s ROAD SPORTS CHAMPIONSHIP

Mark Leverett (Lotus Elan S4)

CLASSIC FORMULA 3 CHAMPIONSHIP

Louis Hanjoul (Argo JM1)

CLASSIC FF1600 CHAMPIONSHIP

Ben Tinkler (Van Diemen RF80)

FORMULA JUNIOR CHAMPIONSHIP

Nic Carlton-Smith (Kieft FJ/Elva 200)

FRONT-ENGINED FORMULA JUNIOR CHAMPIONSHIP

Alex Morton (Condor S2)

GUARDS TROPHY

Steve Nuttall (Chevron B8)

HISTORIC FORMULA 2

Luciano Arnold (Brabham BT36)

HISTORIC FORMULA 3 CHAMPIONSHIP

Samuel Harrison (Brabham BT21B)

HISTORIC FF1600 CHAMPIONSHIP

Callum Grant (Merlyn Mk20A)

HISTORIC FF2000 CHAMPIONSHIP

Graham Fennymore (Reynard SF81)

HISTORIC ROAD SPORTS CHAMPIONSHIP

John Shaw (Morgan +8)

HISTORIC TOURING CAR CHAMPIONSHIP

Nigel Cox (Ford Lotus Cortina)

IRELAND

BOSS FORMULA LIBRE IRELAND

Tony Greenan (Dallara-Mercedes F317)

IRISH FIESTA ST CHAMPIONSHIP

Michael Cullen

IRISH FIESTA ZETEC CHAMPIONSHIP

Michael Barrable



McDonnell was triumphant in SEAT Supercup Ireland

IRISH FORMULA SHEANE

Keith Hogg

IRISH FORMULA VEE CHAMPIONSHIP

Lee Newsome (Sheane FV94)

IRISH SUPER FUTURE CLASSICS

Robert Doherty (Honda Civic)

IRISH HISTORIC RACING CARS

Stephen Kelly (Mallock Mk23)

IRISH JUNIOR MINI CHALLENGE

Bobby-Joe McFall

IRISH LEGENDS CARS

Peter Barrable

IRISH STRYKER SPORTSCAR CHAMPIONSHIP

Michael Cullen

IRISH TOURING CAR CHAMPIONSHIP

Robert Savage (Honda Accord)

SEAT SUPERCUP IRELAND

Graham McDonnell

MG CAR CLUB

BCV8 CHAMPIONSHIP

Andrew Young (MGC)

COCKSHOOT CUP

David Morrison (MG Midget)

MG CUP

Ian Boulton (ZR 170)

MG TROPHY

Tylor Ballard (ZR 170)

MIDGET & SPRITE CHALLENGE

Hugh Simpson (MG Midget)

MINI 7 RACING CLUB

MINI MIGLIA CHALLENGE

Aaron Smith

MINI SE7EN CHALLENGE

Mike Jordan

MINI SE7EN S CLASS

Jonathon Page



Tinkler was among the HSCC champions to be crowned early

STEVE JONES



Jordan prevailed in Mini Se7ens

GARY HAWKINS



O'Brien led the way in the top Monoposto F3 class during 2023



MONOPOSTO RACING CLUB

MONOPOSTO CHAMPIONSHIP
Karl O’Brien (Dallara F307)
MONOPOSTO TIEDEMAN TROPHY
Will Cox (Ralt RT3)

MOTORSPORT VISION RACING

7 RACE SERIES
Caterham 420R Anthony Barnes
Caterham 310R David Baldwin
CLUBMANS SPORTS PROTOTYPE CHAMPIONSHIP
Tom Muirhead (Mallock Mk18)
FERRARI CHALLENGE UK
Andrew Morrow
FOCUS CUP
Lewis Clark
GB3 CHAMPIONSHIP
Callum Voisin

GB4 CHAMPIONSHIP
Tom Mills
GT CUP CHAMPIONSHIP
Paul Bailey/Ross Wylie (Brabham BT62)
MIATA TROPHY
Declan Lee
MSVT TRACKDAY CHAMPIONSHIP
Stewart Donovan (Toyota Celica)
PORSCHE BOXSTER CUP
Jon Lovell
PORSCHE CLUB CHAMPIONSHIP
Paul Simpson (Boxster)
PRODUCTION GTI CHAMPIONSHIP
Simon Hill
RADICAL CUP UK
Theo Micouris (SR1)
SPORTS 2000 DURATEC CHAMPIONSHIP
Michael Gibbins (MCR S2n)

