

# Top 10 Ferrari's greatest rookies

BRITAIN'S BEST MOTORSPORT WEEKLY

21 MARCH 2024

# AUTOSPORT

## What's wrong at Mercedes *this* time

New car hasn't allowed Hamilton and Russell to stop the Verstappen steamroller. So what next?

'We'll be pushing ahead so don't be so pessimistic'

JAMES ALLISON

**PLUS**

McLaren takes first Formula E victory

Acura pips Cadillac and Porsche at Sebring







# MAKE IT REAL



With the new Cube Controls x Mercedes-AMG - GT Edition Sim wheel, sim racers can experience the thrills and challenges of real motorsport.

To commemorate AMG's 55th anniversary, Cube Controls designed and produced steering wheels that were made for the Mercedes-AMG Track Series and GT2.







# Mercedes and its fight to get back to the front of F1

This might sound harsh but, given that Ferrari and McLaren haven't won a Formula 1 world title since 2008, many neutrals have been looking to Mercedes to provide opposition to Red Bull. And, so far in this second ground-effect era, it has failed to do so.

For this year, a change in design concept created some hope that Mercedes could turn the tide. It still could but, as Alex Kalinauckas and Jake Boxall-Legge show in our cover feature starting on page 18, there are still plenty of hurdles to overcome. That's perhaps to be expected given Red Bull's head start in this ruleset, but F1 needs someone to challenge Max Verstappen sooner rather than later, and it would be nice to see Lewis Hamilton end his time at Mercedes with some stirring performances at the front before heading to Ferrari.

Ollie Bearman beat Hamilton to his Ferrari debut by subbing for Carlos Sainz at the Saudi Arabian Grand Prix. The 18-year-old Briton did a fine job, so we've taken a look through the history books this week to pick out the 10 drivers who impressed the most while making their world championship debuts for the famous team (p28).

McLaren has achieved one motorsport goal this season. Thanks to Sam Bird's fine last-lap pass in Brazil, the Woking squad is now a winner in Formula E. Stefan Mackley was in Sao Paulo to see how Bird scored his first win in over two years (p44).

The other big event last weekend was the Sebring 12 Hours. Cadillac perhaps should have won and Porsche could have done, but it was Acura that took a narrow victory in a dramatic finish (p38).



*Kevin Turner*

**Kevin Turner**  
Chief Editor

kevin.turner@autosport.com

**NEVER MISS  
AN ISSUE**

Special deals for  
Autosport p52



Cover image

Mark Sutton/Motorsport Images;  
Tengyart/Unsplash

## PIT & PADDOCK

- 4 Red Bull fallout has driver market abuzz
- 6 McLaren targets May updates
- 8 Cadillac to split with Ganassi
- 10 Drugovich back to racing – in ELMS
- 12 Top five non-champ races to revive
- 13 Australian Grand Prix preview
- 15 Opinion: Alex Kalinauckas
- 17 Guest column: Rob Smedley

## FEATURES

- 18 What next for Mercedes in F1?
- 26 Technical focus on the Mercedes W15
- 28 Top 10 Ferrari F1 debutants
- 34 Pernilla Solberg's latest rallying role

## RACE CENTRE

- 38 Deletraz spoils Cadillac's Sebring party
- 44 Bird flies to McLaren's first Formula E win

## CLUB AUTOSPORT

- 55 Turkington takes on multiple club series
- 56 640bhp Alfa Giulia Quadrifoglio to race
- 58 Top field for British Rally Championship
- 61 Opinion: Stephen Lickorish
- 62 National report: Silverstone
- 64 We tackle Ginetta/PalmerSport shootout
- 66 Helping underfunded drivers go racing

## FINISHING STRAIGHT

- 68 What's on this week
- 71 Introducing: Nikita Johnson
- 72 From the archive: 1980 Spanish GP
- 74 My favourite car: Anthony Davidson

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



## Driver market dominoes set up as Red Bull saga takes new twist with FIA

### FORMULA 1

Max Verstappen has made it quite clear where his allegiances lie. He may well have a contract to provisionally remain at Red Bull until the end of 2028 but, should team advisor Helmut Marko be sent packing – amid claims that the Austrian is behind leaks to the media regarding the allegations of inappropriate behaviour made by a female employee against team boss Christian Horner – then he'll be inclined to follow him through the door. To that end, Verstappen's father Jos says Red Bull will "explode" if Horner stays.

The Briton's future is still far from resolved. Although the independent eight-week investigation called for by Red Bull found no evidence of any wrongdoing, that verdict is now set for appeal. The FIA

is also evaluating an official complaint over Horner's behaviour, which is believed to have come from the female employee, who was suspended by Red Bull.

The governing body has an Anti-Harassment and Non-Discrimination Policy aimed at ensuring that all people are treated equally, with respect and dignity. "At the FIA, enquiries and complaints are received and managed by the compliance officer, and the ethics committee where appropriate," an FIA statement read. "Both bodies operate autonomously, guaranteeing strict confidentiality throughout the process. As a consequence, and in general, we are unable to confirm the receipt of any specific complaint and it is unlikely that we will be able to provide further comment on the complaints that we may receive from any parties."

As the Red Bull hierarchy weigh up the value of Marko – plus the support he clearly has from the Verstappens – versus Horner, they might also wish to consider a clause in Max's contract. It has come to light that the three-time world champion has a lever to walk should Marko be given his marching orders. Most intriguing of all is that, according to sources, this clause was not part of the original terms and conditions that Verstappen signed with Red Bull when they renewed vows in 2022. Instead, it is understood that the clause forms part of a more recent addendum. Moreover, this was

put in place unilaterally by the Verstappens and Marko without Red Bull's F1 team, or Horner, knowing anything about it at the time. Marko was able to do so because he is one of two directors of Red Bull Racing, so can act on the team's behalf.

This revelation will keep Mercedes on red alert as it considers its replacement for Lewis Hamilton. The leading candidate to partner George Russell from 2025 has been FIA F2 rookie Andrea Kimi Antonelli. When his Prema Racing team-mate Ollie Bearman gave such a good account of himself while subbing for the appendicitis-stricken Carlos Sainz at Ferrari in Saudi Arabia, that only strengthened the Italian's case, proving teenagers can pass muster immediately. But Verstappen's arrival on the market will encourage Mercedes F1 chief Toto Wolff to see whether Williams can slot Antonelli in for a season or two, even if that team has junior drivers of its own to consider promoting.

For Verstappen, a Silver Arrows switch will appeal particularly from 2026, when Red Bull could be struggling with entering F1 as a power unit manufacturer for the first time. Mercedes, meanwhile, has good pedigree for nailing new engine regulations.

Verstappen might also wish to consider Aston Martin. Fernando Alonso is putting himself in the shop window for a Red Bull or Mercedes move, so there could be a slot alongside Lance Stroll, who won't take too





As F1 returns to Australia, conjecture is that this cheery trio could all be on the move for 2025



ALL PHOTOGRAPHY  
motorsport  
IMAGES



Antonelli, with engineer  
Peter Bonnington, is in mix

SUTTON

much stopping as a stablemate. Team owner Lawrence Stroll will do whatever it takes to secure Verstappen, as was the case when he convinced champions Sebastian Vettel and Alonso to join. The seat would be Verstappen's for as long as he wants, since there's no junior racer waiting in the wings.

Aston has proved to be upwardly mobile, has a new factory, wind tunnel and, from 2026, a works engine from Honda – a manufacturer that loves Verstappen, and he it. After all the toxicity and politicking at Red Bull following the death of company co-founder Dietrich Mateschitz, Aston would be so much simpler. No corporate nonsense, just Stroll Sr playing with his own trainset. Verstappen wouldn't be obliged to paint on a smile for sponsors all the time, either.

"No one would have ever realised or seen that Lewis would move to Ferrari," said Verstappen. "You never know what happens or comes to you or what happens around you, or what might influence you. So, you can never say 100%, that's how it's going to be. And I approach my life like that."

MATT KEW, JONATHAN NOBLE & ADAM COOPER

## Mercedes tech chief Allison says 'wake' focus was wrong

### FORMULA 1

Formula 1's rulemakers made a mistake by getting bogged down in trying to control dirty-air levels for the reintroduction of ground effect in 2022, according to Mercedes technical director James Allison. He reckons that the obsession with framing regulations that would allow cars to follow each other more closely meant that other critical aspects of racing, such as tyre behaviour, were neglected.

Asked whether the rules had failed in delivering better racing because Red Bull was still so dominant, Allison (right) replied: "I don't necessarily think that they've failed in those terms, because our job is to try and make sure that we can make a good fight of it. But there are things in the regulations that don't serve any of us well.

"I don't think it's sensible to have cars that hug the ground in the way that these cars hug it. The idea that you get good racing by controlling wakes, while ignoring tyres... the whole idea of controlling wakes, being something of a tilting-at-windmills type of challenge, I think that side of things has been tested to destruction fairly evidently. But Red Bull are doing a good job and the rest of us have a duty to do a better job. I don't think that's the fault of the regulator."

With the FIA working on new rules for 2026, Allison believes that the power of the floor and the diffuser to produce downforce – which makes rear ride height management so critical to



performance – should be diminished for the next generation of machinery.

"I don't think there's anything wrong in particular with ground-effect floors," continued Allison. "But the particular layout of these ones, that have a response to rear ride height that is not particularly good for the cars, that isn't something that we should carry into 2026... I think the FIA is still very much of a mind to place wake management at the top of the tree of everything, sacrificing this stuff. It would be helpful if there was more of a balanced approach there."

JONATHAN NOBLE

➔ P18 MERCEDES' STRUGGLE



Ground-effect cars didn't  
prevent 1982 Austrian GP  
de Angelis/Rosberg thriller



# McLaren targets May for major upgrades

## FORMULA 1

McLaren is eyeing either the Miami Grand Prix in early May or the following Emilia Romagna GP to introduce its first major upgrade package of the 2024 Formula 1 season. While the MCL38 has started the campaign far stronger than both of its ground-effect predecessors, tricky handling habits at low speed and a lacklustre top speed have carried over.

Accordingly, team principal Andrea Stella is targeting “race six or race seven” for McLaren to deliver an update that will begin putting these issues to bed, and that means Miami or Imola. “We have some minor things that will come for Australia [this weekend] and hopefully for Japan, but they will be [delivering] a few milliseconds,” the Italian

engineer explained. “Then, hopefully, within the first third of the season, we will have a major upgrade.

“There is margin to understand the car a little bit more... This optimisation is maybe worth like 0.1 seconds. It’s not like you can find any magic. We know the car well, apart from this little difference between the two [car set-ups used in the opening races] that we will review. I think it’s very much a matter of upgrades, or adaptation to the track in relation to the track characteristics.”

While McLaren’s low-speed weakness is apparent, Stella says it’s too simplistic to go the other way and suggest that the MCL38 is a high-downforce monster.

“When you have these fast, flowing corners in which it’s enough to do a first steer



input, the car responds very well,” continued Stella. “When, instead, the corners are long and you need to really hold the steering wheel for a long time, the car gives up a little bit and we lose a lot of time. That is where Ferrari are very strong... And the other limitation was still we would

like to have more top speed.”

McLaren has made a much better start to the season than it did in 2023, and is just ahead of Mercedes in third place in the constructors’ table. Its best results are fourth for Oscar Piastri in the Saudi Arabian GP and sixth for Lando Norris in Bahrain.

**FILIP CLEEREN**

# Pirelli opposes weight-saving smaller wheels for F1

## FORMULA 1

Formula 1 is poised to reject a switch to smaller 16-inch wheelrims for the 2026 rules revamp. A two-inch shrink was intended to contribute to weight-saving measures that the FIA is implementing for the next-generation car, which will have a

reduced footprint. But tyre manufacturer Pirelli has opposed the change.

The current 18-inch set-up, introduced for 2022, more closely resembles the bigger rims that customers are demanding for their road cars. A new size would also require major changes to the production process, which would have to be completed

in time to launch a full test programme with mule F1 cars in 2025. It would also be an extra variable for teams to adjust to, in addition to the forthcoming new chassis and powertrain regulations.

“We have to change because the new car is different, and in any case, we have to design a smaller tyre,” said Pirelli motorsport boss Mario Isola.

“The discussion is between 16 and 18-inch [rims]. Our preference is to stay on 18-inch. I believe that there are valid reasons to stay on 18-inch, with smaller tyres, but still the same rim. That’s what we are discussing – just a bit smaller diameter, a slightly lower profile and slightly narrower tyre.”

Isola downplayed the weight-saving from a switch to 16 inches. “The difference between 16 and 18 and a narrow 18 is not huge,” he said. “So, the weight element is there. But it’s not the only element. There is an element of performance. Obviously, if you were to go to 16-inch, much smaller, the risk of overheating is much higher. A smaller diameter means that you disperse the heat in a different way.”

**ADAM COOPER**





# Audi in hot water for 'harming image' of series

## RALLY RAIDS

Audi could face a fine of up to €750,000 for bringing an abrupt end to its World Rally-Raid Championship campaign after winning the Dakar Rally with Carlos Sainz.

The German manufacturer was due to see out its third and final season in the FIA-sanctioned series as part of its much-touted cross-country programme with the RS Q e-tron hybrid. But just a month after scoring a maiden Dakar win in January, Audi announced that it would be shutting down the project with immediate effect, leaving it out of the remaining four events.

Stewards at the recent Abu Dhabi Desert Challenge, round two of the World Rally-Raid (W2RC) schedule, noted that Audi had registered as a manufacturer for the season and that it was 'harming the image' of the series by skipping events. As such, they decided "to impose a fine penalty of €750,000 on the manufacturer Team Audi Sport of which the amount of €562,500 is applied with suspension of

sentence subject to no further similar infringement during the 2024 FIA World Rally-Raid Championship."

Given Audi has already made it clear that it does not intend to rejoin the championship later in the year, it would have to pay the entire fine.

An Audi spokesman told Autosport sister title Motorsport-Total.com: "We are appealing and will not comment further on the matter as it is an ongoing procedure."

Audi had put the termination of its W2RC

programme down to a lack of spare parts, with lead times for some components as long as two years, and it burning through more than it had expected during the past two editions of the Dakar Rally.

The 2024 Dakar victory for former World Rally champion Sainz, the father of the Ferrari Formula 1 star, appears to have been Audi's last event on an official basis in motorsport before it joins the Formula 1 grid in 2026 with its takeover of Sauber.

**RACHIT THUKRAL & JULIANE ZIEGENGEIST**



MARCELO MARAGNI/RED BULL CONTENT POOL



GRANT/MOTORSPORT IMAGES

## Kobayashi, Kvyat for NASCAR

### NASCAR

Two Formula 1 podium finishers are to race in this weekend's NASCAR event at United States Grand Prix venue Circuit of The Americas, with Kamui Kobayashi joining the grid on the road circuit for the premier Cup Series, and Daniil Kvyat tackling the second-tier Xfinity Series.

Two-time World Endurance champion Kobayashi (left) returns to the NASCAR field after making his Cup debut on the Indianapolis road course last year. The Japanese, team principal of WEC squad Toyota Gazoo Racing, will drive a 23XI Racing Toyota Camry alongside team

regulars Tyler Reddick – winner at COTA last season – and Bubba Wallace.

Lamborghini WEC racer Kvyat, meanwhile, contested three Cup rounds and an Xfinity event in 2022. The Russian now joins SS-Green Light Racing to drive a Chevrolet Camaro.

"I'm excited to get back into NASCAR," said Kvyat. "I had a lot of fun in my previous races. The competition style is very different from F1 and World Endurance. I'm especially looking forward to my race at COTA. I've been there with F1, so it will be interesting to experience the track in a Camaro."

**NICK DEGROOT**

**AUTOSPORT**

## Get even more motorsport...

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



SUBSCRIBE



## Cadillac and Ganassi to split at end of 2024



### WEC/IMSA

The partnership between Cadillac and Chip Ganassi Racing at the highest levels of sportscar racing will come to an end on the completion of this year's World Endurance Championship and IMSA SportsCar Championship campaigns.

The split, after four seasons together, was confirmed by Ganassi managing director Mike Hull last week when he said "we are ending this chapter" of a relationship with Cadillac parent company General Motors that has straddled IndyCar, NASCAR and Extreme E over the years. He said that the agreement to race the V-Series.R LMDh is coming to an end in a "very positive way", adding that he doubted

that it would be "the last time we work with General Motors on a racing project".

GM's statement in response to the comments from Hull stressed the successes its brands have enjoyed with Ganassi without making reference to a parting of the ways. "Our GM divisions have had successful partnerships with Chip Ganassi Racing across multiple series over the years," said Jim Campbell, US vice-president of performance and motorsports. "We remain committed to winning races and championships together in IMSA and WEC this year, and our sportscar plans for 2025 will be announced at a later date."

Ganassi has also insisted that it has plans in the sportscar arena beyond the end of 2024. Hull stated that the teams running the

WEC and IMSA programmes, the former based in new workshops established in Germany last year, will remain intact.

"CGR wants to continue to race globally in sportscar racing," said Hull. "We did that very successfully for four years with the Ford GT programme [in 2016-19] and we feel we have done it very successfully now in the LMDh category. Our plan is to continue with the staff that we have in both locations to race in 2025 and we are working in that direction now."

Cadillac and Ganassi partnered in IMSA's Daytona Prototype international ranks in 2021-22 as a lead-in to the LMDh project with the V-Series.R. It is running one car in each series for a second year in 2024.

**GARY WATKINS**

## Berlin/Spa vote rejected

### FORMULA E

A vote among the principals of the 11 Formula E teams has rejected a plan to allow drivers to pull double duty on the 11-12 May weekend, when the series' Berlin double-header clashes with the Spa round of the World Endurance Championship.

Seven drivers are running dual WEC/FE campaigns this season, and in theory this would have allowed them to contest the Spa 6 Hours on the Saturday and then the

Sunday Berlin FE round. An FIA regulation means that a double-header is considered as a sole event, meaning the unanimous agreement of the 11 teams was required for an exemption to be signed off.

DS Penske FE pair Stoffel Vandoorne and Jean-Eric Vergne are both committed to Berlin as the series takes priority over their Peugeot WEC programmes, while Mahindra's Edoardo Mortara (also part of Lamborghini's WEC team) is believed to be in the same boat.



Jag-linked Joel Eriksson could fill in at Envision, and has already raced in Berlin

But Envision Racing pair Robin Frijns (BMW in the WEC) and Sebastien Buemi (Toyota), Mahindra's Nyck de Vries (Toyota) and Abt Cupra's Nico Muller (Peugeot) are understood

to be prioritising the WEC. It means that those teams will be forced to name reserve drivers for the entirety of the Berlin double-header, rather than just the Saturday race.

**STEFAN MACKLEY**





**BTCC** It was Hyundai squad Excelr8 Motorsport's turn to unveil its 2024 livery at an event near Stratford-upon-Avon last Friday, and local hero William Shakespeare's *Macbeth*-opening salvo of "so fair and foul a day I have not seen" could easily apply to the fortunes of Tom Ingram and Tom Chilton at stormy Knockhill last season... The colours pay tribute to title sponsor Bristol Street Motors' centenary. The i30 Ns of Ingram, Chilton and Ronan Pearson also sport allegiance to Excelr8's new partnership with multiple champion squad Team Dynamics. **Photo by Excelr8**

## Sanna leaves Lambo role

**WEC/IMSA**

Giorgio Sanna left his position as head of motorsport at Lamborghini with immediate effect last week. It is a significant move, not just because the 48-year-old was the first head of the in-house Lamborghini Squadra Corse competitions department; he was also the architect of Lambo's LMDh racer, which entered competition this month.

Sanna's persistence got the programme that resulted in the SC63, developed in conjunction with Ligier Automotive, across the line in the spring of 2022.

His departure was announced in a short and sharp statement from Lamborghini. Sanna has been replaced by the marque's overall engineering boss Rouven Mohr, who will now oversee motorsport on an interim basis alongside his role as chief technical officer.

The politics behind Sanna's departure are unclear, though he was absent for the

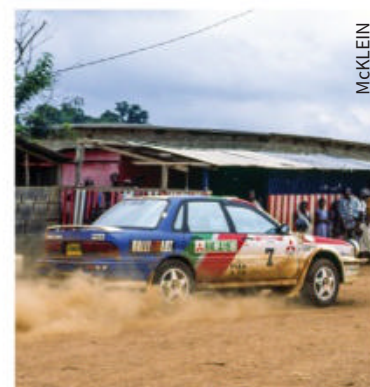


LEVITT/MOTORSPORT IMAGES

debut of the SC63 at the Qatar World Endurance Championship opener for what were described as personal reasons.

Former racer Sanna became the first boss of Squadra Corse in January 2015, the year that the original iteration of the Huracan GT3 came on stream. He had links with the marque stretching back to the early 2000s as test and development driver for its road cars, and also raced the Reiter Engineering-built Gallardo GT3 car.

**GARY WATKINS**



McKLEIN

## KENJIRO SHINOZUKA 1948-2024

**OBITUARY**

Kenjiro Shinozuka, who became the first Japanese to claim a victory in the World Rally Championship and then achieved the same feat on the Dakar Rally, has died aged 75 after a battle with illness.

Born in Tokyo, Shinozuka's greatest success came as a factory Mitsubishi driver. In 1988 he claimed the inaugural Asia-Pacific title with co-driver Fred Gocontas, and in 1991 he and John Meadows left their mark on the WRC by taking a factory-backed Galant VR-4 (above) to victory in the Ivory Coast round. They won it again in 1992.

Shinozuka's Dakar victory arrived in 1997 driving a Mitsubishi Pajero, after seeing off Frenchman Jean-Pierre Fontenay. The year after leaving Mitsubishi, he crashed a Nissan on the 2003 event and was in a coma, but competed in the rally until 2007.

Just four months ago, he was part of the WRC safety team at Rally Japan.

**TOM HOWARD**

**AUTOSPORT**

...with our print and digital bundle

Subscribe at [autosportmedia.com](https://autosportmedia.com)



SUBSCRIBE



## IMSA UNCHANGED

An unchanged IMSA SportsCar Championship calendar has been announced for 2025, with the same races on the same weekends as this year except for the Long Beach event with IndyCar, which has been moved forward one week in April. There are again 11 dates, with GTP racing on nine weekends, GT Daytona Pro and GTD on 10, and LMP2 on seven.