SPORTS 2000 HISTORIC CHAMPIONSHIP
Charlie Hyett (Lola T87/90)
UNITED FORMULA FORD 1600 CHAMPIONSHIP
Lucas Romanek (Van Diemen JL13)
Z CARS CHAMPIONSHIP
Edd Giddings (Z4)

NORTHERN IRELAND

NORTHERN IRELAND FORD FIESTA ZETEC CHAMPIONSHIP
Michael Graham
NORTHERN IRELAND FF1600 CHAMPIONSHIP
David McCullough (Van Diemen RF00)
NORTHERN IRELAND GT CHAMPIONSHIP
Stephen Conn (SHP Wildcat)
NORTHERN IRELAND MAZDA MODI-5-CUP
Francis Allen
NORTHERN IRELAND ROADSPORTS CHAMPIONSHIP
Steven Larkham (Radical PR6)
NORTHERN IRELAND SALOON CHAMPIONSHIP
Gareth Blaine (SEAT Supercopa)

SCOTTISH MOTOR RACING CLUB

SCOTTISH C1 CUP
Sam Corson
SCOTTISH CLASSIC SPORTS AND SALOONS CHAMPIONSHIP
Alastair Baptie (Fiat X1/9)
SCOTTISH FIESTA ST CHAMPIONSHIP
Liam McGill
SCOTTISH MINI COOPER CUP
Oly Mortimer
SCOTTISH R53 MINI COOPER CUP
Jamie Blake

OTHERS

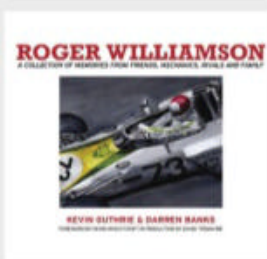
MORGAN CHALLENGE
Jim Mountain (4/4)
NORTHERN SALOON & SPORTS CAR CHAMPIONSHIP
Stephen Reece (Lotus Elise)
SCOTTISH LEGENDS CARS CHAMPIONSHIP
Stewart Black
WELSH SPORTS AND SALOON CAR CHAMPIONSHIP
Wayne Spiller (Mazda RX-8) 🏆



FINISHING STRAIGHT



Tribute to a special lost talent



BOOK REVIEW
ROGER WILLIAMSON:
A COLLECTION
OF MEMORIES
Kevin Guthrie &
Darren Banks
RRP: £45

The 'lost generation' of 1970s British talents who were taken too soon continues to fascinate, as those old enough to have seen them in action add bifocals to their rose-tinted glasses. Imagine unthinkable losses of George Russell, Lando Norris and Alex Albon, and you might get some idea as to how those north of 55 years old feel about the tragedies of Roger Williamson, Tom Pryce and Tony Brise.

For *Roger Williamson: A Collection of Memories From Friends, Mechanics, Rivals and Family* (to use its full title), authors Darren Banks and Kevin Guthrie have repeated the format they used from their recent book on Pryce. As with the Welshman, there's little point in a straight biography on Williamson because David

Tremayne's stunning *The Lost Generation* has already so eloquently told the stories of both of them, plus Brise. As with the Pryce offering, the duo have wisely enlisted the help of Tremayne, who contributes the introduction.

The format of first-hand accounts – with no narrative to break them up – does appear to work better in the Williamson book than the Pryce one. The impression from reading it is that there is a higher number of in-depth reminiscences. Perhaps that's a reflection of their respective characters, because Pryce was a notoriously shy country boy whereas Williamson came from a brash, comfortably-off Leicester family.

Some of the stories are heartbreaking; some lead you into a parallel world of 'what ifs?'. Take that of Kevin Wheatcroft, whose father Tom was the benefactor to Williamson since their encounter in the Monaco paddock in 1972, when Wheatcroft offered to buy him a new Formula 3 engine on the spot. Wheatcroft Jr reckons that his father was just emerging from a meeting

with Marlboro at the 1973 Dutch Grand Prix, which would have led to a two-car private team of McLaren M23s emblazoned in the cigarette company's colours and driven by his protege and James Hunt, when he saw the smoke from the fire in which Williamson was dying drift across the Zandvoort circuit.

Knowing, as we do now, how good the M23 was, could Britain's 1970s world champion in a Marlboro McLaren have



Williamson made his F1 debut with March at 1973 British GP, just two weeks before his death

ALL PHOTOGRAPHY
motorsport
IMAGES



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



WEC season review with Anthony Davidson and Gary Watkins

The much-anticipated 2023 World Endurance season promised larger grids and more manufacturer support as Ferrari, Peugeot, Porsche and Cadillac joined the Hypercar class in the hope of challenging Toyota for top honours. While Ferrari managed to make history in winning the centenary running of the Le Mans 24 Hours, it was a season of learning up and down the grid as Toyota won its fifth straight drivers' and manufacturers' championships.

Breaking down the season and also looking forward to 2024 is host Steph Wentworth, alongside Autosport's own Gary Watkins and 2014 World Endurance champion Anthony Davidson.



...to commemorate the driver he had mentored

been crowned in a different year, and would it even have been a different driver? And would it have meant the end of the Hesketh story in F1 after just one season?

Williamson comes across as a fine young chap in the narrative, with a distinctive 'head forward', determined driving style. Not so much his father Dodge. Williamson Sr came from a speedway background and competed in the early years of karting with his son, and is revealed as a high-maintenance fellow. These days we sometimes hear of drivers' dads being banished from teams' awnings because of their destructive influence on

their young offspring. It seems that Williamson Sr was cut from this cloth but, of course, up-and-coming drivers in that era were considerably older than today. Luckily, Roger was his own man. Even Nick Jordan, undoubtedly one of the nicest men in motor racing and Williamson's F3 mechanic in 1972, says of Dodge: "I left in December after I had a bit of a falling out. Not with Roger or Tom, but with Dodge. He was terrible to deal with. He created so much disruption."

But the antics of Williamson Sr do add colour to some of the memories of his son, who was just 25 when he perished.



Williamson's March-BMW 732 in the 1973 Lottery GP at Monza

And, through the efforts of the Wheatcrofts, starting with the late Tom, he will never be forgotten. Indeed, this book, in which Banks and Guthrie have done a superb job in tracking down so many to give their very personal recollections, was launched at a special event in Leicestershire to commemorate Williamson's life on 29 July – 50 years to the day since the tragedy.

Thanks to the determination of the authors, this is a fitting tribute to a great driver who could potentially have become a world champion.

MARCUS SIMMONS

Sytec [®]

Motorsport

In Tank Fuel Pumps & Kits

AUDI • BMW • FORD • HONDA
LANCIA • LOTUS • MAZDA • MINI
MITSUBISHI • NISSAN • PEUGEOT
SUBARU • TOYOTA • VW

GLENCOE

Tel:- +44 01784 493555 www.glencoeld.co.uk Email: sales@glencoeld.co.uk

PRICES EXCLUDE VAT

SYT620EM
E85 / Leaded E10
340 Ltr/Hr @ 3 Bar
£79.29

SYT650G
Leaded E10 / Super Unleaded
300 Ltr/Hr @ 3 Bar
£73.99

SYT342G
Leaded E10 / Super Unleaded
340 Ltr/Hr @ 3 Bar
£65.29

SYT420G
Leaded E10 / Super Unleaded
300 Ltr/Hr @ 3 Bar
£85.29

SYT340EM
E85 / Leaded E10
340 Ltr/Hr @ 3 Bar
£77.52

OpenTrack.co.uk

Get your track day fix with Opentrack in 2024
Anglesey, Bedford, Brands, Bilster Berg, Cadwell, Castle Combe,
Donington, Mallory, Oulton park, Snetterton, Spa F1, Thruxton, Zandvoort

TOP FIVE



Goff takes the flag to score Hard's sole British Touring Car victory at a wet Silverstone in 2019

TEAM HARD BTCC DRIVERS

The popular underdog Kent squad has bowed out of the BTCC after a span of 12 seasons, during which it ran no fewer than 38 drivers. Here we salute the five who scored the most points with the team

MARCUS SIMMONS

ALL PHOTOGRAPHY: JEP
motorsport
IMAGES

DAN LLOYD - 111 POINTS

5 The amiable Yorkshireman had pushed the boat out on budget in 2022 with a ride at Excelr8, which netted three race wins and a hefty Oulton Park crash-damage bill. Lloyd did his less financially onerous 2023 deal with Hard relatively early, but the Cupra Leon was a less competitive proposition than his old Hyundai had been. Few will forget his last-lap heartbreak at Donington when the driveshaft failed while leading.