## DORR OPENS FOR MCLAREN

McLaren will have a full-season presence in the DTM for the first time this year thanks to Frankfurt-based Dorr Motorsport, which is fielding a pair of 720S GT3 Evos. Austrian GT3 veteran Clemens Schmid is shuffling across from the Lamborghini fold to lead the team of Rainer Dorr, whose Dorr Group is McLaren's largest dealer network in Europe. The team held discussions with Timo Glock about the other seat, but has plumped for Dorr's son Ben, who was runner-up in the ADAC GT4 series in 2022.

## DENYS ROHAN 1947-2024

The managing director of Silverstone Circuits Ltd from 1993-2000, Denys Rohan died recently at the age of 77. Rohan steered the circuit through a turbulent period, including the track revisions arising from the 1994 F1 tragedies at Imola, the negotiations to settle the British Racing Drivers' Club's claims against Tom Walkinshaw's Silverstone Motor Group, and resisting the attempts of Brands Hatch chief Nicola Foulston to acquire the venue and the rights to the British Grand Prix. In 1999, along with Martin Brundle, Frank Williams and Ron Dennis, he was part of a strategy group that the BRDC acknowledges "helped to lay the groundwork for the success of the circuit business today".

## ILOTT'S THERMAL WARMER

Jota Porsche WEC newcomer Callum Ilott will stand in again for the injured David Malukas at Arrow McLaren for this weekend's \$1 Million Challenge IndyCar race at Thermal Club. Ilott (below) finished 13th in the car at the recent St Petersburg season opener.



GALSTAD/MOTORSPORT IMAGES



Guerrieri leads a gaggle in 2022 at the Hungaroring

WTGR/DPPI

# Guerrieri to lock horns at GOAT

## TCR WORLD TOUR

Argentinian tin-top star Esteban Guerrieri has returned to the discipline full-time in the TCR World Tour following his one-season sojourn in the World Endurance Championship with Vanwall.

The 39-year-old has joined new Honda squad GOAT Racing to race a Civic Type R FL5, representing a return to the Japanese manufacturer. Across six seasons in the World Touring Car

Championship and World Touring Car Cup, Guerrieri scored 13 race wins in Hondas and a best championship finish of runner-up in 2019.

"It was in Honda cars that I have achieved my biggest successes in touring cars, but there's an unfinished business and the desire to add a global TCR title burns very strongly inside me!" said Guerrieri of joining the Spanish GOAT squad, which is run by ex-World Touring Car race winner Pepe Oriola and has recruited promising Italian

Marco Butti for its other car.

Mads Fischer, TCR project leader of Honda's European customer racing supplier JAS Motorsport, added: "The fact that a brand-new team has gone to such lengths to secure a driver like him for this programme shows not only their ambition, but also the level they expect to perform."

Before heading to tin-tops, Guerrieri was a race winner in F3 Euro Series, Formula Renault 3.5, Superleague Formula and Indy Lights as a single-seater starlet.

# Burton wins on debut at Sebring

## PORSCHE

Porsche Carrera Cup GB race winner Gus Burton has switched to the North American series for 2024 and took a win on his debut last Friday in a curtain raiser to the Sebring 12 Hours.

Burton (right), 21, who also won the GT4 crown in the 2021 British GT Championship, has joined MDK Motorsports and led the second race at the Florida circuit from pole to the chequered flag. He beat Porsche Supercup race winner Loek Hartog to the finish by 0.3 seconds, before the Dutch youngster was penalised down to third for jumping the restart after a safety car.

Hartog, another making his debut in the series, had won Thursday's race with the crack Kellymoss team by a second from Burton. Kiwi Ryan Yardley joined the duo on the podium in both races.

The results mean Burton takes an early series lead ahead of the Miami GP support round.



CARRERA CUP NORTH AMERICA



## Aston F1's Drugovich gets LMP2 race seat

### ELMS

Aston Martin Formula 1 test and reserve driver Felipe Drugovich will return to racing with a full-time programme in the European Le Mans Series this year. The Brazilian-Italian, who has not competed since the conclusion of his title-winning season in the 2022 Formula 2 Championship, will contest the six-round series in Vector Sport's LMP2 ORECA-Gibson 07.

The 23-year-old, who will share the car with Stephane Richelmi and Ryan Cullen, described the drive as a chance "to keep busy" on his weekends off from his F1 role that is continuing from last season.

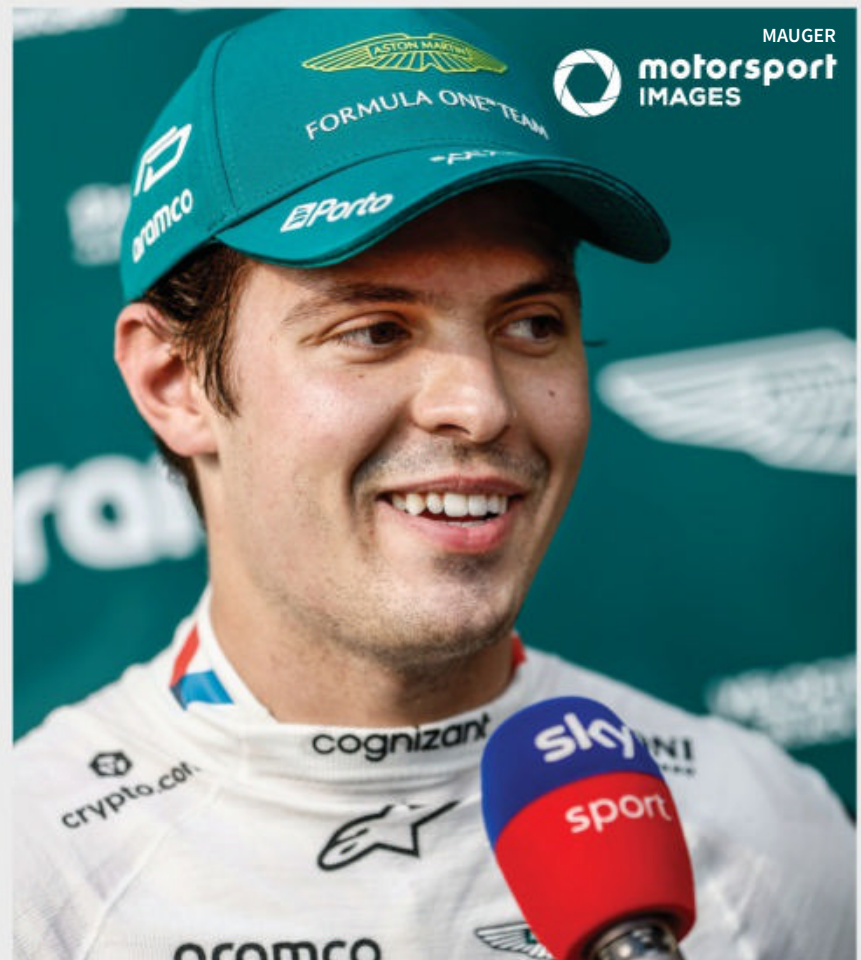
"It's good to know that I will be back in action in real races, bringing together my experience and my fondness for endurance racing," said Drugovich, who took part in

two Friday free practice sessions during the 2023 F1 season with Aston. "I have met the team and was impressed with what I saw: I am sure that together with them and my fellow drivers we can write a successful chapter with the #10 ORECA."

Vector team principal Gary Holland described himself as a "big fan of Felipe's".

"The opportunity to have someone like him in the car doesn't happen very often, so we had to grab it with both hands," he said. "This programme only really came up in the last week or so, but we'd already been talking for a while, more about the longer term. Felipe has been out of competition for a year, so he wants to stay sharp."

Four of the six ELMS rounds clash with F1 dates, but fellow Aston reserve Stoffel Vandoorne's WEC and Formula E programmes with Peugeot and DS Penske



respectively allow him to cover those weekends.

A first test with Vector for Drugovich was scheduled over the course of two days at Paul Ricard this week.

Drugovich, who is not due to race the car at the Le Mans 24 Hours, has replaced

Gabriel Aubry, who was set to remain with the team after joining for last year's World Endurance Championship. The Frenchman could return to the line-up for the French enduro, Holland said.

**GARY WATKINS**

## Hamlin keeps it smooth to add another Bristol win

### NASCAR

It should be no surprise that a veteran driver won last Sunday's NASCAR Cup race at Bristol Motor Speedway, given it became dominated unexpectedly by tyre wear.

Denny Hamlin, who won last fall's Bristol Night Race, mastered the tyre management

to come away with his second consecutive victory at the famed half-mile oval in Tennessee in his Joe Gibbs Racing Toyota.

Last weekend's race was the first Bristol spring Cup event not held on dirt since 2020, and quickly took on a different look. Although Goodyear took the same tyre combination to this race as was used last

September, for some reason the falloff laid no rubber on the track, which resulted in an excessive amount of wear.

Midway through the 500-lap race, NASCAR allowed Goodyear to provide teams with one additional set of tyres. But with many teams only able to go between 47-50 laps, it forced a dramatic change in race pace and pit strategy.

"That's what I grew up here doing in the short tracks in the Mid Atlantic, South Boston, Martinsville," said Hamlin, who earned the 52nd win of his career and first of 2024. Once it became a tyre management race, I really liked our chances."

Hamlin led 13 times for a race-high 163 laps, and edged team-mate Martin Truex Jr by 1.083 seconds in the end as only five cars finished on the lead lap. The others to do that were Brad Keselowski (RFK Racing Ford), followed by Hendrick Motorsports Chevrolet pair Alex Bowman and Kyle Larson, who rebounded from a pitroad penalty to finish fifth.

**JIM UTTER**







Keke Rosberg sets off to win the final Brands Hatch Race of Champions for Williams in 1983

# NON-CHAMP F1 RACES TO REVIVE

Young drivers need more track time to prepare for Formula 1, so how about bringing back some non-championship races? We've put reality aside for a moment to select events we'd like to see return

KEVIN TURNER



## PAU GRAND PRIX

**5** Yes, we know, massive modern F1 cars would struggle to fit around this French street circuit and the racing would probably be terrible, but the Monaco GP still exists... The Pau GP dates back to 1933 and was held as a non-championship F1 race as late as 1963. It was last run for French F4, but we reckon the event deserves something a bit grander – and it would certainly provide a stern test for drivers.



## RACE OF CHAMPIONS

**4** Brands Hatch is another venue that would probably struggle to fit modern F1 cars, but we'd change the rules to make them smaller anyway. First run in 1965, the Race of Champions sometimes included F5000 cars as well as F1 and became a major event at the start of the season. It provided rising star Tom Pryce with his only F1 win in 1975, and the 1983 edition was the last proper non-championship F1 race.



## JOCHEN RINDT TROPHY

**3** This has long since been a (very good) historic F2 race, but the inaugural running to commemorate the posthumous 1970 world champion came at Hockenheim in 1971. Appropriately, given his fight with Rindt in the previous year's German GP, Jacky Ickx won for Ferrari. We'd prefer the old flat-out blast through the forest but that's been taken back by nature, so we'd settle for the track that last hosted F1 in 2019.



## MEDITERRANEAN GP

**2** Apart from being a brilliant name that we thought could have been used for F1's return to Imola, the Mediterranean GP provided some incredible races on the high-speed Enna-Pergusa circuit in Sicily and became a race for F2 and F3000 after its F1 tenure. Ferrari easily won the first two editions, but rising Swiss star Jo Siffert's epic slipstreamer victories in 1964 and 1965 were both secured by mere tenths over Jim Clark.



## INTERNATIONAL TROPHY

**1** Including a track that already hosts a GP might seem a bit daft, but Silverstone is suited to modern F1 and would allow the efforts of young drivers to be compared to their senior counterparts at the British GP. First run in 1949, the BRDC International Trophy featured fantastic racing over the years (see 1962!) and was won by some of the sport's greatest exponents. Stirling Moss's 1956 win for Vanwall pointed to the future.





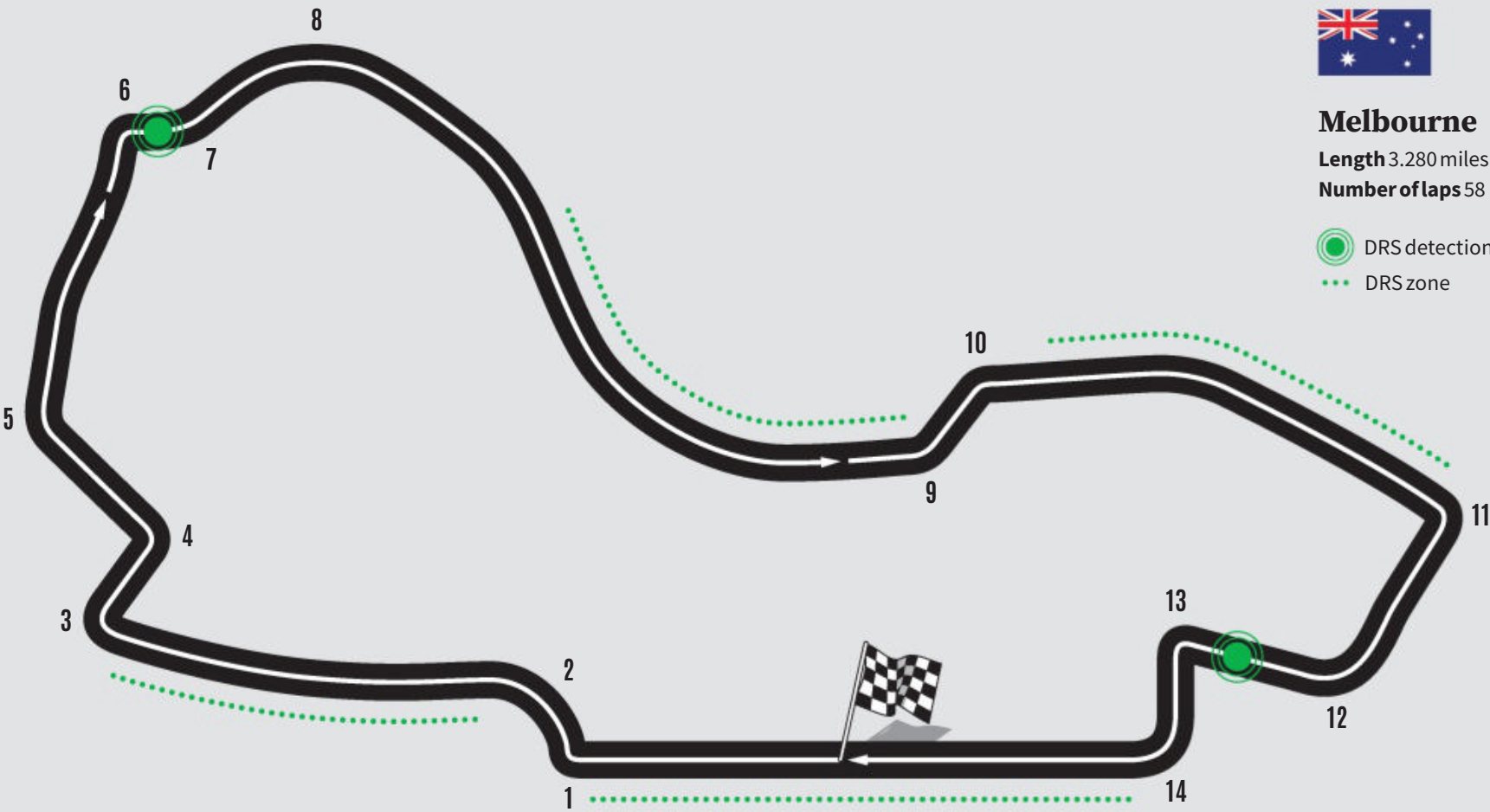
F1 AUSTRALIAN GRAND PRIX PREVIEW



Melbourne

Length 3.280 miles  
Number of laps 58

DRS detection  
DRS zone



UK START TIMES

Friday 22 March  
FP1 0130 FP2 0500

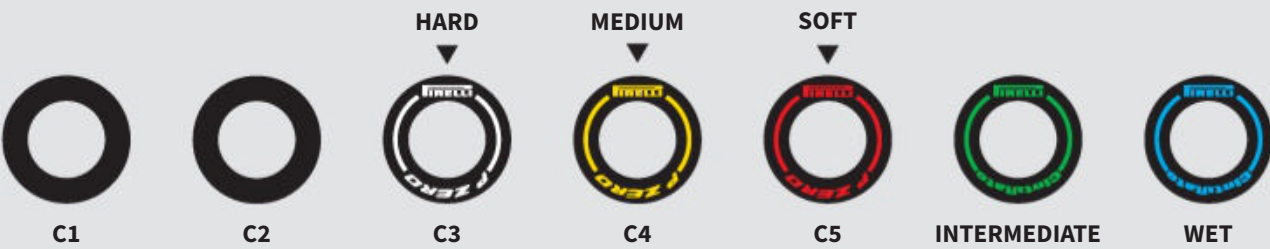
Saturday 23 March  
FP3 0130  
QUALIFYING 0500

Sunday 24 March  
RACE 0400

CATCH THE RACE LIVE  
SKY SPORTS F1  
BBC RADIO 5 LIVE

TV Highlights  
CHANNEL 4 1230

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	51
2	Perez	36
3	Leclerc	28
4	Russell	18
5	Piastri	16

Constructors

1	Red Bull	87
2	Ferrari	49
3	McLaren	28
4	Mercedes	26
5	Aston Martin	13



MELBOURNE STATS

Previous winners

2023	Max Verstappen	Red Bull
2022	Charles Leclerc	Ferrari
2019	Valtteri Bottas	Mercedes
2018	Sebastian Vettel	Ferrari
2017	Sebastian Vettel	Ferrari
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Nico Rosberg	Mercedes
2013	Kimi Raikkonen	Lotus
2012	Jenson Button	McLaren

2023 POLE POSITION

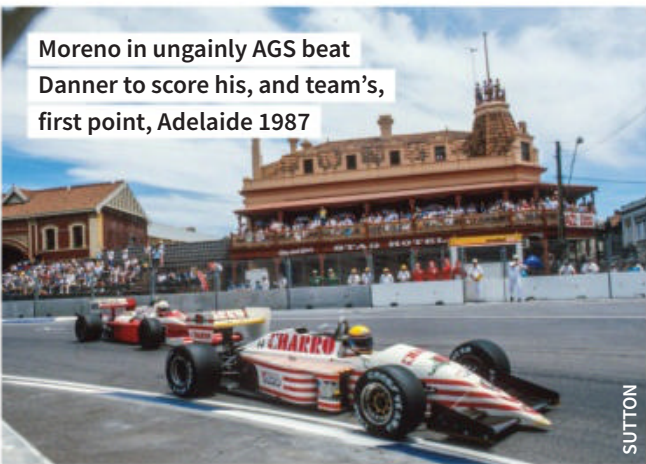
Max Verstappen  
1m16.732s

POLE LAP RECORD

Max Verstappen  
1m16.732s (2023)

RACE LAP RECORD

Sergio Perez  
1m20.235s (2023)



Podiums

Lewis Hamilton	10
Sebastian Vettel	7
Kimi Raikkonen	6
Fernando Alonso	6
Michael Schumacher	5
Rubens Barrichello	5
Jenson Button	4
David Coulthard	4
Nico Rosberg	4
Ralf Schumacher	3



# ULTIMATE OILS FOR TRACK AND ROAD

MOTUL 300V & 8100 POWER

**Motul's flagship lubricant ranges: For Competitors, Track Day Drivers and Performance Car Owners**

**Motul 300V** the world's first Fully Synthetic Motor Oil and still the standard for competition motor oil. Three variants to suit specific competition needs: Competiton, Power and Le Mans.

**Motul 8100 Power**, inspired by 8100 X Power, the mandated oil of F4 in the UK, the 8100 Power range is for high-performance or tuned engines and is equally at home on the roads or on track – the ultimate all-rounder!

And check out Motul's world championship-winning Brake Fluids and Gearbox Oils to complete your performance lubricant package.



Find the right  
Motul product  
for your vehicle

Motul Sales, Product information and Technical enquiries contact:  
[enquiries@uk.motul.com](mailto:enquiries@uk.motul.com) / [www.motul.com](http://www.motul.com) | Trade enquiries: 01905 676819

FOLLOW US ON  
[motul.com](http://motul.com)



# MOTUL





# Ricciardo's job has just got harder

*As 2024 began, the Australian looked like he had a good chance of soon replacing Sergio Perez at Red Bull, but things aren't looking quite so rosy now*

ALEX KALINAUCKAS

**T**here's a big challenge across the rest of the Formula 1 season facing RB, Haas, Williams, Sauber – and maybe one day Alpine too. They are fighting for whatever Aston Martin's Lance Stroll might leave available in terms of points, if none of the other frontrunners hit trouble.

There is a sense pervading the paddock that the gap between the frontrunners and the midfield has increased since 2023. The season's stats don't actually back up that opinion, albeit they come from a very small sample size of the opening two races. Using the supertimes method based on raw pace, the gap after two races between the 2023 frontrunners (Red Bull, Ferrari, Aston and Mercedes) and the other teams was 0.493%. So far in 2024, that has contracted to 0.445%. But the critical difference is that McLaren's major gains during last season meant that the frontrunning pack swelled; it has stayed the same size from the off this time. At the same time, Alpine has fallen. The outcome is a severe squeeze on the points chances left for the rest in this era of impressive reliability.

Those lower midfield teams simply require perfection and, even if they get it, 11th might be the best result on offer. But, so far, RB isn't even getting that from its driver line-up. And for one of them, that significantly alters the narrative of what had long been set to be a key theme of 2024.

## “Red Bull currently has no reason to realise Ricciardo's dream of a senior team return”

Daniel Ricciardo is openly targeting a return to his old job alongside Max Verstappen, the Australian hoping to replace Sergio Perez at Red Bull in the context of the Mexican's consistent relatively poor showings against this era's dominant driver. That was the plan, anyway. But 2024 has started not only badly for Ricciardo, but also relatively well – again – for Perez.

Ricciardo has so far failed to outqualify team-mate Yuki Tsunoda in either of the season's opening rounds. In Bahrain, Ricciardo put this down to “I didn't put it together” – a moment at the tricky Turns 9/10 complex proved costly. Then, in failing to make Q3 in Jeddah when Tsunoda did with a 0.461s edge over his team-mate, Ricciardo blamed “some things [discovered] afterwards” in terms of car set-up that “even if we didn't have parc ferme, it's probably nothing we can fix in 24 hours”.

Analysis of the GPS traces between the two at the end of Q2 in Jeddah shows Ricciardo making gains on Tsunoda under braking – the critical area where he struggled during his painful two-year stint with McLaren, Monza 2021 aside – but consistently slower on corner exits. This can often be a symptom of a driver trying too hard and seeking to find time where none is available. It was a charge levelled at Perez during his many qualifying struggles against Verstappen last year. Worse was to follow for Ricciardo in the Jeddah race, where a 40s pitstop delay under the safety car meant he was trapped at the back of the pack. But he capped a dreadful weekend with a solo spin after “just taking a bit too much kerb” at the opening turns late on.

He now heads to his home race in Melbourne, seeking a fast reset. But the pressure on Ricciardo has been amped up by Red Bull motorsport advisor Helmut Marko writing in a column for the Red Bull-owned *Speedweek* website that “Ricciardo has to come up with something soon”. This could be a gambit in the war at the top of the senior team, but equally Nyck de Vries was dismissed after, as Marko claimed, “he never once did a super lap that amazed us”, emphasising how complex Ricciardo's rise back to Red Bull has become.

In Melbourne, the pressure element also swings more on Perez. It was here in 2023 where his campaign went both figuratively and actually off-track, with Red Bull's braking struggles at this tricky circuit. But, in backing up Verstappen in each race so far in 2024, Perez has registered the maximum points haul Red Bull expects from its dominant car package. There's little sign that he's shouldering the mental burden of actually trying to win a championship battle with his team-mate – as depressing as that is for the neutral – and this, it seems, is boosting Perez.

Red Bull currently has no reason to realise Ricciardo's dream of a return to the senior team. And that's before considering the current chaos atop its F1 management structure. There's just no way it's going to be making a big call in deciding on Perez's future when there's so much peril surrounding Christian Horner, Marko and now Verstappen.

Ricciardo's focus is now squarely on the short term. His insistence that after Jeddah “a few things would go back to the factory and come back with a fresh car in Melbourne” points to low-hanging fruit in his bid to kickstart his faltering 2024 campaign. But if that fails, there's a very real risk that consistent errors or underperformance in the congested trailing pack will cost any team on the days when the leading teams do leave points available. And Red Bull's war of succession really began with AlphaTauri/RB being put on notice this time a year ago. Constructors' championship slips cost not just cash, but F1 futures too... ❄



# TASTE THE ACTION AT **OCTANE TERRACE**



ENJOY  
PACKAGES  
FROM  
**£555**  
EXCL. VAT



*Tommy Banks*



*Atul Kochhar*



*Angela Hartnett*

Serving up live music, DJs, street food by Michelin Star chefs on a bed of octane views. It's got the perfect ingredients for a tasty FORMULA 1® Qatar Airways British Grand Prix weekend.

**GET YOUR OCTANE TERRACE PACKAGE NOW.**

FOR CELEB CHEF AND DJ LINE UP NEWS,  
FOLLOW @MATCHHOSPITALITY



**BOOK YOUR WEEKEND AT:**  
[Silverstone.co.uk/hospitality](https://Silverstone.co.uk/hospitality)





# Making a difference

*The former F1 engineer is turning his attention to helping motorsport become a more diverse environment, but says there's still a long way to go*

**ROB SMEDLEY**

**S**ince leaving Formula 1, I've been able to devote more energy to my passion for broadening participation in motorsport. The penny is dropping: as a community, we're recognising that we have to do things that are genuine and impactful. But are we doing enough? Absolutely not. We're not doing anywhere near enough.

I always say that if you're going to make fundamental change in anything, it has to become part of the fabric of what you're doing. Like environmental sustainability – you can't behave recklessly for most of the week and just do some green stuff on a Friday afternoon. It doesn't work. It has to be part of the fabric, culture and targets of your business. And it's the same with increasing participation in motorsport.

I launched Global Karting League as a way of democratising motorsport by minimising the financial barriers to entry. We're trying to take away as much cost as we possibly can from the entry levels of motorsport. But to address under-representation of different communities – whether that's socio-economic, gender or ethnicity – we need to do more than that, and there's no one silver bullet that will talk to every single demographic.

Every community has to feel that this is a safe and welcoming space. Some of it is practical things, like where does a girl go to get changed when they go karting? It's not uncommon for young guys to get stripped off in the car park, put their overalls on and they're ready to race. I've also heard absolute horror stories, like being told: 'You shouldn't be here, this is a sport for boys.' As a community, we need to be calling that out.

We're doing a huge amount of work within Global Karting League on female participation and representation, and we're also helping More Than Equal, which is a great initiative. It's right in our wheelhouse because it's very data-driven. If you've got the first-principle understanding, you can put in place solutions that address those issues. Our efforts are already showing results, with our GKL:UK 2024 competition boasting double the female drivers, compared to the national average seen in other grassroots karting competitions. However, we need to fundamentally increase participation across the board. It is a mathematically sound hypothesis that, if there's 10% female participation across the whole of motorsport, which is roughly where we are, then there's a 10% chance of finding a female champion.

That's before you get into the argument of 'can females compete at the same level as the males?' My personal opinion is absolutely, they can. And I will continue in that belief and continue to be part of the solution until proven otherwise.

When I was employing engineers in F1 teams, I used to try, on a meritocratic basis, to get a good gender balance. When

you get young guys recently out of university, in what is quite a male-dominated sport, you can create some quite alpha-male robots, which is not good for any kind of business culture. When you put the females in there, everybody behaves in a much more collegiate way. We are starting to see more female representation in top roles, but it's still nowhere near enough. Why aren't we seeing more females in top technical positions? Again, it's about numbers: we don't have the numbers committing to

## “We're trying to take away as much cost as we can from the entry levels of motorsport”

STEM subjects in their further and higher education, which is where the F1 teams are looking.

We have to get girls turned on to this at five, six years old – the age they come into the Bambino karting category. At GKL, we've got a lot of ex-F1 engineers and we've tried to relay STEM learning through the context of motorsport. We've built an online learning platform where each kid can complete a course. Teaching them about forces, electricity, materials, and the things that are important for engineers and scientists, through the context of motorsport, the kids get really into it. I was surprised. It was always part of my vision to get them turned on to STEM as well, but how enthusiastic were they going to be about it? In fact, it's been amazing. The kids love it, and we get great feedback from parents. If we can get that to percolate up to university level then great: it gives us more choices when we're looking for engineers.

More generally, there's no single solution. There's going to be lots of different ways to help drive female participation within the sport. On the driving side, W Series, F1 Academy, initiatives like this, they're all super-important and they're all part of the solution. W Series hit financial trouble, but we have to try things; some of them will work, and some of them won't.

Going back to what I know best, if you want to build a world championship-winning F1 car, you can't have it on the drawing board for 20 years and tell people how good it is – you've got to get it out there and understand that actually it's not that good after all. Learn from that and implement new design methodologies, new processes, new tools and so forth. You've got to have a culture where you will try something that might fail but you will learn from it. If we don't actually get on with things and allow ourselves to fail, then you'll never reach your final goal. ❄



MERCEDES

# WHERE IS THE MERCEDES REVIVAL?

*The title-winning squad has a new design concept but has started the season poorly for a third year in a row. So how soon can it really get back to challenging Red Bull?*

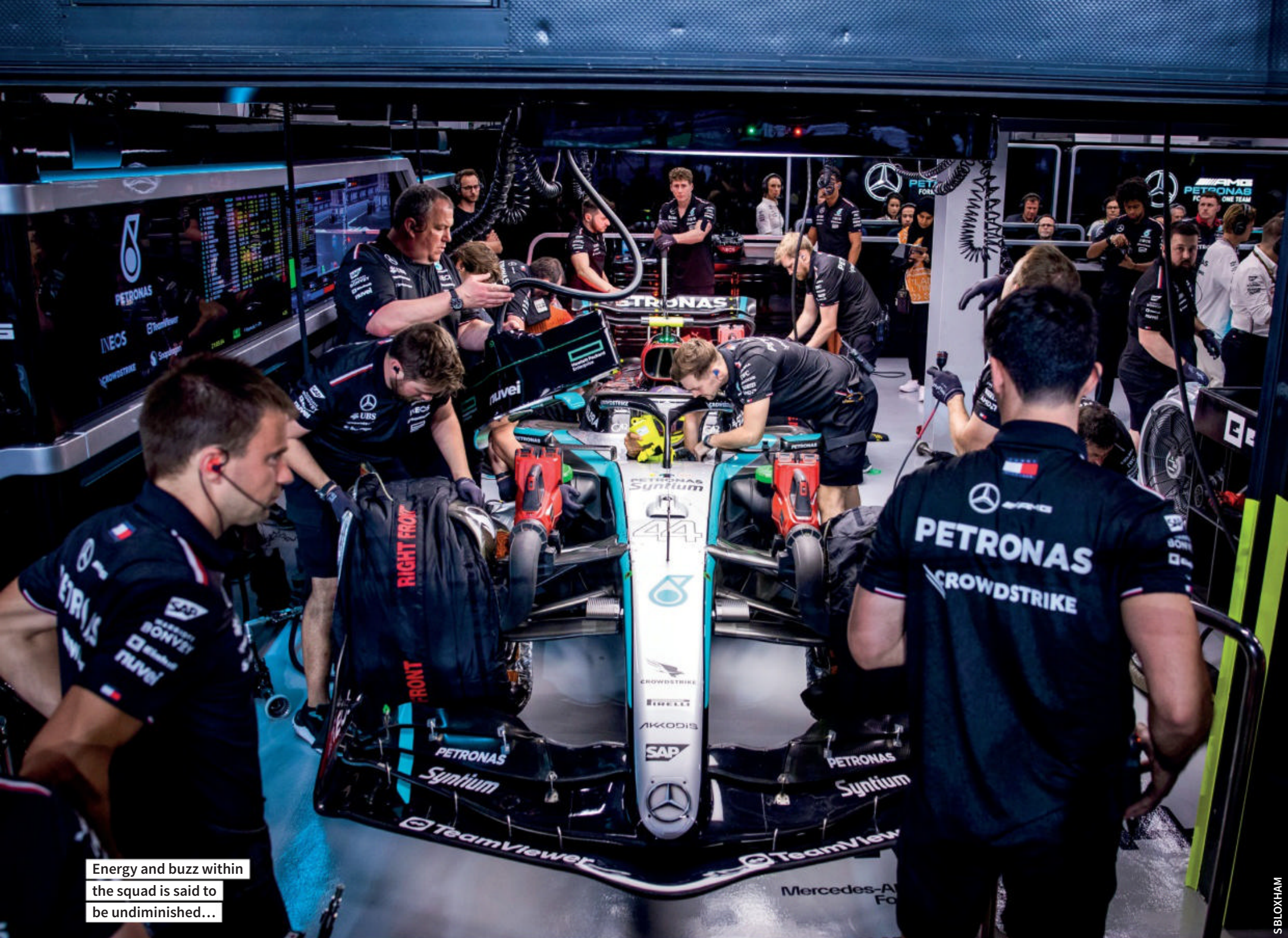
ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport**  
IMAGES









Energy and buzz within  
the squad is said to  
be undiminished...

SBLOXHAM



...and while  
no one is  
predicting a title tilt,  
being in a position to  
fight for podiums is  
the expectation

SBLOXHAM



W

e've been here before. On 30 March 2023, the front cover of this magazine asked: 'What next for Mercedes?' Almost a year earlier, on 7 April 2022, the line was essentially the same, albeit with some added Toto Wolff fury – “Totally unacceptable” – what's gone wrong at Mercedes'. Arguably, this rather niche trend

encompasses 2021 too, when on 15 April that year we were explaining 'What Mercedes must do to fix the W12' at the start of the squad's titanic battle with Red Bull for that year's world titles.

But those 2022 and 2023 features, and now this one, follow the second round of a new Formula 1 season. Mercedes was comprehensively defeated in the Saudi Arabian Grand Prix earlier this month, not just by the dominant Red Bull team but by its regular rivals in the also-ran race. This isn't a convenient case of *deja vu*. It's real repetition and time to ask: what has gone wrong with Mercedes *this time*?

Trouble at the front of the F1 field is, of course, rather relative. Mercedes is not facing Alpine levels of awfulness. And, in clinching second in the 2023 constructors' championship ahead of Ferrari, it has a results pedigree that most other teams would hurriedly snap up.

But for a team that secured an unprecedented run of title success – those seven drivers' and eight constructors' titles from 2014-21 – second really isn't good enough. And Mercedes has such an array of driving and engineering talent, it's understandable that F1 observers expect a lot from what remains an illustrious squad.

Mercedes' start to 2024 might also be looking rather different had it not got its cooling calculations wrong in the Bahrain season opener. Sure, Ferrari was hobbled by its brake problems too but, when George Russell blasted past Charles Leclerc to run adrift of Max Verstappen on lap three of that race, Mercedes' potential looked rather different.

It had also looked strong on one-lap pace at a track where finding and maintaining the tyre performance window is devilishly tricky. But then the cooling issue aided Ferrari's resurgence past Russell, and stopped Lewis Hamilton from showing anything of note after his poor qualifying. Then, in Jeddah, Mercedes showed little across the weekend. And what it did see, it didn't like. But it insists that the W15 is a step forward from its recalcitrant predecessors.

“To know that we have a package that we can potentially fight with is really pleasing,” Hamilton said in Bahrain. “The car is really fantastic. It's really a big improvement from previous years. A lot more stable, a lot more fun to drive.”

Much of that is down to the effort Mercedes has made to improve what technical director James Allison called the “spiteful” rear-end handling of its first two ground-effect machines. The team has addressed this by moving to a pushrod rear suspension for 2024. But a rear-end limitation was nevertheless a big factor in its Jeddah struggles.

One question is: does the high-speed, brutal layout of the Saudi Arabian circuit represent something of a Mercedes

*“We're good in the low-speed, and some of the medium-speed we're not so bad. It's just really the high-speed, so we have to add performance”*



Team's not been overconfident, says Wolff – in fact a “glass half empty” realism is way forward

bogey track, despite Hamilton winning there (still his most recent F1 triumph) in the inaugural event back in 2021? That event, of course, was held in the final year of the ultra-high-downforce chassis rules era that Mercedes aced.

If we ignore the 2022 Jeddah event, when Verstappen and Charles Leclerc engaged in a gripping battle at the front of the field, and concentrate on the past two, when a Red Bull has dominated, Mercedes' pictures do look very similar.

In 2023, Russell led the way for the squad in qualifying – a 0.6-second gap to poleman Sergio Perez that converted to 25.9s behind at the flag. It was a similar story in 2024, when Russell's 0.8s deficit as the top Mercedes in qualifying ended up as a 39.9s gap in the race. We can't use Hamilton as a reference in either year because in both of F1's most recent Jeddah visits he qualified down the order, and two weeks ago missed out on the safety car pitstop most others had banked. This added 11s to his race time (he ended up 7.5s down on Russell), and he was engaged in a race-long fight with the McLarens.

The Jeddah layout simply exposes cars that struggle in high-speed corners – because it's essentially little else. And, in 2024, this appears to be Mercedes' big weakness. “We're good in the low-speed, and some of the medium-speed we're not so bad,” Hamilton explained. “It's just really the high-speed, so we have to add performance. It was like I was in a different category when I was going through the high-speed with the guys around me.”

The Jeddah track is also very smooth. This means the cars are set up to run very stiff to avoid bottoming out as the speeds rise and the downforce generated by the venturi tunnel underfloors does its thing. And here it seems is Mercedes' main issue early in 2024. According to the GPS data logged on the opening weekends in qualifying, the W15 compared well against the Red Bull RB20 in Jeddah's slowest turns and in Bahrain's more common tighter stuff too. This suggests its aerodynamic profile overall is doing what the team wants – generating decent levels of downforce in such turns. But when it comes to the fast corners and as the downforce loads naturally increase significantly, it seems that the W15 can't maintain things smoothly.

It all comes back, ultimately, to the bouncing problem that the team has encountered all the way through this rules era.

“I would say this year's car is a totally different race car,” Russell said ahead of the Bahrain race event, after pre-season testing had taken place at the same venue. “To the point that the things we learned from last year in the way we were setting the car up, we ➤➤



will need to approach it differently this year. So, there's a lot to learn about this. And it feels much closer to how a race car should feel.

"But the one area that we need to continue to work on is probably the bouncing that we're seeing. We got caught up with a bit of bouncing [in testing]. We were pushing the car really aggressively. But, as I said, we're dealing with a totally different beast this year, whereas 2022, 2023 they were both cut from the same cloth."

Subsequent comments from the Mercedes camp on this situation have returned very different results. Ones that suggest Russell may have let on more than his team wanted with his earlier assessment.

In response to a fan question in Mercedes' regular post-race debrief videos asking why the W15s seemed to be sparking as they struck the ground more than other cars in Bahrain, Allison said "it's not completely sure in my head that we were sparking more than others". He then went on to give a lengthy explanation of how the titanium skid blocks on all cars produce those sparks when striking the ground, the underlying question unanswered.

In Jeddah, Autosport's enquiry to Russell to detail the bouncing sensation in 2024, and whether it had been improved over the Bahrain race weekend, received the following response: "I think all of the teams have got a pretty good handle on the bouncing now. And we can probably expose the limitation or shy away from it. But as we know, with the ground-effect cars, you want to get the car as low as possible and as stiff as possible, which has compromises.

"So, the feeling pretty much is very similar to what you felt over the last two years, but just to a much lesser extent. But as I said, I think for all of the teams, you'll see some form of bouncing at points throughout this year."

This again shows things are relative for Mercedes. But also how, if the team has made progress on its 2023 performance, so have its rivals. And, significantly, Russell also said in Jeddah that Mercedes is "chasing the downforce, but perhaps the downforce isn't worth the losses that the bouncing brings, as we've shown really strong pace at points [mainly in practice]".

A car that struggles in high-speed corners is always going to be tricky for its drivers. This is especially the case in Jeddah, where the close-proximity walls mean the confidence required to get the most from the ground-effect machines in the corners where they are designed to work best is at a premium.

Mercedes has worked hard – and says Allison, unusually in modern F1 – to aid Hamilton and Russell under braking compared to 2023. This concerns its adjustable upper wishbone approach to its pushrod front suspension arrangement. This should assist with

finding the best set-up for improved anti-dive requirements of these cars when they brake at different track types. The W15 was visibly oscillating under braking during pre-season testing, which suggests that there are perhaps now two bouncing issues with which Mercedes is currently grappling.

The new approach (see page 26) should allow Mercedes to widen its set-up window too. But Allison also suggested that, in terms of completely addressing the major car architecture elements required to fully go down the development path Red Bull proved was best back in 2022, in his squad's case "you definitely have restrictions because you're still subject to the fact that there are things you can change within a year and things you have to change across years".

This in turn gels with team boss Wolff claiming that "it's more a fundamental thing" that is currently holding back the W15. On the high-speed weakness, the team opted to fall back on its smaller, lower-downforce rear-wing package in the sessions that mattered in Jeddah to build a gap on the large sections of that track with no corners. This, in turn, exacerbated its drivers' issues in the fast, technical sequences, particularly in the first sector.

"That's a biggie," said Wolff. "There's only so much you can tune here. Our simulations point us in a direction and this is the kind of set-up range that we then choose, where you put the right rear wing on. You'll gain a few tenths or not if you get the set-up right or wrong, but there's not a massive corridor of performance. It's more a fundamental thing, that we believe the speed should be there. We measure the downforce, but we don't find it in lap time."

Wolff also said in Jeddah that "we had so many unknowns in the last year" and "where we started, we said, 'OK, this could be a reason' and 'this could be a reason' and 'this could be a reason', and we fixed that". He continued: "I can see from the sensors that we have what we needed. But there is still this behaviour of the car in a certain speed range, where our sensors and simulation say this is where we should have the downforce, and we are not having it.

"This team has not been overconfident. We are probably the other way around. We see that glass half empty always. And that attitude stays, but this is also the attitude to fix it."

In terms of what comes next for this storied squad, in the short term in 2024, it's bracing for more pain. That's because, says team trackside engineering director Andrew Shovlin, this weekend's Melbourne layout "has similar nature of corners" to Jeddah. Then, F1 heads to the Suzuka circuit where Red Bull was so crushingly dominant in 2023 and where McLaren – the package Hamilton struggled against most in Jeddah in escaping first from

*"There is still this behaviour of the car in a certain speed range, where our sensors and simulation say this is where we should have the downforce, and we are not having it"*

Oscar Piastri and later in attacking Lando Norris – was also excellent.

But, for now, it's the Woking team that should be providing Mercedes with inspiration. After all, this time a year ago McLaren was struggling much more than Mercedes is, also with a car that bore many similarities to a previous Red Bull design. And it was able to develop it into a clear second-best package in 2023, before Ferrari, in turn, was able to make major gains at the end of the campaign – largely thanks to a new floor introduced at last autumn's Suzuka visit.