TOM ONSLOW-COLE - 114

4 The new Volkswagen Passat CC (as it was then known) had good potential and Onslow-Cole, who joined Hard for 2013, had race-winning pedigree. The highlight of his seven rounds was an eye-opening pair of podiums at Thruxton, but budget caused a parting of the ways and they split in the summer. Onslow-Cole went back to Motorbase, but returned for two cameo events with Hard in 2020.



JAKE HILL - 175

3 The Kentish youngster had been struggling to establish himself in the BTCC before he landed his first full season with Hard's Toyota Avensis in 2016. He stayed with the team for 2017, and was handed one of the VW CCs to do his stuff. This continued into 2018, where he scored a second place in a dramatic race at Brands. But that was a rare high point, frustrations were mounting, and he quit mid-season.



JACK GOFF - 221

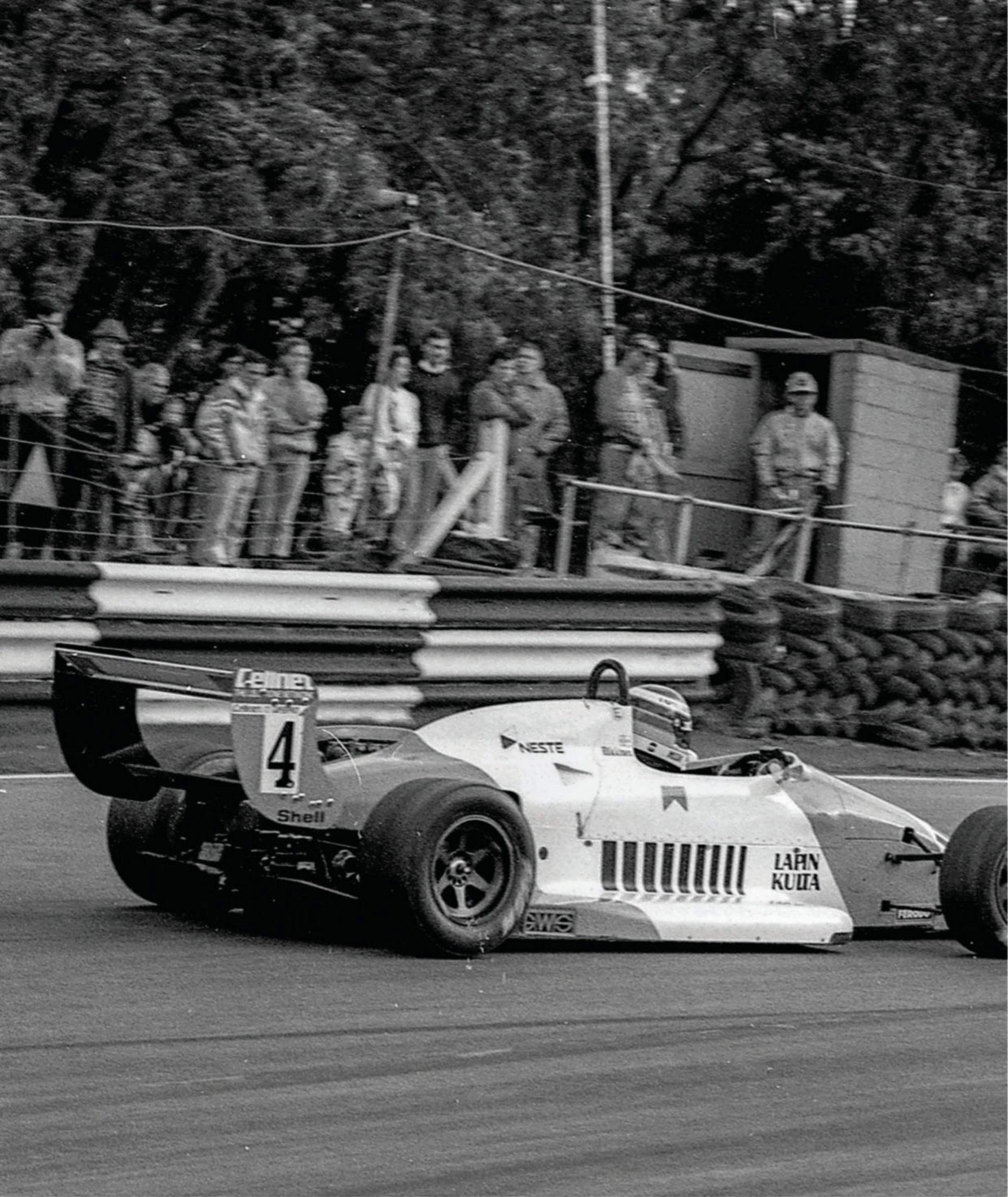
2 The highly rated Wycombe man bookended his BTCC career at Hard. Goff made his debut in the Vauxhall Insignia in 2013 before switching to BMR for the 2014 season. After winning races at Triple 8 and Eurotech, he returned to drive Hard's CC in 2019 and scored its only BTCC win, at Silverstone. He remained loyal through the switch to Cupra machinery before walking out on the eve of the 2022 season.