It's in this area of the W15 where it would be logical to expect Mercedes to be planning a first major design upgrade of the new campaign. The team is predicted to experiment with a different version of the floor it used in Bahrain testing in Melbourne this weekend to keep things more stable, but it could be that a new floor design is >>



Shovlin (left) points to reasons not to expect Melbourne turnaround; Allison (below) looks to longer term



Jeddah layout exposed the Mercedes W15's weakness in high-speed corners



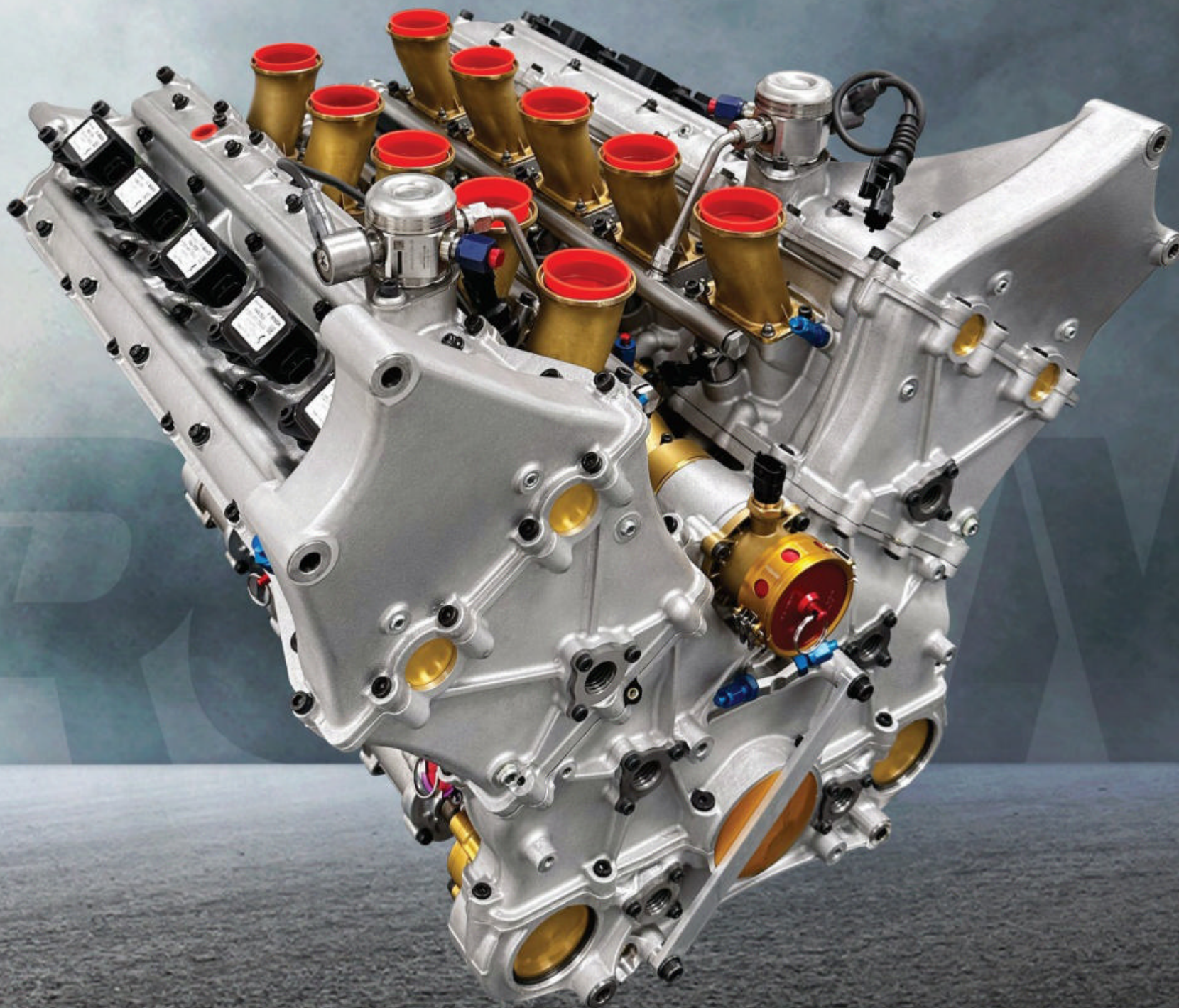
Hamilton couldn't finish higher than ninth in Saudi Arabian GP





ENGINE DYNO TESTED ON SUSTAINABLE FUEL

4.0L V10



RODIN  
**RCTEN**



HORSEPOWER 600bhp - 800bhp upto 11000rpm  
TORQUE 530Nm from 5000rpm  
WEIGHT 125 - 160kg *dependent on config*

[www.rodin-cars.com](http://www.rodin-cars.com)



*“I don’t think that additional pressure on all of us makes it better. I think we have a problem with the physics. It is not by lack of trying or by the mindset or the motivation”*

coming in time for the European season that begins at mid-May’s Imola round. That would likely be aimed at making considerable progress in trying to ensure its package maintains its downforce levels better in the faster corners. If it can, driver confidence levels will rise, boosted by the knowledge that Mercedes should be on safer ground on more typical street tracks still to come in Monaco, Baku and Singapore.

It’s also worth bearing in mind how Allison insisted in Jeddah that Mercedes is “pretty happy with the broad platform [of the W15]” and how he thinks “the car will yield a good development season over the 24 races”. “We’ll be pushing ahead with this to make sure that we are competitive in this season,” he concluded, in response to a line of questioning on whether Mercedes has any hope of toppling Red Bull before the 2026 rules reset. “Still more the following year and the year after that too, so don’t be so pessimistic.”

But that point really isn’t so far away now. And the logic in diverting resources from an underwhelming project into a new one that has the potential to massively upend an F1 pecking order has been witnessed time and again in the championship’s history. It’s therefore likely to become ever more of a talking point for Mercedes – particularly with the paddock rumour mill awash with suggestions that it is very satisfied with its 2026 engine redesign efforts so far – if 2024 progresses as last year did and its winless stretch grows.

For now, however, Wolff insists that his squad is on track to make a recovery. “I’ve changed my mindset,” he said of Mercedes’ 2024 efforts. “I don’t think that additional pressure on all of us makes it better. I think we have a problem with the physics. It is not by lack of trying or by the mindset or the motivation or energies. All of that is there, and I can see the buzz in the organisation.

“It is a different confidence that I have in the group this time around. At a certain stage, you’re basically ticking all the boxes of the unknown, and where we are today, it’s pretty clear where it points to. It’s just my feeling that we will come on top.

“Is this good enough to beat a Max in a Red Bull? No, it’s not. But at least bringing ourselves into a position of fighting for podiums and being right there, I’m 100% sure we are going to get there.”

**P26 MERC TECH ANALYSIS**

## HAMILTON’S STRUGGLES TO SIGN OFF A REMARKABLE ERA

“To finish on a high with the team would be a dream. We have gone through a whole heap together. It would be the greatest moment to be able to help them get back to the top.”

So far, Lewis Hamilton’s dream ending to his hyper-successful, 12-season Mercedes Formula 1 stint is not becoming a reality. In the year’s opening two rounds, he’s trailed team-mate George Russell in qualifying, and they might have been further apart on the grid last time out in Jeddah had Russell not blown his only new tyre run in Q3.

In the races, Hamilton’s seventh in Bahrain and ninth in Jeddah mean he’s five places and 10 points adrift of his team-mate in the drivers’ standings. Russell has finished fifth and sixth so far.

“It’s frustrating to three years in a row be in almost the same position,” Hamilton said of Mercedes’ start to 2024. “It’s definitely tough, but we’ll get our heads down and keep working away. I know everyone back at the factory is pushing as hard



as they can, but we’ve definitely got to make some big changes. We haven’t made big enough changes, perhaps. You look at the three teams that are ahead of us and they still have different concepts to where we are in some areas. So, we’ve got some performance to add, that’s for sure.”

At least his final Mercedes F1 car, the W15, has been designed with his specific requests in mind. These centred on the car more closely following the Red

**“IT’S FRUSTRATING TO THREE YEARS IN A ROW BE IN ALMOST THE SAME POSITION”**

Bull downwash sidepod concept this time, and also addressed how Hamilton felt he was struggling with Mercedes’ cockpit placement being further forwards in 2023. Then, he just felt he wasn’t being listened to – a point he makes clear in the most recent series of

*Drive to Survive.*

“Obviously with Lewis’s experience, the car has been designed around his wishes,” Russell explained in Bahrain. “With the car being sat further rearwards than we were last year, the Red Bull-esque sidepods on the side and a slightly different steering rack.”

When it comes to signing a replacement for the Ferrari-bound Hamilton, Mercedes team boss Toto Wolff appears to be in no rush.

His team benefited from Ollie Bearman showing well for Ferrari in his surprise Jeddah debut in place of Carlos Sainz, with the 18-year-old now set to return to Formula 2 action against Mercedes junior Andrea Kimi Antonelli at the Prema Racing junior category powerhouse.

Mercedes feels that if Antonelli can run Bearman close in F2, then it will know how he might perform at the top level. But, resting against this is how the 17-year-old Italian has made a low-key start in F1’s support category. And there are alluring veterans in Max Verstappen and Fernando Alonso who just might be on Mercedes’ 2025 radar now too...

“We’re going to wait,” Wolff explained in Jeddah. “We have a few interesting options. And the more we’re able to [wait, we can] assess how the season pans out. Young drivers with us, against slightly older ones – that’s not going to be a decision which we want to take in the next few weeks. It’s rather a few months, depending on where it goes.”

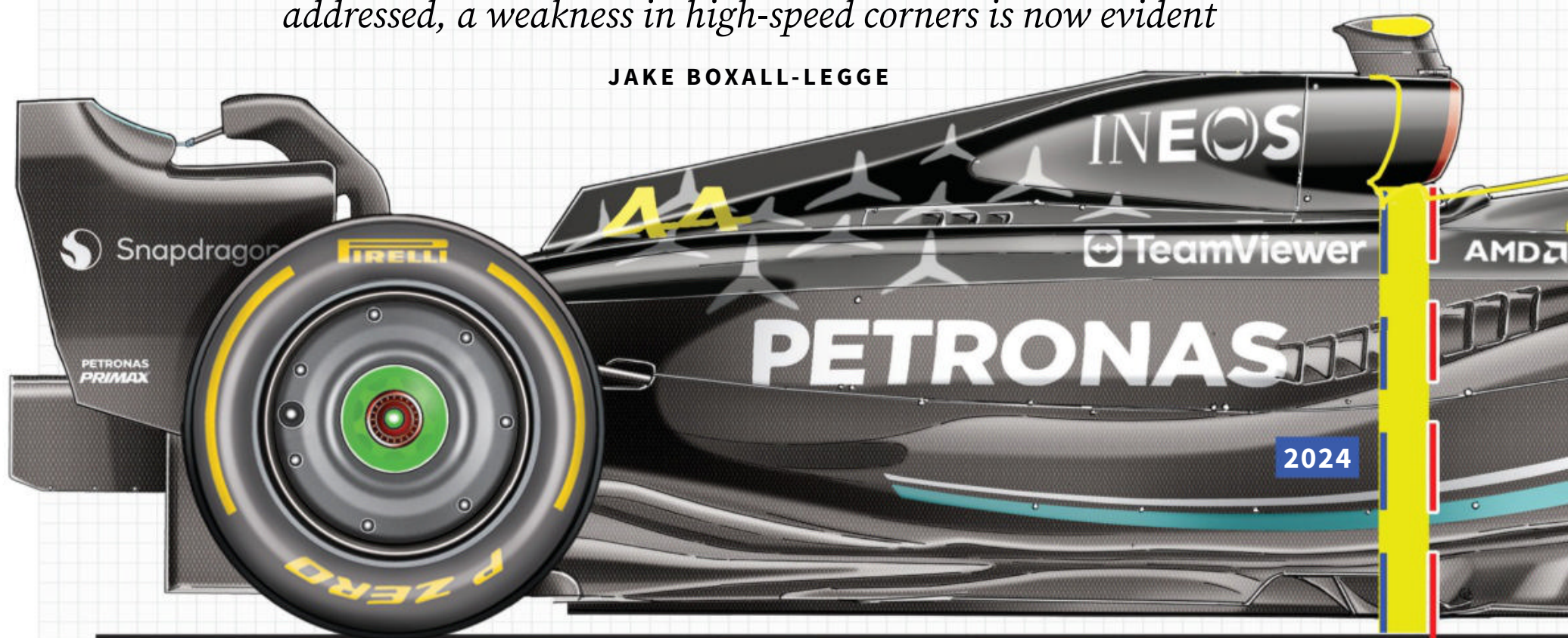


GIORGIO  
PIOLA

# THE PROS AND CONS OF MERC'S NEW DESIGN DIRECTION

*While the major issues of the past two seasons appear to have been addressed, a weakness in high-speed corners is now evident*

JAKE BOXALL-LEGGE



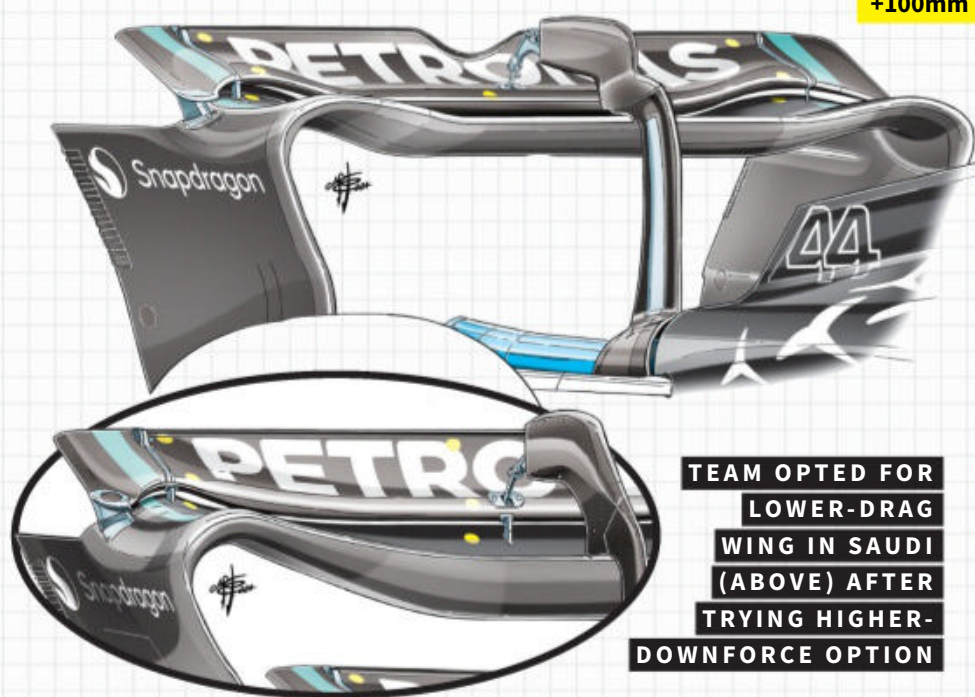
+100mm

In its pursuit of an entirely new design concept for 2024, Mercedes had hoped that its shift would completely bypass the issues present in the W13/W14 lineage and begin its ascent back to Formula 1's forefront. But it's natural that a change in direction will be accompanied by new problems to solve, particularly with testing so limited by contemporary F1 regulations.

When the W15 was unveiled, it was visually very different to its predecessors. Unconstrained by the previous architecture, the Brackley team wanted to create something that was altogether more stable at the rear, and found that introducing a pushrod rear suspension geometry was the way to go. It retained the pushrod front, so it did not fully mimic the Red Bull philosophy, but instead developed a front suspension system that could work with two upper wishbone positions. The aft leg of this wishbone is underpinned by a removable plate on the monocoque, giving the team the opportunity to monitor which position is best in its weekend preparation, depending on the anti-dive characteristics required to keep the floor at a stable position.

"It used to be quite a thing back in the day, that suspension would be designed with multiple pick-ups," said technical director James Allison. "It's unusual in the modern era. But we wanted to answer a question and we've been able to do that."

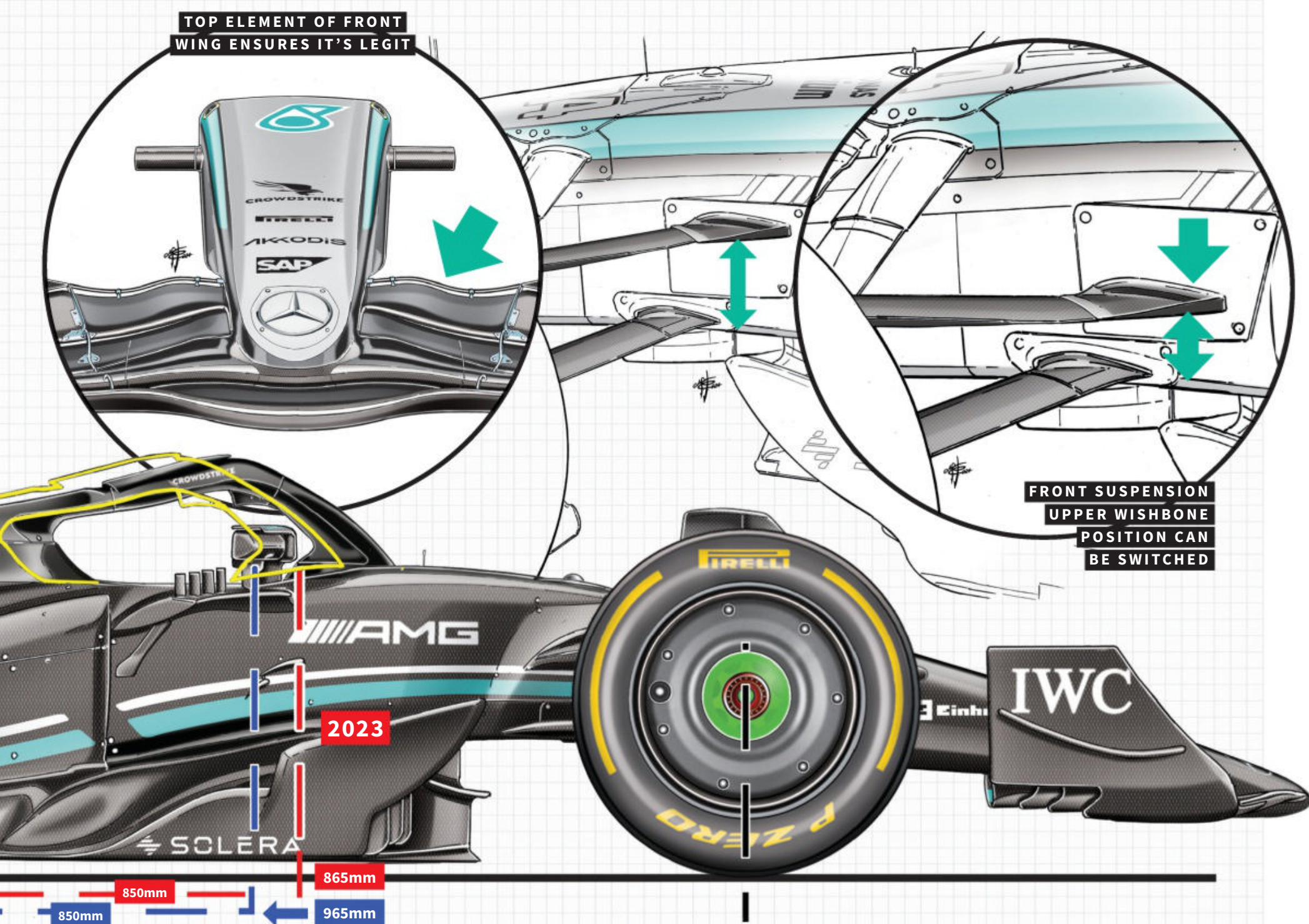
The suspension position that the team selects will largely be based upon the characteristics of the circuit; at slower venues,



TEAM OPTED FOR  
LOWER-DRAG  
WING IN SAUDI  
(ABOVE) AFTER  
TRYING HIGHER-  
DOWNFORCE OPTION

for example, less anti-dive might be preferable because the front wing can theoretically generate more downforce when it pitches closer to the road, and the turning moment would likely be shorter anyway given the reduced speeds into most corners. At faster circuits with a series of high-speed corners, reducing the amount of dive will be a bonus. Allison stated that the design does not come with a particularly big weight disadvantage,





“especially if your car is below the weight limit”.

On the subject of that front wing, let’s dissect Mercedes’ design. The bead-like element linking the upper flap to the nose is deliberately designed with as little chord length as possible purely to satisfy the regulatory need for four wing elements per side. Allison reckons this was a “convenient way” to “have less load in that section of the wing”, but it offers a distinct advantage elsewhere on the wing. At the other side of the inner metal bracket, which denotes the part of the wing that is adjustable, the upper wing plane has an exposed tip.

With this, Mercedes has been able to roll back the years to the pre-2022 ruleset, where exposed wing tips were used to great effect in generating vortices. Known as the Y250 vortex, due to its position on the y-axis when looking at the car from a plan view (either side of the then-mandatory neutral section in the centre), this was often fired down the flanks of the car and allowed to splay outward, neatly creating an energised fence between the wake from the tyre and the floor. What keeps this legal is that it follows the rules that denote how much the wing is allowed to be offset next to the inside flap adjuster bracket – and, when viewed in the flesh, it lines up with the metallic piece between the elements. It was also developed in close dialogue with the FIA, although F1’s chief technical officer Pat Symonds questioned on F1 TV during testing, “Is that really within the spirit of the rules? It’s within the regulations, it’s within the letter of the law. There’s absolutely no doubt

about it. Is it the sort of thing we want?”

Although the W15 is an improvement in terms of both overall pace and stability over the car it succeeded, a weakness has emerged in how it contends with high-speed corners. This was evident in the Saudi Arabian Grand Prix, where Lewis Hamilton had to watch Lando Norris skate away from him from Turns 5 through to 13, where the McLaren was much more planted in that array of corners. Mercedes tried to compensate for this with a shallower rear wing, improving its performance in other areas of the circuit, but the car still struggled to hold on.

“We are quick everywhere else pretty much,” team principal Toto Wolff suggested. “We know that we have a smaller rear wing, we’re compensating what we’re losing through the corners. But it’s just at high-speed where we’re losing all the lap time.”

This is an area that Mercedes will need to unlock, most likely through upgrades to the floor, to ensure that the drivers have more confidence in attacking those sections.

This year, following lobbying from Hamilton in particular, the cockpit has been shuffled back compared to the W14; the Briton disliked the sensation of being closer to the front wheels, stating that the old car was “harder to predict” with regards to how the rear was going to behave on turn-in. A more central position ensures that the drivers’ perception of how both ends of the car feel is more balanced, and the team therefore needed to reconfigure its aerodynamic package to adjust for the cockpit’s shift further back. ❧



# TOP 10 FERRARI F1 ROOKIES

*After Ollie Bearman's surprise debut for Ferrari in Saudi Arabia, it's time to pick out the best F1 newcomers who first appeared in red*

MARCUS SIMMONS AND KEVIN TURNER

PHOTOGRAPHY  **motorsport  
IMAGES**



**O**llie Bearman became the 33rd driver to make their world championship debut in Ferrari machinery at the Saudi Arabian Grand Prix earlier this month. The 18-year-old Briton impressed on his way to seventh, but how does his performance stack up

to those of his predecessors? For this list, we've excluded the earliest Ferrari 'rookies', such as Alberto Ascari at the 1950 Monaco GP (where he finished second), because they were already GP drivers who were active prior to the inauguration of the world championship.





## ANDREA DE ADAMICH

1968 SOUTH AFRICAN GP

Started 7th | Result Retired

10

The bespectacled 26-year-old from Trieste had won the 1966 European Touring Car title with Alfa Romeo and made his F1 debut for Ferrari in the non-championship

1967 Spanish GP before heading to Kyalami for his first points-paying grand prix on New Year's Day in 1968.

The new boy was part of a three-car team from Maranello, and was assigned a 312 that was 36lb heavier than the machines prepped for Chris Amon and the exciting young Jacky Ickx. The heat in practice forced teams into some on-the-spot solutions, with Autosport describing the misfiring Ferraris as having "flexible piping rigged up to direct cooling air on the fuel metering pumps, and the Ferrari mechanics had made an outrigger oil cooler on the left hand side of Ickx's car". The

Belgian tried all three cars in practice, but neither he nor Amon could match the hugely impressive de Adamich, who qualified seventh, 0.2 seconds quicker than eighth-placed Amon and 1.3s clear of Ickx in 11th.

The race was less to write home about. Ludovico Scarfiotti had just crashed his Cooper-Maserati and sustained burns from the escaping oil and water when de Adamich lost control on the oil at Clubhouse Bend and hit the barriers, damaging his suspension and forcing him to walk back to the pits.

De Adamich never drove another world championship GP for Ferrari, and in fact his next start was not until 1970 with McLaren. His final F1 race, with Brabham, ended with injuries when he was caught in the pile-up at the 1973 British GP at Silverstone, but he enjoyed plenty of success with Alfa in his parallel sportscar career. **MS**

## BOB BONDURANT

1965 UNITED STATES GP

Started 14th | Result 9th

9

Bondurant is better known for his eponymous driving school and his sportscar successes, which included ending Ferrari's

reign in the GT class at Le Mans in 1964 sharing a Shelby Daytona Coupe with Dan Gurney. But it was with the Prancing Horse that the then 32-year-old got his F1 chance.

Ferrari's team leader, John Surtees, was out of action following a serious sportscar crash at Mosport Park. That meant team regular Lorenzo Bandini was joined at the 1965 United States GP by Pedro Rodriguez and Bondurant, both racing under the North American Racing Team banner. Bandini and Rodriguez drove the flat-12-engined 1512, with Bondurant in the less powerful but arguably more nimble V8 158.

Bondurant got faster and faster in practice at Watkins Glen and, although he was only 14th, outqualified Rodriguez. He was 1.65s off Graham Hill's pole mark and just 0.12s slower than the best lap by Surtees in the V8 car the year before.

Both Bondurant and Rodriguez moved forward early in the GP and were part of a scrap that involved Jo Bonnier, Bruce



McLaren, Jochen Rindt and Jo Siffert – all past or future GP winners.

As others hit trouble, notably Jim Clark's Lotus and the Cooper of McLaren, the Mexican and the American moved up. Rodriguez made the most progress, breaking away from the battle and eventually finishing fifth, a spot behind Bandini.

A rain shower made things harder and Rindt took advantage of the "wretched" conditions, as Autosport described them, to make ground as Bondurant dropped down the order. But he kept the 158 out of trouble to finish ninth, which was then outside the points. "Bob Bondurant put up an excellent show in his first F1 race," reckoned Autosport.

Bondurant would go on to start eight more world championship GPs, in Lotus, BRM and Eagle machinery, taking a best finish of fourth in the 1966 Monaco GP. **KT**

## RICHIE GINTHER

1960 MONACO GP

Started 9th | Result 6th

8

Like several Ferrari F1 drivers of the period, Ginther had already tasted sportscar success before getting his world championship debut.

Despite Ferrari's focus on front-engined cars, British constructors Cooper and Lotus had shown that a mid-engined approach was the way to go, and the Italian team did start to experiment. Ginther, who would become a respected test driver, was entrusted with Ferrari's 246P for the 1960 Monaco GP.

The mid-engined machine was initially off the pace in practice, but things improved and what Autosport described as a "wonderful effort" got Ginther onto the 16-car grid in ninth, as eight cars failed to qualify. He was 2.3s off pole. If that sounds a lot, it should be pointed out that gaps were often bigger then – Stirling Moss's Lotus was on pole by 1s – and Ginther was only 0.3s behind fastest Ferrari qualifier Wolfgang von Trips.

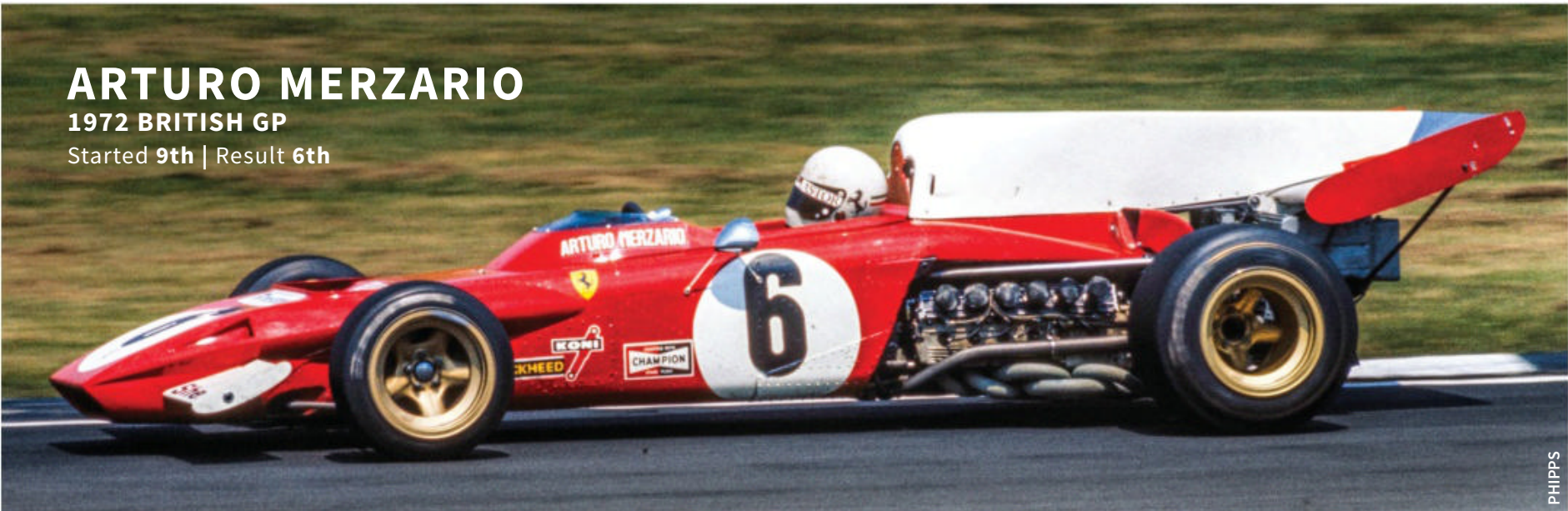
Ginther fell back early on, but kept plugging away, "going far better than had been anticipated", according to Autosport's Gregor Grant. Things were made even harder around the tight street circuit when rain arrived just before one-third distance. While others, including reigning world champion Jack Brabham, slid off in the tricky conditions, Ginther gradually climbed up the field.

When Graham Hill's BRM crashed out at two-thirds distance, the American moved into fifth. Transmission failure finally put the Ferrari out with 30 of the 100 laps to go, but Ginther was still classified sixth, meaning his efforts were rewarded with a world championship point. "A really outstanding performance," reckoned Autosport.

Ginther would reap the rewards of his development work with a seat in the pacesetting 156 Sharknose for 1961. Though never quite a top-liner, he finished second at the 1961 Monaco GP to one of Moss's greatest drives on his way to fifth in the standings. His best championship finish was third for BRM in 1963, and Ginther finally took his first and only GP win for Honda in Mexico in 1965. **KT**







PHIPPS

7

Ferrari's call-up of Merzario at Brands Hatch is a little akin to a similar summoning of Alessandro Pier Guidi for an F1 debut today. The diminutive Italian was a leading light in the Prancing Horse's world sportscar team, and had already taken victories in 1972 at the Spa 1000Km and the Targa Florio. With Clay Regazzoni suffering an injured wrist from a footballing shunt while playing with the Ferrari mechanics, and favoured supersub Mario Andretti on Indycar duty at the Michigan 200, Merzario got his chance.

The stereotyping (well, this was the 1970s...) was in full flow as Autosport described Merzario's qualifying performance: "Little Arturo Merzario showed a fine display of Italian temperament and achieved an untidy 1m23.7s. He knocked off a front wing on the first day of practice and was actually stopped practising by the team on the second day."

But Merzario put in a rock-solid race. While Ferrari team-mate Jackie Ickx led under pressure from Jackie Stewart and eventual winner Emerson Fittipaldi before retiring, the 29-year-old from Como ran in the midfield. He needed a mid-race pitstop for new tyres, but towards the end was hunting down the fifth-place battle between Chris Amon (forced into the older, heavier Matra after crashing the newer one in practice) and Denny Hulme (the McLaren star struggling with injuries from a Can-Am accident). A late crash for the March of Ronnie Peterson elevated Merzario to sixth, and a debut point. He also set fourth fastest lap and, after a further outing, replaced BRM-bound Regazzoni full-time for 1973.

Merzario was also awarded the inaugural Prix Rouge et Blanc Joseph Siffert – Marlboro's new 'star driver' award to commemorate the popular Swiss killed at Brands in 1971. He drove in F1 throughout the 1970s, in the latter years with his own unsuccessful team. **MS**



PHIPPS

## CLAY REGAZZONI

1970 DUTCH GP

Started 6th | Result 4th

6

The 30-year-old *ticinese* was regarded as a promising talent, albeit carrying a reputation for rough driving tactics. Regazzoni's priority in 1970

was with Tecno in winning the European Formula 2 title, which he achieved, hopefully a good omen for Bearman... And he got his F1 opportunity with Ferrari at Zandvoort, the race after Ignazio Giunti's debut (see right).

Regazzoni, already regarded as being quick at the Dutch track, did a fine job to qualify sixth, with team leader Jackie Ickx third. But he lost ground at the start when the clutch failed on the March of Chris Amon, immediately ahead of him on the grid, delaying the car behind. Regazzoni got his head down and, wrote Autosport's Paddy McNally, "moved ahead of [Jean-Pierre] Beltoise in a heart-stopping manoeuvre on the straight, and tried unsuccessfully to take [Piers] Courage and

[John] Miles at the same time". Before long he was sixth, then leapfrogged to fourth thanks to trouble for the BRMs of Jackie Oliver and Pedro Rodriguez. The race continued under a cloud after Courage fatally crashed his Williams-run De Tomaso.

The cussed side of Regazzoni was revealed when race winner Jochen Rindt lapped him, and "the Ferrari chopped right across his bows and nearly had him off the road". Regazzoni got up to third briefly, when Ickx pitted due to a puncture, but the Belgian was soon back in front.

Giunti drove the following race in France, but Regazzoni contested the final seven GPs and claimed third in the championship – and his maiden win, at Monza. An impressive haul to add to his F2 crown. The debut itself perhaps wasn't quite as impressive as Giunti's, but overall he had earned his full-time F1 break. Regazzoni went on to win a total of four grands prix for Ferrari and another for Williams, before his career ended when he suffered life-changing injuries in a Long Beach crash in 1980 with Ensign. **MS**



After a fine debut, Regazzoni became a winner in his first F1 season

PHIPPS





## OLLIE BEARMAN

2024 SAUDI ARABIAN GP

Started 11th | Result 7th

5

Like Regazzoni 54 years earlier, Bearman was chasing a Formula 2 title when he was called up to make his F1 debut for Ferrari. But ironically, his season with Prema Racing had kicked off

in disastrous fashion the previous weekend with an uncompetitive outing in Bahrain.

Things had already taken an upturn in Jeddah, with Bearman earning F2 pole position in Thursday qualifying. The Ferrari Driver Academy protege woke up on Friday expecting to apply himself to the prospect of the reversed-grid F2 race, before the call came to tell him that he was instead replacing the indisposed Carlos Sainz. He would be the first driver to make his F1 debut for Ferrari since Merzario in 1972.

Bearman, just 18 years old, qualified a fine 11th – he was pipped to the Q3 shootout by just 0.036s at the hands of 2025 Ferrari signing Lewis Hamilton, and was half a second away from the leading red car of acknowledged qualifying maestro Charles Leclerc. That drew plaudits from many of the leading names in F1, and so did his race performance.

At times, unsurprisingly, Bearman had looked ragged in his qualifying efforts – he had missed out on two of the three practice sessions, after all. But he settled in nicely in the race, battled back past some of the midfielders after making an early pitstop under the safety car, and then leapfrogged to seventh when Hamilton and Lando Norris made their own stops for soft tyres. It was the pace he showed to prevent these two Brits catching him that was the icing on the cake. Bearman was already being tipped for a full-time F1 seat in 2025 – Haas is running him six times in FP1 this season – and the clamour will now only grow stronger. **MS**



## IGNAZIO GIUNTI

1970 BELGIAN GP

Started 8th | Result 4th

4

The Roman had no single-seater background to speak of and was a talent of Alfa Romeo's sportscar and tin-top teams. But, when he starred in a test of the

Ferrari 512, he was snapped up by the Prancing Horse for 1970. Not only would he race in sportscars, but he would get his opportunity in F1, alternating races with fellow comingman Regazzoni alongside established top dog Jacky Ickx as the team tried out talent for the future.

Giunti got his first opportunity on the old Spa road course for the Belgian GP. On such a dangerous circuit it was wise to be cautious, and Giunti played himself in carefully. The heat helped – as the Ford Cosworth-engined runners wilted with various ailments, the 12-cylinder cars proved more robust. Giunti had qualified eighth, officially just 1.7s slower than Ickx (although the heat was also affecting the timekeepers and the Belgian was thought to have gone quicker). He slipped back early in the race, but began to rise up the order, mostly as others hit trouble. Autosport wrote that Giunti “had been driving a most sensible race”.

Eventually Giunti finished fourth, lapping 2s faster than in qualifying – and quicker than Ickx, who admittedly was suffering severe pain from fuel leaking into his cockpit. Giunti's only dramas were a spin on oil dropped by the BRM of Jackie Oliver; and a quick pitstop because officials were convinced that the oil was coming from his Ferrari. That dropped him behind Rolf Stommelen and he ran fifth late on, before passing the Brabham with two laps to go.

Giunti drove three more GPs in 1970 and was supposed to alternate with Mario Andretti in Ferrari's third F1 car in 1971, only to be killed in a horrific sportscar accident in the Buenos Aires 1000Km. **MS**







**RICARDO RODRIGUEZ**

**1961 ITALIAN GP**  
Started **2nd** | Result **Retired**

3

A precocious talent who had already starred at Le Mans alongside older brother Pedro, 19-year-old Rodriguez was a sensation on his debut, on the extended banked layout at Monza. With guidance from five-time world champion Juan Manuel Fangio, the younger Rodriguez qualified second, just 0.1s behind points leader Wolfgang von Trips and ahead of Richie Ginther and Phil Hill in a Ferrari 1-2-3-4. That was despite the Mexican running the old 65-degree V6 engine, which gave away around 10bhp to the 120-degree versions in his team-mates’ cars.

At the time, Rodriguez was the youngest driver to start a world championship GP. The other Ferraris were slow away and Jim Clark thrust his less-powerful Lotus into the lead fight. Rodriguez completed the first lap in third, behind Hill and Ginther, which meant he was ahead of the lap-two crash between Clark and von Trips that claimed the life of the German and 15 spectators.

As was the norm back then, the race continued. Rodriguez battled with Hill, Ginther, Jack Brabham (Cooper) and Giancarlo Baghetti (Ferrari) for the lead until being forced to retire after just 13 of the 43 laps. The official reason was fuel pump failure, though there was strong suggestion of an engine issue.

It had been a short debut, but the “incredible” Rodriguez had matched Hill, who clinched the drivers’ title that day, and his future looked bright. Sadly, Rodriguez would be killed during qualifying for the non-championship 1962 Mexican GP at the circuit that now bears his (and Pedro’s) name. He was just 20. **KT**

**MIKE PARKES**

**1966 FRENCH GP**  
Started **3rd** | Result **2nd**

2

Ferrari’s 312 could, perhaps should, have won the 1966 world championship in the first season of the new three-litre regulations. Team leader John Surtees had won round two, the Belgian GP, but walked away after a fallout at Le Mans. Ferrari’s line-up for round three in France was therefore Lorenzo Bandini and British engineer Parkes, a fine test and sportscar driver who had failed to qualify the obscure F2 Fry at the 1959 British GP. Ferrari even built a longer chassis to accommodate the Briton’s lanky frame!

Bandini took pole at the high-speed Reims circuit, ahead of Surtees – now in a Cooper-Maserati. Parkes was 1.3s slower, but that was still good enough for third, ahead of Jack Brabham’s eponymous Repco-engined machine.

Surtees’s Cooper failed almost immediately, leaving Bandini to lead Brabham and Parkes. While Brabham worked hard to stay in Bandini’s slipstream, Parkes had to fend off Graham Hill. When the BRM’s two-litre engine failed, Parkes



was left clear of Denny Hulme’s Brabham, albeit well behind the leading duo.

Bandini’s throttle cable broke on lap 32 of 48, leaving Parkes trailing Brabham by 52s. Ferrari now hung out ‘faster’ signals to Parkes, who upped his pace and recorded his best lap on the 35th tour.

His car repaired, Bandini returned to the track to give Parkes a tow. The gap came down but Parkes fell 9.5s short of Brabham, who would win the next three GPs on his way to a third world title.

Autosport felt Parkes could have won had Ferrari played a better team game before Bandini’s problem. “This race showed bad tactics by Ferrari, in letting Bandini and Parkes become separated by such a margin,” wrote Gregor Grant. “When the former broke down, Parkes had all his work cut out to try and get anywhere near the Brabham.”

Parkes wouldn’t complete a full season, but did finish second at the Italian GP and took two non-points victories the following year before a crash at the Belgian GP left his world championship starts at just six. **KT**



Baghetti defeated Gurney in a sensational battle around the high-speed Reims circuit



## GIANCARLO BAGHETTI

1961 FRENCH GP

Started 12th | Result 1st

1

Non-championship F1 races used to provide another arena for drivers to gain some experience. And armed with Ferrari's 156 Sharknose, Baghetti

won the Syracuse and Naples GPs before making his world championship debut at the 1961 French GP. A race in Modena being cancelled and a reversal of the suggestion that Baghetti was supposedly not permitted to run 'Formula races' outside of Italy meant he joined the entry list.

Although the fast Reims circuit played to the strengths of the powerful V6, Baghetti was limited to the older-specification unit. He qualified 12th, while Phil Hill, Wolfgang von Trips and Richie Ginther locked out the top three with the newer powerplant.

Baghetti lost a spot on the opening lap but the Italian made swift progress thereafter. After 10 of the 52 tours, Baghetti was fifth, behind Hill, von Trips, Ginther and Stirling Moss's Lotus. Now at the front of a gaggle of cars, Baghetti soon hauled in Moss and made it a Ferrari 1-2-3-4.

Then the Sharknose effort started to crack. Von Trips retired with a holed radiator, Hill spun out of the lead, and Ginther ran out of oil.

Baghetti thus hit the front for the first time on lap 41. Many of the British frontrunners had also wilted in the blistering heat, leaving the Ferrari to fight the Porsches of Dan Gurney and Jo Bonnier. And they slipstreamed past each other constantly.

Autosport likened the contest to the epic 1953 French GP encounter: "A battle reminiscent of the unforgettable Hawthorn v Fangio duel. For lap after lap they swapped places, often travelling abreast.

"No one could possibly have blamed the young Italian for making an error, but he drove an inspired race, countering every move of the Porsche pilots."

Bonnier hit engine problems in the closing stages, and Baghetti outdragged Gurney's Porsche on the run to the line to win by 0.1s in a "truly magnificent finish".

"Bravo, Baghetti!" shouted Autosport's headline, but it would be as good as Baghetti's career would get. He would never again stand on a world championship podium, despite Ferrari outings in 1962, and his switch to the breakaway ATS team in 1963 took the sting out of much of the potential his career might still have had. **KT**



Just 0.1 seconds separated Ferrari and Porsche at the flag



PERNILLA SOLBERG

Pernilla and  
Petter Solberg are  
united in their  
infectious passion  
for motorsport





WRC

# THE SOLBERG HELPING TO FORGE THE WRC'S FUTURE

*It's a name that's synonymous with rallying – and now one member of this famous family, Pernilla Solberg, is set to play a key role in revitalising the sport*

TOM HOWARD

**S**pend just five minutes with the Solberg family, and it's almost impossible not to get caught up in their unadulterated and infectious passion for rallying. It's very much a family affair for the Solbergs – Petter made the surname internationally renowned when he and Phil Mills took the famous blue-and-yellow factory Subaru to the world title in 2003. His wife Pernilla, daughter of Swedish rally great Per-Inge Walfridsson, was a rally driver of some repute competing on the world stage in 1990s, and their son Oliver is one of the World Rally Championship's bright young talents.

There's not much the Solbergs haven't seen or experienced in rallying. And as the WRC enters a period of transition, searching for a formula that can inspire a return to the championship's golden era, passionate and knowledgeable people are required to steer it in the right direction. Last month the FIA revealed its roadmap for the future, which included widespread reforms to technical and sporting regulations and its promotion. The announcement also featured a significant change to the FIA World Rally Championship Commission, the organisation that plays a role in enacting change. Step forward the new president, Pernilla Solberg.

"I wanted to be involved in motorsport more, but it would need to be in rallying," explains Solberg. "You have no idea if you will be the candidate they choose, and when I was told I'd be the president of the commission, I was like 'wow'. It is super-exciting.

"I feel everybody in the service park, they want things to change whether it's something on an event or for the future, and I would really like to work on those things. I'm thrilled to have the opportunity. It's really something I look forward to. It's exciting times, and a lot of things are happening."

Solberg couldn't be more correct. There are indeed "a lot of



Pernilla, here with Johan Kristoffersson, was boss of PSRX World Rallycross squad

*"Everybody in the service park, they want things to change. It's exciting, and a lot of things are happening"*

things happening", with the FIA showcasing its vision for the future of the WRC. This move by world motorsport's governing body follows criticism of the championship's perceived appeal from drivers, teams and fans last year. This roadmap aims to address issues including declining entries in the top Rally1 class, attracting more manufacturers to the championship, and revitalising event formats and their promotion.

The FIA aims to implement changes from next year. It plans to address costs by removing hybrid units from Rally1 cars, while the performance of these cars will be pegged back through changes to aerodynamics and to the air restrictor.

From 2026 a new set of Rally1 regulations will be introduced, which aims to entice more marques to the championship alongside current players Toyota, Hyundai and M-Sport Ford. The 2026 cars will be based on the Rally1 car concept, producing around 330bhp and capped at €400,000.

The FIA is hopeful that WRC events will feature more variety through less rigid formats, with a mixture of endurance and sprint-style rallies populating the calendar. A move to more flexible formats has been among one of the most called-for changes by drivers and co-drivers last season.

Solberg played an active role in collating the raft of ideas from meeting with crews throughout 2023, a list that was then »



A (very) young Oliver Solberg high-fives his Rally Japan winning dad





No ads.