BOBBY THOMPSON - 231

1 This alumnus of Hard's VW Racing Cup squad made the step to the BTCC in 2018 with the CC, and spent two seasons on board before moving to Amd's Trade Price Audi effort for 2020. He returned to Hard in 2022, and proved something of a star in the Cupra Leon, despite finance forcing him to miss some rounds in 2023. At the team's very last event, he narrowly overcame Goff's all-time Hard chart-topping points score.





FROM THE ARCHIVE

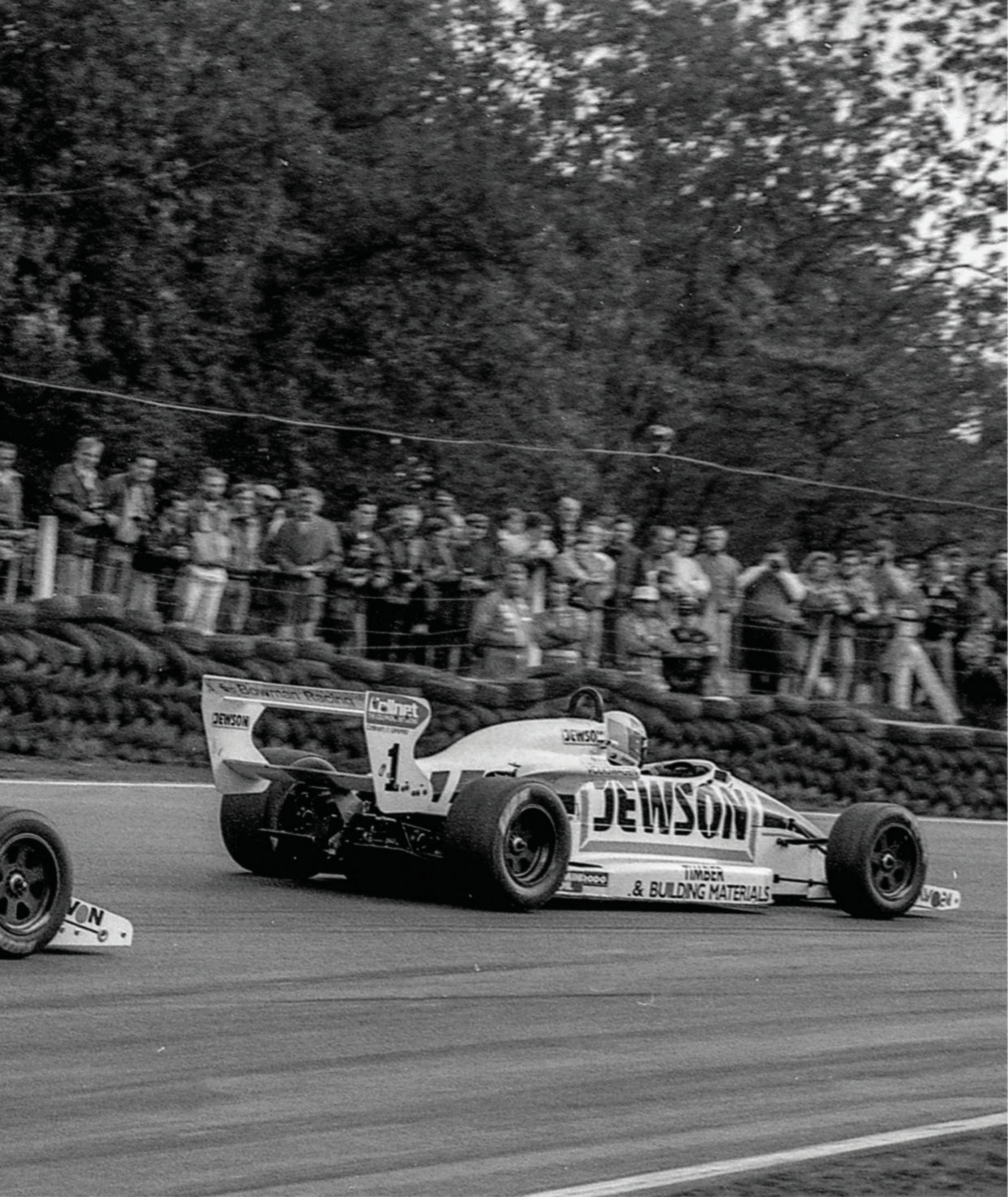
Polesitter Mika Hakkinen (West Surrey Racing Ralt-Honda RT33) sizes up David Brabham's similar (but Volkswagen-powered) Bowman Racing machine into Druids before