Just more  
Performance



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



presented to the FIA. Now that the vision has been realised, it is up to the stakeholders to work with the FIA to help the WRC navigate to a brighter future. This is where Solberg again has a key part to play as president of the WRC Commission, which will now discuss these proposals before they are presented in their final form to the World Motor Sport Council in June. The WRC Commission features representatives from the FIA, the WRC Promoter, the manufacturers, event organisers, the control tyre manufacturer, and Toyota co-driver Scott Martin, who is the driver/co-driver representative.

While this role represents a new chapter in Solberg’s career, it is one to which she brings a wealth of experience. The Swede has seen things from both sides of the fence, from being a frontrunner in rallying’s Group N class in the 1990s to being team principal of the PSRX team in the World Rallycross Championship before it exited the discipline in 2019. During this period, she also served as a member of the FIA Technical Working Group for rallycross, so is aware of the







*“It is super-crucial to attract more manufacturers, and I want teams to get more value for the investment”*

inner workings of FIA commissions.

“The [role of the] president of the commission is to make sure meetings are held regularly, and that when a proposal is made it is handled correctly and that people are prepared when they come to meetings – and be prepared to vote, as this is where we vote about changes,” Solberg adds. “I also want people to think that they can come with ideas and proposals, so it is exciting how we can push this forward now.

“I think since I have experience in many different areas, having been a driver and having a team in rallycross, I know how much cooperation between the promoter and the organisers is important. I feel I have experience in many different areas. I want to create a team to push things forward.”

So, what’s at the top of the agenda for Solberg in her role as president? It comes as no surprise that she wants to tackle the biggest issues facing the WRC.

“First of all, it is super-crucial to attract more manufacturers to the sport,” Solberg says. “If you have more manufacturers, you create more seats and more entries in the top class, but also I want to see the teams that are competing get more value for the investment and have a proper return on their investment. This is what I feel we can get better at.

“What I would also like to do is have more PR, more of a show and more marketing.”

The FIA has made it clear with its vision for the future that this is the first step on a journey, and that the WRC will undergo two years of transition before it reaches its desired objectives in 2027. Delivering these ambitious goals is going to be a challenge, but in Solberg the FIA has selected a person who has an infectious passion and drive to bring positive change to the WRC.

“You have to be hopeful,” she concludes. “I am looking at it very positively. It is difficult at the moment, but we have to really believe that we can all do something great for the future. It’s a great sport, and we need to take care of it and make sure it grows into something bigger.” ❧

**AUTOSPORT PLUS**

Want more  
than F1?

Our journalists cover  
all major series



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



# RACE CENTRE

WTR crew add celebratory backing vocals for Herta, Deletraz and Taylor





# Deletraz spoils the Cadillac party

*The two Cadillacs had the pace, but the Acura driver took advantage of late cautions to snatch victory for the Wayne Taylor Racing with Andretti squad*

JOEY BARNES

PHOTOGRAPHY  **motorsport**  
IMAGES



Louis Deletraz provided the fireworks in a dramatic and memorable finish that put Acura in Victory Lane after the 72nd edition of the Sebring 12 Hours. Cadillac Racing was the dominant force from the start last weekend – both the Action Express and Chip Ganassi Racing-run V-Series.Rs looked like potential winners of the second round of the IMSA SportsCar Championship – but Deletraz, in combination with his Wayne Taylor Racing with Andretti co-drivers Colton Herta and Jordan Taylor, denied the General Motors marque in the closing stages of the 333-lap race.

A caution with 80 minutes to go put the majority of the leading Grand Touring Prototype class on level terms and proved to be a significant turning point as Sebastien Bourdais, driving the Ganassi-prepared Cadillac, took the lead and briefly turned the strategy into a contest of fuel conservation. Bourdais, who shared the car with Renger van der Zande and six-time IndyCar champion Scott Dixon, along with the #7 Porsche Penske Motorsport 963 of Felipe Nasr, Dane Cameron and Matt Campbell, had stopped moments before the yellow flag and were able to leapfrog the other contenders by needing less energy during another pitstop sequence under caution.

Both Bourdais and Nasr opted for only energy replenishment, while Deletraz received the same in addition to a fresh set of tyres in an effort to fully attack. A pair of cautions for debris followed the restart, which tossed the fuel-saving concept out the window and into a sprint to the finish.

The fresh rubber helped Deletraz, who lined up third behind Bourdais and Nasr for the restart, to push the pace. After making quick work of Nasr, Deletraz applied the pressure on Bourdais in an intense 23-minute sprint to the chequered flag.

The 26-year-old Swiss attempted a move in the final corner of the 17-turn, 3.74-mile circuit, but Bourdais was able to fend him off. Having drawn away from the rest of the GTP contenders, Bourdais and Deletraz continued to orchestrate a high-speed chess match while moving through traffic. Then, with just under six minutes remaining and a couple of laps after making his previous attempt, Deletraz dived under Bourdais in Turn 7 and the two tangled through the next few corners, leaning on each other and making contact multiple times before Deletraz came out of Turn 10 with the overall lead. Despite his best efforts, Bourdais was unable to fight back. After the dust settled, Deletraz crossed the finish line 0.891 seconds ahead of the 45-year-old Frenchman.

“The car was really strong in the end,” said Deletraz. “I knew we were in a position to win, which to be fair was a lot of pressure. I’ve never really done that. Daytona [in January] was my first time. That’s my second time finishing a race. »





“Every time I got close, there was a yellow pretty much, which didn’t help. I saw I was strong on braking, especially the low-speed, T7, T10. He was defending well on the inside. I was on the outside, he squeezed me off. I realised quickly I was never going to make it on the outside, which is fair enough. It’s IMSA racing, it’s tough.”

“I thought about it, saw a gap and went for it. I think we had more contact on the straight. Again, hard racing, but I think fair. We both made it to the flag. I couldn’t have done it by myself. If he didn’t respect me, we’d both be in the wall. Seb was tough, but fair, so thanks to him. I had more pace and we won. I think I’ll remember this one for a long time.”

Perhaps predictably, Bourdais didn’t seem pleased about the amount of contact dished out by Deletraz. “Louis seems to think that I was the instigator,” he grumbled. “I’m a little shocked.”



Definitely, that was way too many contacts. Both sides of the floor, toward the rear, are significantly damaged. I think we can both be pretty lucky it didn’t rip a stem of a wheel because we probably could have picked up a puncture four or five times during the last few laps there.

“I’m not really accustomed to that and not a big fan of it. To be honest, I don’t think he needed it because he had so much pace. Hats off to them anyway. They had the package at the end to make the difference. We just had to settle for second.”

In many ways the result for Bourdais was nothing short of remarkable. Earlier in the race the team encountered electrical gremlins which derailed their pace for a time, but they were able to overcome the problem and the issue never resurfaced.

“We had an EBS [electronic braking system] failure time and time again,” explained Bourdais. “We tried to do some defaults and every time it came back. We cleared it, then the motor stopped coming out of Turn 7. That’s where we lost the three spots to the two Acuras and the BMW. We got going again and never heard of it anymore. That was kind of weird.”

“The rear brakes started to catch on fire, the rear tyre pressures took off. It didn’t look pretty for a minute. But the guys did a great job. They debugged the problem and found a solution; we got going and are there in the end.”

Also impacting the fight were the changes IMSA made to the Balance of Performance following the Daytona 24 Hours, in which Cadillac narrowly lost out to Porsche and the best Acura was third. For Sebring, the BoP allowed a 17kg reduction for the Acura, while also giving Cadillac a 30kg increase – 22kg heavier than when it won Sebring last year at 1060kg – but it was also provided a 10kW power increase to compensate. Acura ran at 1055kg, the second heaviest LMDh machine to only Cadillac.

Much more harmful to Cadillac’s attack, however, was the





## “It's the first time for me flipping a race car. Good that I'm racing in 2024 and not in the 1960s”

violent accident that befell polesitter Pipo Derani with just over a third of the race to run. Driving the Action Express Cadillac, Derani held a lead of over 11s when he came up on the GTD AF Corse Ferrari of Miguel Molina and attempted to overtake through Turns 9 and 10. Derani clipped the left-front of the Ferrari, sliding off track and directly towards the blue-and-white tyre pack. The impact was head-on, and the car immediately launched upwards and rolled over, sending tyres flying towards spectators. The car came to a rest upside down and on top of the tyre barrier.

Thankfully, the Brazilian, who was again sharing the Daytona runner-up with Britons Jack Aitken and Tom Blomqvist, was uninjured and managed to walk away from the crash under his own power. “I'm alright, thank God,” said Derani, a four-time overall winner at Sebring. “Dallara and Cadillac built a strong car. It's one of those days when all of sudden, things go upside down – literally. As you can see, there's not much I could have done. The wall came up pretty quick. The moment I was heading to the wall, I knew the race was over.

“It's the first time for me flipping a race car. Not the nicest feeling to be upside down until they can turn the car around, but good that I'm racing in 2024 and not in the 1960s. Just a shame, because we had a really strong car.”

The main threat to the Acura-Cadillac contest, Daytona victor Nasr managed to hold onto his position in the final sprint and finished 8.9s behind in third. The leading Porsche had been



delayed early on and required a full power cycle thanks to a problematic data logger, but the crew maintains a narrow points lead over the Sebring winners. Multiple incidents in traffic and a puncture, which also caused bodywork damage, delayed the sister car of Nick Tandy/Mathieu Jaminet/Frederic Makowiecki, which ended up coming home ninth, two laps down.

Connor De Phillippi, Nick Yelloly and Maxime Martin gave their BMW M Hybrid V8 (BMW Team RLL) a strong run to fourth, while Ricky Taylor was able to push the winning car's sister WTRAndretti Acura to fifth after overcoming late fluid issues that caused small plumes of smoke to leak out the back.

Lamborghini made an encouraging IMSA debut with its solo Iron Lynx-run SC63. Romain Grosjean, Matteo Cairoli and Andrea Caldarelli avoided major issues and finished on the lead lap in seventh place, ahead of the Proton Porsche that was the top privateer home in the hands of Gianmaria Bruni, Julien Andlauer and Alessio Picariello.

Lamborghini was the only one of the five GTP manufacturers not to lead the race, but was impressively close to the pace and was reliable on a bumpy circuit with a long history of punishing machinery and finding weaknesses. Caldarelli finished just 0.063s behind Philipp Eng's BMW, which the Austrian shared with Jesse Krohn and Augusto Farfus, after a late battle.

Acura's success represented the first Sebring victory for Wayne Taylor Racing since 2017 and means two marques have shared the opening rounds. Cadillac narrowly missed out at both Daytona and Sebring, while BMW and Lamborghini have shown potential. The top crews in the points race have opened up a gap over the rest, but a true pattern has yet to emerge as the championship heads to the first of its shorter races at Long Beach next month. 🏆

➔ P42 THE CLASS BATTLES



HAWKSWORTH REDEEMS HIMSELF IN TIGHT GTD PRO BATTLE



Jack Hawksworth converted a GTD Pro class pole into victory in the Sebring 12 Hours, but it wasn't without drama. The Yorkshireman, sharing the Vasser Sullivan Lexus RC F GT3 with fellow Brit Ben Barnicoat and IndyCar rising star Kyle Kirkwood, was penalised and sent to the rear of the field for inadvertently striking a crew member during his first pitstop. Although the setback was significant, the trio was able to methodically march forward. And Hawksworth was handed the keys for the final stint to get some redemption, which he did by passing the Risi Competizione Ferrari of Daniel Serra with 20 minutes remaining with a stout inside move into Turn 1. He then held off the Brazilian to win by just 0.121 seconds. The victory was the first for the team since Watkins Glen last July, and the second endurance racing victory for Lexus. For

reigning GTD Pro champions Barnicoat and Hawksworth, the result was the 14th podium finish in 17 races dating back to Lime Rock Park in July 2022. "We knew it was going to be a battle," said Hawksworth. "These long races, everyone has to do their job absolutely perfectly just to be there to have a chance at the end. Then you hope that the cards fall your way. We had a tough day. But we made good steps over the off-season. We wanted to come and show what we could do. This has been a proper bounce back. "We obviously had the drive-through early in the race, a wobble there. Other than that, it was rock-solid all day. The guys on pitlane were unbelievable. Ben and Kyle were absolute monsters. The last four hours out there were absolutely nuts."

The Iron Lynx Lamborghini of Franck Perera, Jordan Pepper and Mirko Bortolotti made it three manufacturers on the podium as nine of the 12 GTD Pro cars finished on the lead lap. Winward Racing was nearly flawless in scoring its second GTD win in as many races to start the 2024 season. After losing its pole for unapproved sensors, the Mercedes-AMG GT3 was forced to start from the rear of the field. But the trio of Indy Dontje, Philip Ellis and Russell Ward drove through the pack and took the victory by 0.646s over the Cetilar Racing Ferrari driven by Roberto Lacorte, Giorgio Sernagiotto and World Endurance Hypercar star Antonio Fuoco.

Teenaged sensation Connor Zilisch took the reins from co-drivers Ryan Dalziel and Dwight Merriman and pushed the Era Motorsport ORECA to a 1.127s LMP2 victory over the TDS Racing entry driven by Mikkell Jensen/Steven Thomas/Hunter McElrea. "It's an honour for the team to trust me, give me the chance to go out there and show them what I have at the end," said 17-year-old Zilisch. "It's been a dream come true." At one point it appeared that veteran Colin Braun would have the CrowdStrike Racing by APR machine in the mix, but late contact with Felipe Fraga in the Riley Motorsports ORECA put him into a spin and dropped Braun to an eventual ninth. Ex-Formula 1 racer Paul di Resta completed the podium in the United Autosports car he shared with Daniel Goldberg and Bijoy Garg.





**RESULTS SEBRING 12 HOURS, IMSA SPORTSCAR ROUND 2/11, SEBRING (USA), 16 MARCH (333 LAPS – 1245.42 MILES)**

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Louis <b>Deletraz</b> /Jordan <b>Taylor</b> /Colton <b>Herta</b>	Wayne Taylor Racing with Andretti	Acura ARX-06	GTP	12h00m54.520s	3
2	Sebastien <b>Bourdais</b> /Renger <b>van der Zande</b> /Scott <b>Dixon</b>	Cadillac Racing (Ganassi)	Cadillac V-Series.R	GTP	+0.891s	2
3	Felipe <b>Nasr</b> /Dane <b>Cameron</b> /Matt <b>Campbell</b>	Porsche Penske Motorsport	Porsche 963	GTP	+8.898s	5
4	Connor <b>De Phillippi</b> /Nick <b>Yelloly</b> /Maxime <b>Martin</b>	BMW M Team RLL	BMW M Hybrid V8	GTP	+12.056s	9
5	Ricky <b>Taylor</b> /Filipe <b>Albuquerque</b> /Brendon <b>Hartley</b>	Wayne Taylor Racing with Andretti	Acura ARX-06	GTP	+13.398s	11
6	Philipp <b>Eng</b> /Jesse <b>Krohn</b> /Augusto <b>Farfus</b>	BMW M Team RLL	BMW M Hybrid V8	GTP	+28.438s	4
7	Matteo <b>Cairolì</b> /Andrea <b>Caldarelli</b> /Romain <b>Grosjean</b>	Lamborghini Iron Lynx	Lamborghini SC63	GTP	+28.501s	8
8	Julien <b>Andlauer</b> /Gianmaria <b>Bruni</b> /Alessio <b>Picariello</b>	Proton Competition	Porsche 963	GTP	+44.807s	7
9	Mathieu <b>Jaminet</b> /Nick <b>Tandy</b> /Frederic <b>Makowiecki</b>	Porsche Penske Motorsport	Porsche 963	GTP	-2 laps	10
10	Dwight <b>Merriman</b> /Ryan <b>Dalziel</b> /Connor <b>Zilisch</b>	Era Motorsport	ORECA-Gibson 07	LMP2	-3 laps	21
11	Steven <b>Thomas</b> /Mikkel <b>Jensen</b> /Hunter <b>McElrea</b>	TDS Racing	ORECA-Gibson 07	LMP2	-3 laps	18
12	Daniel <b>Goldburg</b> /Paul <b>di Resta</b> /Bijoy <b>Garg</b>	United Autosports	ORECA-Gibson 07	LMP2	-3 laps	13
13	Lance <b>Willsey</b> /Joao <b>Barbosa</b> /Jonny <b>Edgar</b>	Sean Creech Motorsport	Ligier-Gibson JSP217	LMP2	-3 laps	24
14	Gar <b>Robinson</b> /Felipe <b>Fraga</b> /Josh <b>Burdon</b>	Riley	ORECA-Gibson 07	LMP2	-3 laps	16
15	Nick <b>Boulle</b> /Jakub <b>Smiechowski</b> /Tom <b>Dillmann</b>	Inter Europol by PR1 Mathiasen Motorsports	ORECA-Gibson 07	LMP2	-3 laps	15
16	Henrik <b>Hedman</b> /Malthe <b>Jakobsen</b> /Rasmus <b>Lindh</b>	DragonSpeed	ORECA-Gibson 07	LMP2	-3 laps	20
17	Dennis <b>Andersen</b> /Seth <b>Lucas</b> /Laurents <b>Horr</b>	MDK by High Class Racing	ORECA-Gibson 07	LMP2	-3 laps	22
18	George <b>Kurtz</b> /Colin <b>Braun</b> /Toby <b>Sowery</b>	CrowdStrike Racing by APR	ORECA-Gibson 07	LMP2	-3 laps	17
19	Ben <b>Keating</b> /Nico <b>Pino</b> /Ben <b>Hanley</b>	United Autosports	ORECA-Gibson 07	LMP2	-4 laps	14
20	Jack <b>Hawksworth</b> /Ben <b>Barnicoat</b> /Kyle <b>Kirkwood</b>	Vasser Sullivan	Lexus RC F GT3	GTD Pro	-17 laps	25
21	Davide <b>Rigon</b> /Daniel <b>Serra</b> /James <b>Calado</b>	Risi Competizione	Ferrari 296 GT3	GTD Pro	-17 laps	32
22	Franck <b>Perera</b> /Jordan <b>Pepper</b> /Mirko <b>Bortolotti</b>	Iron Lynx	Lamborghini Huracan GT3 EVO2	GTD Pro	-17 laps	31
23	Madison <b>Snow</b> /Bryan <b>Sellers</b> /Neil <b>Verhagen</b>	Paul Miller Racing	BMW M4 GT3	GTD Pro	-17 laps	33
24	Mario <b>Farnbacher</b> /Ross <b>Gunn</b> /Alex <b>Riberas</b>	Heart of Racing Team	Aston Martin Vantage GT3 Evo	GTD Pro	-17 laps	28
25	Claudio <b>Schiavoni</b> /Matteo <b>Cressoni</b> /Leonardo <b>Pulcini</b>	Iron Lynx	Lamborghini Huracan GT3 EVO2	GTD Pro	-17 laps	51
26	Mike <b>Rockenfeller</b> /Harry <b>Tincknell</b> /Christopher <b>Mies</b>	Ford Multimatic Motorsports	Ford Mustang GT3	GTD Pro	-17 laps	37
27	Joey <b>Hand</b> /Dirk <b>Muller</b> /Frederic <b>Vervisch</b>	Ford Multimatic Motorsports	Ford Mustang GT3	GTD Pro	-17 laps	42
28	Seb <b>Priaulx</b> /Laurin <b>Heinrich</b> /Michael <b>Christensen</b>	AO Racing	Porsche 911 GT3-R	GTD Pro	-17 laps	30
29	Philip <b>Ellis</b> /Russell <b>Ward</b> /Indy <b>Dontje</b>	Winward Racing	Mercedes-AMG GT3	GTD	-19 laps	54
30	Antonio <b>Fuoco</b> /Roberto <b>Lacorte</b> /Giorgio <b>Sernagiotto</b>	Cetilar Racing (AF Corse)	Ferrari 296 GT3	GTD	-19 laps	26
31	Adam <b>Adelson</b> /Elliott <b>Skeer</b> /Jan <b>Heylen</b>	Wright Motorsports	Porsche 911 GT3-R	GTD	-19 laps	46
32	Ian <b>James</b> /Roman <b>De Angelis</b> /Zacharie <b>Robichon</b>	Heart of Racing Team	Aston Martin Vantage GT3 Evo	GTD	-19 laps	48
33	Loris <b>Spinelli</b> /Misha <b>Goikhberg</b> /Devlin <b>DeFrancesco</b>	Forte Racing	Lamborghini Huracan GT3 EVO2	GTD	-19 laps	34
34	Patrick <b>Gallagher</b> /Robby <b>Foley</b> /Jake <b>Walker</b>	Turner Motorsport	BMW M4 GT3	GTD	-19 laps	40
35	Brendan <b>Iribe</b> /Frederik <b>Schandorff</b> /Ollie <b>Millroy</b>	Inception Racing (Optimum)	McLaren 720S GT3 Evo	GTD	-19 laps	39
36	Gabby <b>Chaves</b> /Jarett <b>Andretti</b> /Scott <b>Hargrove</b>	Andretti Motorsports	Porsche 911 GT3-R	GTD	-19 laps	49
37	Orey <b>Fidani</b> /Matt <b>Bell</b> /Lars <b>Kern</b>	AWA	Chevrolet Corvette C8.R GTD	GTD	-19 laps	57
38	John <b>Potter</b> /Andy <b>Lally</b> /Spencer <b>Pumpelly</b>	Magnus Racing	Aston Martin Vantage GT3 Evo	GTD	-19 laps	47
39	Manny <b>Franco</b> /Albert <b>Costa</b> /Cedric <b>Sbirrazzuoli</b>	Conquest Racing	Ferrari 296 GT3	GTD	-19 laps	44
40	Kerong <b>Li</b> /Anders <b>Fjordbach</b> /Klaus <b>Bachler</b>	MDK Motorsports	Porsche 911 GT3-R	GTD	-19 laps	50
41	Parker <b>Thompson</b> /Frankie <b>Montecalvo</b> /Aaron <b>Telitz</b>	Vasser Sullivan	Lexus RC F GT3	GTD	-19 laps	27
42	Alexander <b>Sims</b> /Antonio <b>Garcia</b> /Daniel <b>Juncadella</b>	Corvette Racing by Pratt Miller Motorsports	Chevrolet Corvette Z06 GT3.R	GTD Pro	313 laps-accident	55
43	Charles <b>Scardina</b> /Onofrio <b>Triarsi</b> /Alessio <b>Rovera</b>	Triarsi Competizione	Ferrari 296 GT3	GTD	-20 laps	53
44	PJ <b>Hyett</b> /Paul-Loup <b>Chatin</b> /Matthew <b>Brabham</b>	AO Racing	ORECA-Gibson 07	LMP2	-20 laps	12
45	Tommy <b>Milner</b> /Nicky <b>Catsburg</b> /Earl <b>Bamber</b>	Corvette Racing by Pratt Miller Motorsports	Chevrolet Corvette Z06 GT3.R	GTD Pro	-26 laps	56
46	Oliver <b>Jarvis</b> /Marvin <b>Kirchhofer</b> /James <b>Hinchcliffe</b>	Pfaff Motorsports	McLaren 720S GT3 Evo	GTD Pro	-40 laps	36
47	Kyle <b>Marcelli</b> /Danny <b>Formal</b> /Graham <b>Doyle</b>	Wayne Taylor Racing with Andretti	Lamborghini Huracan GT3 EVO2	GTD	292 laps-electrical	41
48	Giammarco <b>Levorato</b> /Ryan <b>Hardwick</b> /Corey <b>Lewis</b>	Proton Competition	Ford Mustang GT3	GTD	291 laps-mechanical	43
49	John <b>Farano</b> /Michael <b>Dinan</b> /Charlie <b>Eastwood</b>	Tower Motorsports	ORECA-Gibson 07	LMP2	247 laps-accident damage	23
50	Sheena <b>Monk</b> /Katherine <b>Legge</b> /Tatiana <b>Calderon</b>	Gradient Racing	Acura NSX GT3	GTD	233 laps-accident	45
51	Scott <b>Andrews</b> /Salih <b>Yoluc</b> /Rui <b>Andrade</b>	Lone Star Racing	Mercedes-AMG GT3	GTD	218 laps-suspension	35
52	Pipo <b>Derani</b> /Jack <b>Aitken</b> /Tom <b>Blomqvist</b>	Whelen Cadillac Racing (Action Express)	Cadillac V-Series.R	GTP	210 laps-accident	1
53	Simon <b>Mann</b> /Francois <b>Heriau</b> /Miguel <b>Molina</b>	AF Corse	Ferrari 296 GT3	GTD	197 laps-accident	38
54	Phil <b>Hanson</b> /Tijmen <b>van der Helm</b> /Richard <b>Westbrook</b>	JDC-Miller Motorsports	Porsche 963	GTP	178 laps-driveshaft	6
55	Sarah <b>Bovy</b> /Rahel <b>Frey</b> /Michelle <b>Gatting</b>	Iron Dames (Iron Lynx)	Lamborghini Huracan GT3 EVO2	GTD	128 laps-throttle/withdrew	52
56	Luis <b>Perez Companc</b> /Nicklas <b>Nielsen</b> /Lilou <b>Wadoux</b>	Richard Mille AF Corse	ORECA-Gibson 07	LMP2	65 laps-accident damage	19
57	Mikael <b>Grenier</b> /Mike <b>Skeen</b> /Kenton <b>Koch</b>	Korthoff/Preston Motorsports	Mercedes-AMG GT3	GTD	16 laps-engine	29
58	Anthony <b>Mantella</b> /Nico <b>Varrone</b> /Thomas <b>Merrill</b>	AWA	Chevrolet Corvette C8.R GTD	GTD	2 laps-alternator	58

**Winner's average speed** 103.654mph. **Fastest lap** Deletraz 1m49.497s, 122.962mph. In each car, first-named driver started the race.