regaining the lead of the 1989 non-championship end-of-season Cellnet Superprix at Brands Hatch. Hakkinen had endured a tricky debut Formula 3 season in a Reynard with Dragon Motorsport, the team he'd

won the 1988 European Opel Lotus title with and moved up with him to F3. This was his first outing with WSR and in a Ralt – an impressive curtain-raiser to him winning the British title with the squad in 1990.



For classic downloads and
DVDs head to dukevideo.com



GARY HAWKINS
PHOTOGRAPHY



From his 23 IndyCar starts – across four seasons with as many different teams – Luca Filippi scored a single series podium at Toronto in 2015. The Italian finished runner-up to CFH Racing team-mate Josef Newgarden in a memorable 1-2 at the circuit he regards today as his favourite, but that only tells part of the story of a race he feels he could have won.

The 1.8-mile track woven through the lakeside streets of Canada's largest city is one Filippi "clicked" with on his first visit in 2014. The second stop of a two-round deal with Rahal Letterman Lanigan Racing didn't yield a result, but the GP2 stalwart's flashes of pace earned him a road-and-street-course deal with CFH – the merger of Sarah Fisher's and Ed Carpenter's teams – for 2015. Toronto was the first venue he'd visited before, and it was his strongest showing. Filippi lined up sixth, five spots ahead of Newgarden.

"Street courses where you really follow the streets are the best," asserts Filippi, who most recently competed in the electric ETCR tin-top series. "Toronto is really nice because also, being near the coast of [Lake] Ontario, the configuration of the road and of the corners is not 90 degrees all the time, so it has more of a natural flow.

"You have proper kerbs, some higher



than others, and some roughness and bumpiness, but a decent amount which is still fun to drive. Also you have a bit of elevation change. To me was quite easy to be consistently fast."

His strong pace allowed him to overcut the early race leaders, but he could do nothing about Newgarden, who was vaulted to the front by a caution immediately after his second pitstop. Filippi caught him by the end and briefly drew level, but recognised "it would have been a risk for the other car to crash".

"If it was probably somebody else, I would have stayed on the throttle, nobody could have ever complained," he remembers. "I just decided to be smart for the team result, thinking that could lead to an extension of the contract, [but] it didn't happen."

Filippi's final IndyCar outing also came at the track in 2016, finishing 14th for Dale Coyne Racing.

JAMES NEWBOLD



Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG
Email autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS
UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL
Chief Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Alex Kalinauckas**
F1 Editor **Matt Kew**
F1 Writer **Jake Boxall-Legge**
Production Editor **Peter Hodges**
Group National Editor **Stephen Lickorish**
Performance and Engineering Editor **James Newbold**
Deputy National Editor **Stefan Mackley**
Art Director **Lynsey Elliott**
Art Editor **Michael Cavalli**

AUTOSPORT.COM
Editor **Haydn Cobb**
International Editor **Lewis Duncan**
News Editor (ASP) **Megan White**
News Editor (ASP) **Sam Hall**
News Editor (ASP/Mcom) **Tom Howard**
IndyCar Editor **Joey Barnes**
Technical Team Leader **Geoff Creighton**

Photography
Steven Tee
Glenn Dunbar
Sam Bloxham
Zak Mauger
Jakob Ebrey
Mark Sutton

Special Contributors
Charles Bradley
Alan Eldridge
Jonathan Noble
Marcus Pye
Rachit Thukral
Damien Smith
Gary Watkins
Tim Wright

CORRESPONDENTS
Argentina Tony Watson **Australia** Phil Branagan
Austria Gerhard Kuntschik **Belgium** Gordon McKay
Brazil Lito Cavalcanti **Germany** Rene de Boer
Greece Dimitris Papadopoulos **Italy** Roberto Chinchero
Japan Jamie Klein **New Zealand** Bernard Carpinter
Russia Gregory Golyshev **Spain** Raimon Duran **Sweden** Tege Tornvall
USA Jeremy Shaw **UK & Ireland** Stephen Brunsdon, Dom D'Angelillo, Rachel Harris-Gardiner, Mark Libbeter, Dan Mason, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Ian Titchmarsh, Steve Whitfield, Richard Young

ADVERTISING
Tandem Media
Director **Richard Rowe**
richard@tandemmedia.co.uk **Tel** +44 (0) 1233 228757

Account Manager **Joel Tanton**
joel@tandemmedia.co.uk **Tel** +44 (0) 1233 228753

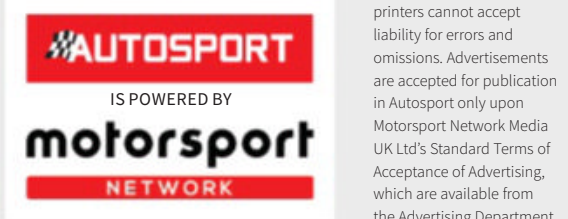
RECRUITMENT
Head of Motorsport Jobs **James Robinson**
james.robinson@motorsport.com

ADVERTISING PRODUCTION
autosport@tandemmedia.co.uk **Tel** +44 (0) 1233 220247

Autosport, ISSN number 0269946X, is published weekly by Motorsport Network Media UK Ltd, The Power House, Isleworth, TW7 6QG, United Kingdom. Air freight and mailing in the USA by World Container Inc., 150-15, 183rd Street, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records maintained at Motorsport Network Media UK Ltd, The Power House, Isleworth, TW7 6QG. Air Business Ltd is acting as our mailing agent. Postmaster: Send address changes to Autosport, Air Business Ltd, c/o World Container Inc., 150-15, 183rd St, Jamaica, NY 11413, USA.

MANAGEMENT
President, Motorsport Business & F1 Liaison, Motorsport Network Media **James Allen**
Vice President of Editorial **James Dickens**
Publishing and Facilities Director **Sunita Davies**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact autosport@autosport.com.



CIRCULATION TRADE ENQUIRIES
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG

© 2023, MOTORSPORT NETWORK MEDIA UK LTD
Trading as Motorsport Network Media UK Ltd.
Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Motorsport Network Media UK Ltd's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

 **AUTOSPORT**
INTERNATIONAL

A24

11 - 14 JANUARY 2024
NEC BIRMINGHAM



SCAN TO
BUY TICKETS

**TICKETS
ON SALE
NOW!**



[AutosportInternational.com](https://www.autosportinternational.com)



THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

REGISTER TO BID | JANUARY 20-28 | SCOTTSDALE | 480.421.6694

IN-PERSON, PHONE & INTERNET BIDDING OPTIONS AVAILABLE

LOT #1349 - 2019 PORSCHE 911 GT2 RS // NO RESERVE
Previously owned by Indy champion Paul Tracy. Notable options include the Weissach Package, front axle lift system. Outfitted with a full roll cage, Vivid tune, Kats exhaust, and laser-jamming radar front and rear.



FOR THE CURRENT DOCKET AND BIDDER REGISTRATION, VISIT [BARRETT-JACKSON.COM](https://barrett-jackson.com)

Experience the Barrett-Jackson Auctions live exclusively on A+E Networks' FYI and HISTORY channels.



ALL THE CARS, ALL THE TIME.
Streamed live on [Barrett-Jackson.com](https://barrett-jackson.com)