**GTP** 1 **Cameron/Nasr/Campbell** 706; 2 **Herta/Taylor/Deletraz** 706; 3 **Aitken/Derani/Blomqvist** 600; 4 **van der Zande/Dixon/Bourdais** 594; 5 **De Phillippi/Martin/Yelloly** 570; 6 **Jaminet/Tandy** 545. **LMP2** 1 **Zilisch/Merriman/Dalziel** 741; 2 **Fraga/Robinson/Burdon** 614; 3 **Jakobsen** 612; 4 **Braun/Kurtz/Sowery** 595; 5 **Smiechowski/Boulle/Dillmann** 590; 6 **Garg/Goldburg/di Resta** 558. **GTD Pro** 1 **Serra/Rigon/Calado** 722; 2 **Sellers/Snow/Verhagen** 624; 3 **Barnicoat/Hawksworth/Kirkwood** 617; 4 **Heinrich/Christensen/Priaulx** 605; 5 **Perera/Pepper/Bortolotti** 596; 6 **Riberas/Farnbacher/Gunn** 592. **GTD** 1 **Dontje/Ellis/Ward** 725; 2 **Fuoco/Sernagiotto/Lacorte** 589; 3 **Adelson/Skeer/Heylen** 570; 4 **Costa/Sbirrazzuoli/Franco** 545; 5 **Heriau/Molina/Mann** 485; 6 **Chaves/Andretti/Hargrove** 484.







FERRARO

FORMULA E

# Brilliant Bird survives the heat to end win drought

*Revitalised by his switch to McLaren this season, the Briton was as delighted as he was relieved to take his first victory since 2021*

STEFAN MACKLEY

PHOTOGRAPHY  motorsport  
IMAGES

**T**he seven weeks between the previous Formula E event in Diriyah and last weekend's Sao Paulo E-Prix was a frustrating and unnecessary gap for drivers, teams and fans of the championship to endure. Yet that break paled in comparison to the wait that finally ended when the chequered flag flew in Brazil and Sam Bird at last returned to the top step of the podium for the first time since his victory in New York in July 2021.

Since that win, the Briton's abilities and commitment to racing had come under severe scrutiny, and his three-year partnership with Jaguar ended last season following lacklustre results. He was offered a lifeline by McLaren for 2024, and the new partnership bore fruit at just the fourth time of asking, with victory in Brazil also signifying the British team's first in the all-electric championship, which it only entered last season. Arguably more impressive than Bird's return to winning ways was the manner in which his McLaren Nissan claimed victory, with a daring and risky last-lap pass around the outside that showed the Briton at his very best.

The 37-year-old started from a season-best fifth on the grid, arguably the perfect spot from which to implement a race-winning

challenge as the infamous peloton style of racing – sitting behind in the slipstream to save energy – was expected to return. After holding position over the opening lap, Bird hit the front as early as lap four when those ahead took their first Attack Modes. It quickly became apparent that, unlike other races this season, the activations would not be done at the earliest opportunity by everyone.

Bird, however, did take both Attack Modes in quick succession – on lap five when he retained the lead, and again on lap seven when he dropped to fourth. The second activation in particular proved crucial – just moments later, the first of two safety-car periods was enacted to retrieve debris, notably Norman Nato's front wing after contact with Lucas di Grassi at Turn 1, for which Andretti Porsche driver Nato was handed a five-second penalty.

Circulating at a slower pace allowed Bird to essentially use the extra six minutes of power at a reduced rate, while he was also the only driver from the leading group to have used both activations. It meant that by the time the safety car was deployed again on lap 16 after championship leader Nick Cassidy crashed out, Bird found himself at the head of the field.

With energy management not as critical over the final 14 laps



STAT

12

Bird now has 12 FE wins, just one behind record-holders Buemi and di Grassi

Bird “didn’t imagine” topping the podium this early in his McLaren career



BAGNALL



Wehrlein couldn’t convert pole into a stronger finish than fourth

BAGNALL

– the race was extended by three laps to 34 due to the caution periods – track position became critical as Bird looked to defend from the chasing pack, which was headed by his former team-mate Mitch Evans. With six laps remaining Bird allowed the Jaguar driver into the lead on the approach to the Turn 4 chicane without a fight, and shadowed Evans over the following laps in a bid to conserve enough energy for a final push.

Despite Bird being warned by his race engineer to seek cool air when his machine began to overheat, it was Evans in front whose car was suffering more while the top two gradually pulled away from the pack. Evans was forced to defend into Turn 1 for the final two laps and, after rebuffing Bird at the most likely overtaking spot on the circuit, it looked like the Kiwi would take victory to put his title challenge back on track. Instead, Bird braved the outside line through the quick left kink of Turn 10, completing the move at the penultimate corner to take the 12th win of his Formula E career.

“I think this one is one of the more special wins because of what I’ve had to go through to get back to this chair [the winner’s seat in the press conference],” smiled Bird. “This one definitely feels very special – also the fact that it’s the first for McLaren.

**“This one definitely feels very special – also the fact that it’s the first for McLaren”**

“We had some goals at the beginning of the year about scoring some podiums, and I would be lying to you by saying I thought we could definitely win a race this early. It would have been a dream; I didn’t imagine it, but we’ve managed it. That doesn’t mean to say we’ve made it and we need to rest – there’s still a lot of work to do.”

Ahead of the weekend, Evans had claimed that he needed “a big result soon” after failing to make it onto the podium in the opening three races due to small errors or car issues masking his promising pace. The same venue 12 months ago had proved to be the catalyst for his title challenge, with the Jaguar driver claiming the first of his four wins. Posting the fastest time in FP1 signified what was to come this year, even if a front driveshaft failure in FP2 restricted running. Evans qualified fourth and never fell outside the top five. After activating his final Attack Mode as late as lap 13, he found himself behind Bird during the second safety-car period.

Although initially more focused on defending from Pascal Wehrlein once racing resumed, Evans gradually closed on Bird and took the lead with a handful of laps remaining. Evans admitted later that he believed victory was his but, on a day when ambient temperatures moved close to 40C, the heat played havoc throughout the field in the closing stages. High battery temperatures meant Evans suffered de-rating and began losing power at a crucial moment of the race, when he admitted he “felt like I was in a Gen1 car”. Despite covering the inside line into the final sequence of corners, Evans’s hobbled car essentially meant he was a sitting duck.

“It’s bittersweet,” said Evans. “A few laps to go I thought it was >>



going to be for us again, but I started getting some temperature warnings quite quickly and then it escalated on the last lap. I had a huge de-rate on the last lap with the power. I think even if Sam didn't overtake me [where he did] he probably would have got me to the start/finish line. A bit frustrating, I had lots of energy left, I was just trying to bring it home but just two corners shy."

Despite missing out on victory, the runner-up spot provided a much-needed result for Evans, especially in a race where teammate and championship leader Cassidy failed to score. He had hit the ground running with life at Jaguar this year, taking a hat-trick of podiums from the opening three races, including victory in Diriyah, and building a healthy 19-point lead in the standings.

But, despite impressive practice pace, Cassidy just missed out on making it through to the qualifying duels by 0.011 seconds, which left him ninth on the grid. Progress in the race was slow

**“It wasn’t going how I wanted, it wasn’t one of our best races. I’ve got to look at myself for that”**

and Cassidy had climbed only as high as fifth approaching the halfway point and, with both Attack Modes still to take unlike those around him, he was likely to fall back. In the end it mattered little when Cassidy's race ended in the Turn 10 barrier after his front wing, which was damaged earlier in the lap, became lodged under his right-front wheel through the quick left kink.

"It wasn't really going how I wanted, it wasn't one of our best races," said Cassidy. "I've got to look at myself for that, I've got to be better, so I'll just try and improve."

Despite non-scoring, such had been Cassidy's early season consistency that he still left Brazil with a four-point lead over Wehrlein, with the Porsche driver unable to capitalise on his second pole of the year.

The German had claimed top spot in qualifying but only just from DS Penske driver Stoffel Vandoorne, who had taken the accolade last year. It became apparent in 2023 that leading and being unable to conserve energy like those in the slipstream behind was not the right strategy, given the peloton style of racing, and Wehrlein and Vandoorne duly took their first Attack Modes at the earliest opportunity.

While Vandoorne would eventually slip down the order, Wehrlein stayed towards the front, where he was joined by team-mate Antonio Felix da Costa. After a disastrous start to the 2024 campaign with no points, the Portuguese immediately began making inroads from eighth on the grid. He was fifth by the end of the opening lap and third one tour later, before moving to the



Evans (here leading Vergne and Bird) reckons de-rating cost him the win

front when Wehrlein and Vandoorne took their Attack Modes.

But the Porsche powertrain users began to suffer more than others in the heat. Da Costa eventually slipped to sixth by the flag, while Wehrlein fell behind reigning champion Jake Dennis in the closing stages.

Dennis had risen from 10th and, with more energy than Bird and Evans ahead after moving into third, believed "the win was there". Then he too dropped back when his Andretti Porsche began struggling with high battery temperatures that ultimately cost him a podium at the final corner. "He [Wehrlein] went for a gap and I was probably about 100bhp down at the end to the other guys – I was so slow down the straights," related Dennis, who eventually finished fifth. "There's obviously only so much you can do. They had such a speed advantage over you and they punished us."

When Dennis and Wehrlein both took a tight line into the final corner, a lack of momentum on the exit allowed Oliver Rowland directly behind to get a switchback on both of them. The Yorkshireman reckoned it "felt like Christmas" – he had moved into fifth with two laps remaining after starting 11th, before a superb piece of opportunistic driving handed his Nissan back-to-back podiums on the run to the line.

Nissan also powers McLaren, so it was a good day for the Japanese manufacturer as the championship embarks upon its maiden trip to Tokyo in less than two weeks' time. With a huge weight off Bird's shoulders following his victory, and just 20 points separating him from series leader Cassidy, the title battle remains wide open. 🏆



Opportunistic Rowland nabbed a last-gasp podium finish





### STRONG START FOR CHARLES

The Sao Paulo E-Prix was Phil Charles's first race as deputy team principal of DS Penske after leaving his previous role as technical manager at Jaguar. Both Jean-Eric Vergne and Stoffel Vandoorne finished in the points in seventh and eighth respectively, with Vandoorne missing out on pole position by just 0.002 seconds.

### GUENTHER'S CHARGE

Maximilian Guenther finished ninth after an incredible recovery drive, having served a 10-second stop/go penalty during the race. Both the gearbox and inverter on his Maserati MSG machine were changed after practice, earning the German a 40-place grid penalty. Unable to serve the full penalty after qualifying third, he was required to serve part of the punishment during the race.

### NEW TITLE UP FOR GRABS

Ahead of the race, Formula E announced the launch of a Manufacturers' Trophy, which will be incorporated into the current season. The new concept will take the two highest-scoring cars in every race from each manufacturer, with points awarded using the current scoring system for both the drivers' and teams' championships.

### HEARTACHE FOR HOME HEROES

Brazilians Lucas di Grassi and Sergio Sette Camara endured a difficult home event. Di Grassi was classified 13th after suffering damage to the front wing on his Abt machine (below), while Sette Camara was disqualified. The ERT driver had finished 16th, but was excluded from the results due to exceeding the energy limit.



RESULTS ROUND 3/10, SAO PAULO (BRA), 16 MARCH (34 LAPS – 63.606 MILES)			
POS	DRIVER	TEAM/CAR	TIME
1	<b>Sam Bird</b> (GBR)	McLaren / Nissan e-4ORCE 04	53m03.071s
2	<b>Mitch Evans</b> (NZL)	Jaguar Racing / Jaguar I-Type 6	+0.564s
3	<b>Oliver Rowland</b> (GBR)	Nissan / Nissan e-4ORCE 04	+3.540s
4	<b>Pascal Wehrlein</b> (DEU)	Porsche / Porsche 99X Electric Gen3	+3.629s
5	<b>Jake Dennis</b> (GBR)	Andretti / Porsche 99X Electric Gen3	+3.722s
6	<b>Antonio Felix da Costa</b> (PRT)	Porsche / Porsche 99X Electric Gen3	+5.567s
7	<b>Jean-Eric Vergne</b> (FRA)	DS Penske / DSE-TENSE FE23	+6.006s
8	<b>Stoffel Vandoorne</b> (BEL)	DS Penske / DSE-TENSE FE23	+6.817s
9	<b>Maximilian Guenther</b> (DEU)	Maserati / Maserati Tipo Folgore	+8.085s
10	<b>Sebastien Buemi</b> (CHE)	Envision Racing / Jaguar I-Type 6	+8.610s
11	<b>Sacha Fenestraz</b> (FRA)	Nissan / Nissan e-4ORCE 04	+9.277s
12	<b>Edoardo Mortara</b> (CHE)	Mahindra Racing / Mahindra M10Electro	+9.762s
13	<b>Lucas di Grassi</b> (BRA)	Abt / Mahindra M10Electro	+10.819s
14	<b>Nyck de Vries</b> (NLD)	Mahindra Racing / Mahindra M10Electro	+13.677s
15	<b>Jehan Daruvala</b> (IND)	Maserati / Maserati Tipo Folgore	+14.379s
16	<b>Dan Ticktum</b> (GBR)	ERT / ERT X24	+17.884s
17	<b>Norman Nato</b> (FRA)	Andretti / Porsche 99X Electric Gen3	+18.889s
18	<b>Robin Frijns</b> (NLD)	Envision Racing / Jaguar I-Type 6	+19.124s
EX	<b>Sergio Sette Camara</b> (BRA)	ERT / ERT X24	+17.511s-energy
R	<b>Jake Hughes</b> (GBR)	McLaren / Nissan e-4ORCE 04	31 laps-technical
R	<b>Nico Muller</b> (CHE)	Abt / Mahindra M10Electro	25 laps-cooling
R	<b>Nick Cassidy</b> (NZL)	Jaguar Racing / Jaguar I-Type 6	14 laps-accident

**Winner's average speed** 71.937mph. **Fastest lap** de Vries 1m15.502s, 86.897mph.

**QUALIFYING** 1 Wehrlein 1m12.789s; 2 Vandoorne 1m12.791s; 3 Guenther 1m13.041s\*; 4 Vergne 1m13.287s; 5 Evans 1m13.184s; 6 Bird 1m13.208s; 7 Mortara 1m13.368s; 8 Muller no time in finals; 9 da Costa 1m13.791s; 10 Cassidy 1m13.878s; 11 Dennis 1m13.844s; 12 Rowland 1m13.925s; 13 Hughes 1m13.870s; 14 de Vries 1m13.935s; 15 Fenestraz 1m13.967s; 16 di Grassi 1m13.962s; 17 Daruvala 1m14.032s; 18 Frijns 1m13.987s; 19 Buemi 1m14.085s; 20 Sette Camara 1m14.057s; 21 Ticktum 1m14.115s; 22 Nato 1m14.146s.  
\* started from back due to penalties for gearbox and inverter changes

**DRIVERS' CHAMPIONSHIP** 1 Cassidy 57; 2 Wehrlein 53; 3 Evans 39; 4 Vergne 39; 5 Dennis 38; 6 Bird 37; 7 Rowland 33; 8 Guenther 22; 9 Buemi 20; 10 Frijns 19.

**TEAMS' CHAMPIONSHIP** 1 Jaguar Racing 96; 2 Porsche 61; 3 DS Penske 57; 4 McLaren 55; 5 Andretti 47; 6 Nissan 41; 7 Envision Racing 39; 8 Maserati 22; 9 ERT 2; 10 Mahindra Racing 0; 11 Abt 0.



Evans and Rowland put their hands together for victor Bird

**NEXT REPORT**  
Tokyo E-Prix  
4 April issue



*Say hello to...*

# YOUR PREMIUM AUTOMOTIVE ART



## Commissions

Commission us to draw your car or helmet in exquisite detail and have it produced as a fine art print. All commissions are completely custom, drawn from scratch and make beautiful gifts.

## Prints

Choose from our range of unparalleled quality motoring fine art prints featuring everything from Formula 1 legends to classic rally cars.

## Design

Graphic design and illustration service for all motorsport needs from track day posters to logos, branding and social media.



**OUR 2024 PRINTS ARE  
AVAILABLE NOW!**

**+ MANY MORE**



hellothere@omacdesign.co.uk

**OMACDESIGN.CO.UK**





***Say hello to...***

# **YOUR PREMIUM GARAGE INTERIOR**

**At Garage Gremlins we are designers of high end garage interiors. We create and install artwork to turn your dream garage into a reality!**

Our award winning graphic artists can create digital artwork of your very own car and reproduce it flawlessly at virtually any size, from framed pieces right up to full height and width wall graphics.

See your pride and joy as you never have before.

**Get in touch today for your **FREE** quote.**

***Garage Gremlins were amazing. The install was quick and flawless.***

***The detail is incredible and has completely transformed the garage!***

[hellothere@garagegremlins.com](mailto:hellothere@garagegremlins.com)

**GARAGEGREMLINS.COM**







**motorsport**  
JOBS



**TRACK SUPPORT ENGINEER**  
AER

**Responsibilities**

- Reporting to the Project Manager on a programme, you will be a key contributor to the track-side engine operation.
- As a customer facing representative of the company, the successful candidate will be an excellent communicator engaging confidently and knowledgeably.
- A self-starter who is highly motivated, very well organised and demonstrates a positive growth mindset.
- Extensive travel to International and/or European events will be required.
- Between track events the role will include all aspects of project support onsite at the company's Essex based facility, such as:
  - o Reporting
  - o Data analysis & calibration development
  - o Lifting of components
  - o Preparation for future events
  - o Involvement with in-house engine testing

**Key Skills / Experience**

- Ideally a minimum of 3 years' experience in a similar role at a professional motorsport level (powertrain), ideally F1, WEC, IndyCar, DTM or other relevant experience.
- Proficient with engine electronic systems/calibration/sensors/wiring
- Experience with professional engine management software, such as McLaren, Magneti Marelli, Cosworth/Pectel, Life Racing or Motec
- High competence level with PC / typical software - MS Office (particularly Excel), Matlab, etc.
- Customer facing skills & excellent organisation skills.
- Flexibility to travel/work on weekends in line with race calendar requirements.
- Degree qualified or equivalent in a mechanical or electrical engineering discipline

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**motorsport**  
JOBS



**AERODYNAMICS PERFORMANCE ENGINEER**  
Alpine F1 Team

Alpine F1 Team have an exciting opportunity within the Aerodynamic Performance Group.

**The Role**

- Within this role, you will build on your experience to contribute to projects tackling a wide variety of aerodynamics problems to ultimately enhance the output of our aerodynamic development programmes.
- You will lead track testing and correlation projects, making an important link between our aero development programme at the factory and the work we conduct on track at every race.
- You will support race events with all vehicle performance disciplines to optimise the performance of the car through data analysis and simulation studies.

**The Person**

- We are looking for an individual with previous experience in either aerodynamics, vehicle dynamics or performance engineering in one of the top motorsport categories.
- You will have a sound understanding of race car aerodynamics and experience with engineering data analysis, processing and visualization.
- Experience of wind tunnel testing, CFD or vehicle simulations would be advantageous.
- This position demands strong teamwork and quick decision-making abilities. Excellent presentation and communication skills are essential.

**Our offer to you:**

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 car schemes, pension, free onsite gym, subsidised canteen and many others.

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**motorsport**  
JOBS



**RECEPTIONIST**  
Formula One

**Main Duties and Responsibilities**

- Provide a professional Reception service ensuring courteous and warm welcoming of visitors and staff.
- Offering and providing refreshments to invited guests and providing storage of personal items.
- Manage and oversee visitor, employee and contractor access passes to our Media & Technology Centre in line with internal policies.
- Ensure incoming calls are answered professionally and promptly.
- Ensure incoming emails are answered appropriately and promptly, and any issues escalated to Front of House Supervisor (FS)
- Contribute to the updating and maintenance of the Reception Manual.
- Support and assist (FS) with ad-hoc requests made by Senior Stakeholders, ensuring seamless service delivery, including but not limited to:- Administration, catering, and concierge service for VIP guests.
- Make meeting and room bookings and manage calendar, liaising with staff about changes and guests – Liaise with FS and reception team to ensure these are managed in an efficient and professional manner
- Support FS with Catering and VIP meeting room and event Set-Up.

**About You**

- Previous experience as a receptionist in a fast paced, demanding corporate environment
- Excellent administration skills
- Proficient in MS Office
- Personable with excellent communication skills
- Ability to multi-task
- Strong attention to detail

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**motorsport**  
JOBS



**SYSTEMS ENGINEER**  
GB3 Championship

**Duties will include:**

- Joining the early stages of developments / projects for vehicle and circuit-based systems with a view to ensuring that electronic, electrical and comms functionalities are addressed, and then to plan for their timely execution within budgets
- Being responsible for the development, planning & integration of electronic and electrical components within our race & performance vehicles
- Attending all GB3 & GB4 race events in a pit lane support technical and troubleshooting role across car and engine electrical systems, electronic systems, and components
- Setting up and maintaining an inventory of all major electronic and electrical equipment on vehicles (ECU's, Dash Displays, Power Control systems, gear shift systems, ABS etc), leading to both development and appropriate updates, development, service, and maintenance
- Assembling electronic and electrical components on high performance & race vehicles as well as any trackside equipment with which it interfaces

**You will have / be:**

- Degree educated in a related subject (Electronic, Electrical, Mechanical or Vehicle Systems Engineering)
- Extensive previous experience working on either racing or high-performance vehicles and be familiar with hardware and associated software manufacturers such as: Cosworth Electronics, MoTeC, AIM Technologies, Magneti Marelli
- Have experience of interrogating, operating, and acquiring data from devices such as ECUs, power control modules, steering wheel & dash displays, gear shift systems, ABS, traction control, DRS and other motorsport systems

To apply now visit [www.motorsportjobs.com](http://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](mailto:james.robinson@motorsport.com) or call +44 (0)7717 883 990





**SENIOR COMPOSITE DESIGN ENGINEER**  
Haas F1 Team

- Key Responsibilities:**
- Promote teamwork and effective communication to develop working relationships between all personnel and departments.
  - Design Project Leader for composite projects, duties include:
  - End to end design project ownership and execution to challenging deadlines.
  - Project planning, liaise with the programme manager to define key design release milestones.
  - Liaise and support the Aero and FE department to achieve quality/compliance/strength/weight targets.
  - Liaise and support our production suppliers to ensure manufacturing feasibility and quality.
  - It will be expected to have a thorough knowledge of composite materials and production techniques.
  - It will be expected to have a thorough knowledge of the F1 technical regulations.
  - Follow and maintain safety standards in all venues.
  - Assume any responsibilities delegated by their seniors.
- Education and work Experience:**
- Must have graduated in Mechanical engineering with a very strong knowledge of composite materials.
  - Must have a minimum of 6 years experience working as a composite design engineer within F1.
- Specialized Knowledge and Skills:**
- Communication, ability to work under pressure, self-motivation, time management, conflict resolution, adaptability, willingness to learn.
- Equipment and Applications:**
- Must be expert level in the use of CAD system: Catia V5 / V6 3dx.

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**TRACKSIDE SYSTEMS ENGINEER**  
Lola Cars

- Role Responsibilities:**
- Monitoring, calibrating, and optimising the electrical systems and sensors, to guarantee the car operates safely and reliably.
  - Uploading and maintaining the correct software versions on the car and systems.
  - Support DIL sessions, including guaranteeing systems readiness for a session and preparing calibration files as needed.
  - Compile detailed post-event reports, including investigation of issues found during running of the car, as well as development and implementation of corrective measures.
  - Maintain all trackside electrical systems, including off-car systems.
- Technical Skills required:**
- Minimum 3 years' experience in a trackside role within top-tier motorsport such as F1, FE, or LMP, working on high- and low-voltage systems.
  - Experience with TAG Ecosystem: ATLAS, System Monitor, vTAG exposure, an advantage.
  - Experience in programming and calibrating ECU datasets in control system.
- Skills required:**
- Self-motivated to develop, drive and deliver the Trackside Systems Engineer remit.
  - A proactive evidence-based approach to problem-solving approach, coupled with a "can do" attitude and a high degree of initiative.
- Qualifications & Experience required:**
- Degree Level or commensurate work experience
  - Mechanical, Automotive, Electrical/Electronic or Aeronautical engineering degree desirable

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**NO.2 MECHANIC**  
NEOM McLaren Electric Racing

- At NEOM McLaren Electric Racing, our ambition is to win races and championships. We love the challenge of competing against the best, pushing the limits of performance and technology, while inspiring our people to pursue innovation and unlock their potential in the ever-growing world of motorsport.
- McLaren Racing's entry in Extreme E and Formula E aims to accelerate McLaren Racing's sustainability journey and reach a new, more diverse global audience and workforce. Based on the unique Bicester Heritage site, the Extreme E and Formula E teams combined are known as NEOM McLaren Electric Racing.
- Purpose of the Role:**
- We have an exciting opportunity for a Senior No2 Mechanic to join our team. Reporting to the Head of Trackside Operations, you will be responsible for all race car sub-assemblies, part maintenance, servicing, and part lifetime records.
- Principal Accountabilities:**
- Powertrain build and assembly - working with pre-existing processes and build specification.
  - Ensure all assemblies and parts are built to the exact same specification.
  - Suspension assembly, maintenance, and servicing.
  - Upright and driveshaft assembly and servicing.
  - Damper builds.
  - Damper dyno running and reporting.
  - Accurate part life reporting and management.
  - Demonstrate strong leadership skills whilst developing other members of the team.
  - Garage set up and pack down at races and tests.
  - Attend team and health and safety meetings as required.

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**JUNIOR EDITOR**  
Red Bull Racing

- Main responsibilities:**
- You will be responsible for the delivery of highly engaging and channel optimised video, designed to excite and attract new audience to both our existing and emerging channels, as part of a team of talented editors and creatives.
  - Deliver video edits specific to channel best practice, latest trends, and channel innovation.
  - Take a role in the ideation of filming projects for the Team, and associated productions across our brand, partners, and other stakeholders.
  - Play a role in identifying new and emerging content trends.
  - Deliver race-by-race content requests from the wider marketing team, working with the production and edit to ensure this is delivered as requested and briefed.
- Who we're looking for:**
- Proven experience of the delivery of content under a deadline without supervision.
  - Advanced competency with video editing tools (editing, sounds mixing and colour grading) and skills in motion graphics, such as captions, stills and stock elements and templates.
  - Strong knowledge of Adobe Creative Suite (particularly Premiere, After Effects, Media Encoder). Knowledge of both social and broadcast deliverables and best practice including codecs and formats.
  - Experience in content workflows and content delivery and processes for media organisations.
  - Able to work most race weekends and at unsociable hours.

To apply now visit [www.motorsportjobs.com](http://www.motorsportjobs.com)



**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](mailto:james.robinson@motorsport.com) or call +44 (0)7717 883 990



**AUTOSPORT**

The race is on!  
Don't miss any of the  
action this season



**Try 6 issues for just £6**

Get this exclusive offer here

[www.autosportmedia.com/offer/ASPMAR24](http://www.autosportmedia.com/offer/ASPMAR24)

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 March 2024



Turkington in **MX-5** as he joins club categories

# AUTOSPORT NATIONAL

CLUB RACING • HISTORICS • FEATURES

## Dawn of a new season

The BRSCC gets the 2024 national racing campaign under way



Autosport tackles  
**PalmerSport Ginetta** shootout



Helping **underfunded**  
**drivers** to success



Top rallying names  
prepare for **BRC** battle





# TAKE THE LEAD



Take the lead with Sunoco Race Fuels. Whether you're competing for championship glory or enjoying the thrill of racing for fun, one thing is certain – racing is a serious business. As a racer you want to maximise your performance as a driver, but are you unlocking the full potential of your race car?

Whilst Sunoco Race Fuels focus is to maximise power, Driven Racing Oil's objective is to protect the engine. Driven's unique formulation reduces internal wear, friction and oil temperature, resulting in increased power compared to API and ACEA rated engine oils.

**Sunoco and Driven - a winning formula!**

Explore the wide range of high-quality Sunoco Fuels and Driven oils at [aaoil.co.uk](http://aaoil.co.uk) and stay ahead of the pack.



[aaoil.co.uk](http://aaoil.co.uk)

+44 (0) 1929 551557

ANGLO AMERICAN OIL COMPANY





Turkington battled  
at Silverstone in the  
Mazda MX-5 Supercup



STEVE JONES

## BTCC star Turkington eyes further club race outings

### MAZDA MX-5 SUPERCUP

Four-time British Touring Car champion Colin Turkington made a guest appearance in the Mazda MX-5 Supercup at Silverstone last weekend, and has further club-level outings planned in 2024.

The 67-time BTCC racer winner, who turns 42 today (Thursday), was competing in a Paul Sheard-prepared car and managed to come away with a best result of 12th in the third and final race.

Turkington, who is expected to race in the BTCC this season with Team BMW once again, told Autosport he was there purely for fun, having been impressed when he saw the championship previously: "We came to watch the Mini Se7ens and Miglias here last year, and we saw these out too, and

I just thought, 'That looks like fun'.

"It's been five months since my last race at Brands Hatch and, with touring cars, there isn't that much seat time before the season starts so, as this is just down the road, I thought why not give it a go and dust a few cobwebs off.

"I love my motorsport but obviously, I'm limited as to what else I have time to do, so this was the perfect opportunity to just turn up and have a bit of fun."

Turkington plans to race again in the Mazda category as well as in other series this season alongside his BTCC commitments, which are due to begin on 27-28 April at Donington Park. Before that, though, Turkington is set to race at this weekend's Classic Sports Car Club meeting, also at Donington.

"I'm going to do the Snetterton [Mazda] round as well [in April] and this weekend, I'll be out at Donington, partnering Mark Smith in the E36 BMW," added Turkington.

"I've raced with Mark and Amspeed for quite a long time now, last time out at Spa being undoubtedly one of my personal highlights of the year. There's also a plan to race a Mini Se7en, again at Donington, in a couple of weeks' time.

"The BTCC is my job, and the weekends can be pretty stressful, so we just thought that it would be nice if we could do some racing in a more relaxed environment, where the only thing that matters is that I'm smiling when I get home."

STEVE HINDLE



JEP/MOTORSPORT IMAGES

Turkington will race  
with CSCC this weekend

## HAWKINS LACKING SEAT TIME AHEAD OF GT DEBUT

### BRITISH GT

Jessica Hawkins has admitted that her Aston Martin Formula 1 commitments have affected preparations ahead of her debut in the British GT Championship.

The 29-year-old is Aston Martin's driver ambassador and head of racing for its F1 Academy programme, meaning Hawkins is regularly present on grand prix weekends. As a result, she has completed just one day of testing for her maiden British GT campaign, which starts at Oulton Park on 29 March-1 April.

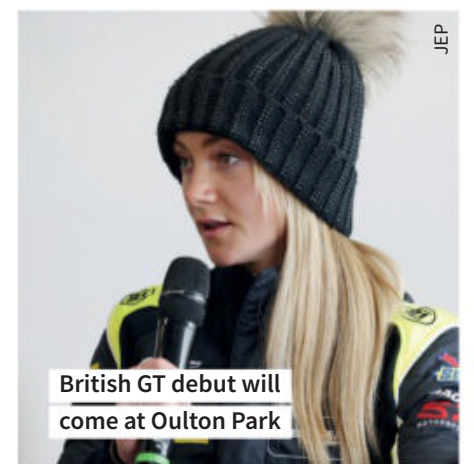
"It all happened very quickly, this GT thing," Hawkins told Autosport. "There was a point where I thought it wasn't going to happen and I had to commit to things.

"I'm confident in my ability and, although I'm not able to test as much as what I would like on circuit, I'm definitely putting the time in in other areas – on the sim and studying data with the team. Don't get me wrong, I would like more testing time, but it just hasn't been possible."

Hawkins is confident she "will build throughout the year", so limited testing opportunities have still not curbed excitement for her debut in the series alongside Andrew Howard at Beechdean aboard the new Aston Martin Vantage GT3.

"I've been trying to make something like British GT happen for many years now," she added. "To be with such a great team was an opportunity that I couldn't say no to. I did everything in my power to make it happen and I'm very happy that it's come off."

ED HARDY



British GT debut will  
come at Oulton Park

JEP



# Unusual Alfa Giulia ‘beast’ set for race debut

CSCC

A unique Alfa Romeo Giulia Quadrifoglio “beast” is set to make its race debut at the Classic Sports Car Club’s Donington Park meeting this weekend.

The 2.9-litre twin-turbo V6 machine has been converted to race specification by Alfa specialist Bianco Motorsport after the car was bought by Barry McMahon, who has previously competed in an Alfa 156. None of the cars are believed to have raced before, although one was developed for the VLN a few years ago.

McMahon’s example has been fitted with hybrid turbos and wide body kit, while extensive work has taken place on its electronics. In its current form, it produces 640bhp and weighs 1500kg. “The general consensus in the industry was it wouldn’t work,” said Bianco’s Paul Plant. “But Barry’s not one to be perturbed by general opinion.”

The car was given a shakedown at Brands Hatch last month before further testing at Donington revealed positive performance,



although the roaring engine has had to be quietened to comply with noise restrictions.

“Barry was over the moon with it, and it was brilliant – it ran well and it’s just an absolute beast,” said Plant, who added that further development work will be ongoing and the aim is to take its power output up to 700bhp. “It’s ballistic – the thing just takes off and it’s really exciting to drive. I’m hoping it’s going to be a good car.

“We haven’t really developed the suspension yet – once we get the new suspension, it should mean it can match the straight-line speed [with its handling].”

It was originally planned that the car would debut at Festival Italia last year, but issues with the ECU meant this had to be pushed back. Instead, McMahon is set to contest the Slicks Series race at Donington this weekend and he is also a reserve for the New Millennium contest, while further outings are possible in the GT Cup this year.

McMahon’s entries are two of a bumper 427 that had been received for the Donington fixture when Autosport went to press.

**STEPHEN LICKORISH**

[➔ P61 CLUB COLUMN](#)

## Nicholas wins drive after PalmerSport shootout

Racing aspirants battled for prize

PHOTOREVIE LTD

**GINETTA GT ACADEMY**

James Nicholas has been chosen as the inaugural winner of the PalmerSport Ginetta Shootout, earning himself a funded drive in the Ginetta GT Academy.

Nicholas won the prize, estimated to be worth £100,000, after going up

against more than 50 other applicants at Bedford Autodrome. Ginetta head of motorsport Mike Simpson and PalmerSport chief instructors Rob Jenkinson and Christian Vann then selected Nicholas following a head-to-head shootout against David Williams.

“I’m so unbelievably happy, I’m trying to contain myself a little bit, I’m over the moon,” said Nicholas. “Everyone dreams of winning, but deep down you never think you’re going to. It still feels a bit of a whirlwind.”

[➔ P64 NATIONAL FOCUS](#)

**ANGELO R. DRIVE**

WE NEED TO DO SOME TEST LAPS WITH THE S70L SUSTAINABLE FUEL...

WOW, THE V8 MUSTANG AT GOODWOOD...

CAN I DRIVE IT PLEASE ?

SORRY ANGELO, WE ALSO NEED A SUSTAINABLE DRIVER, CAN YOU HELP PUT THE PUMP AWAY PLEASE ?

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





## Strong Combe Hot Hatch interest for inaugural championship season

### CCRC

Increased registrations, new headline sponsors and improved facilities are hallmarks of Castle Combe's 2024 season, opening with its 500th car race meeting on Easter Monday.

With their series transitioned to a fully fledged Castle Combe Racing Club championship this year, Hot Hatch competitors have responded strongly with a record 48 subscribers to date. Forty-five have entered the first double-header, including 2023 GT runner-up Alan Hamilton, who has switched from his potent Westfield to a Mini Cooper R53.

The 11-strong Mini class features newcomers Crofton Woodhatch

(Grant Motorsport) and Toby Wilcox, plus Lewis Clark, Ben Pemberton and Max Gray among an expanded 119 Racing squad.

Past master Robert Hall returns to Formula Ford 1600 action with a new Swift SC24, aiming to emulate double champions Felix Fisher – gunning for a hat-trick – and Luke Cooper. Alex Walker, Rory Smith and Nathan Ward will provide tough opposition.

Bill Brockbank brings a new naturally aspirated SEAT Leon Cupra to Class A of the Saloon contest, led by former champ Adam Prebble (Vauxhall Astra turbo). Daniel Williams's Audi A1 should enhance Class B.

Meanwhile, the paddock's imposing new entrance gate welcomes visitors, and upgraded toilets have been installed.

MARCUS PYE

### BERG IN BRITISH F4 MOVE

US Formula 4 race winner Alex Berg will switch to competing in the UK full-time in British F4 this season, after contesting the Formula Ford Festival and Walter Hayes Trophy last year as part of the Team Canada Scholarship. The 17-year-old son of former F1 driver Allen will drive for Fortec Motorsport. "I am confident that with the Fortec team behind my back, we will do very well this season," said Berg.

### VIRTUOSI'S F4 DRIVERS

Virtuosi Racing has revealed that Yuhao Fu and Martin Molnar will drive for the squad in British Formula 4 this year. Chinese racer Fu has contested a handful of F4 races in Asia and the Middle East, while Hungarian Molnar graduates from karting. "We've been testing already; it's been going very well," said F4 team manager Mark Salmon. "Progress is being made and we're looking forward to see what the future holds."

### MCCAUGHAN TO KMR

GB4's shootout winner Brandon McCaughan will compete in the championship this season with title-winning team KMR Sport. McCaughan, a former National Formula Ford driver, won the £20,000 prize last year. Also joining the GB4 grid this term is Canadian Mayer Deonarine, the 15-year-old set to compete with Graham Brunton Racing and taking the total number of drivers in the championship so far to 12 ahead of the season-opener on 30 March at Oulton Park.

### SMITH BACK TO FF1600

Ray Smith, the father of Formula Ford Festival winner Rory, returned to racing at Silverstone last weekend behind the wheel of the Van Diemen RF88 (below) that he once campaigned in Australia, and was previously the 1988 Festival-winning car of ace Italian driver Vincenzo Sospiri. Smith Sr took a best result of 12th in the Super Classic FF1600 contests.



## Camp pitches up in Area Civic again

### CIVIC CUP

TCR UK race winner Alistair Camp will return to the Civic Cup this year, leading Area Motorsport's development of the FN2 model.

Camp, who won the Civic Cup title with Area in 2021, had hoped to graduate full-time to TCR UK after impressing in a Pro Alloys Racing-run Hyundai i30 N last year, including winning at Donington Park. But budget limitations have

kept him in the feeder series, albeit with a new challenge in the shape of the FN2.

The series has been dominated by the older EP3 model, with the FN2 scoring only one win since Maximum Motorsport took over its promotion in 2020. But the newer model has now been given an extra 10bhp and other regulation tweaks to address its inherent disadvantages.

"I didn't want to keep driving the same thing, so I said the only

way I'll come back is in an FN2," said Camp, who set competitive times testing a newly built car at Snetterton and Donington Park last week. "Obviously I want to run at the front but my aim is to be best of the FN2s."

Race winner Will Redford has switched to Ben Sharpe Racing for his third season in the championship. He will be joined at the squad by Nick Cristofaro, boss of British GT team 2Seas Motorsport.

MARK PAULSON



# Top names set to do battle as BRC begins

## RALLYING

The revitalised British Rally Championship kicks off its 2024 season at this weekend's North West Stages with 2019 European champion Chris Ingram topping a stellar entry of Rally2 cars.

A new TV deal with ITV4 and ITVX, reduced entry fees and a reshuffle of the events to avoid any overseas trips looks to have transformed the championship, which has struggled in recent years. Fourteen top-class cars will fight for outright honours, including Ingram, previous title winners Keith Cronin and Osian Pryce, reigning Junior World Rally champion William Creighton and the brightest homegrown talents.

"Now the BRC looks arguably



stronger than ever, with the new events and the TV deal, I think it's the best opportunity to take a step back and fight for the British championship," Ingram explained. "Realistically in WRC there are barely any opportunities – hopefully that's going to change in a couple of years' time, so I need to bide my time and build myself back up in the UK and enjoy my rallying."

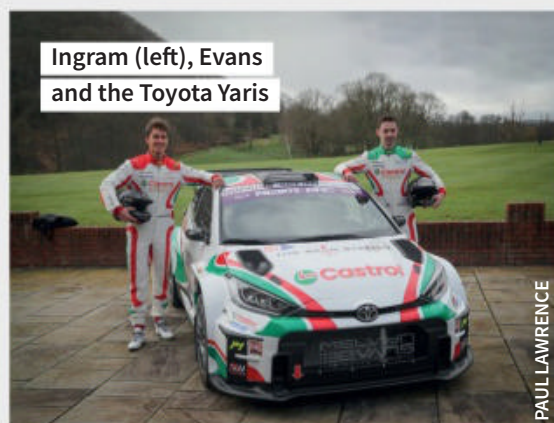
Pryce, who won the British crown in 2022, stepped up to the European championship last year but has been pulled back to the BRC. "What really swung it for me was the TV coverage," said the Welshman. "When I saw the announcement, I knew it was something that would add a lot of interest for our sponsors, so that was it. In terms of competition, it's probably the highest it's been for a long while, but we fancy our chances."

Ingram, however, will start the North West as favourite given his

international status, and he also won the rally when it last ran in 2022. He will steer a Volkswagen Polo GTI R5, but is due to switch to a brand-new Toyota GR Yaris Rally2 for the third round alongside Melvyn Evans Motorsport team-mate Meirion Evans, who will give the model its debut on UK soil this weekend. Cronin and Pryce are both Ford Fiesta-mounted along with Creighton, 2023 runner-up Garry Pearson and rising star Max McRae – the latter trio all representing M-Sport.

"Just glance at the top 20 and I think it's safe to say it's one of the best entry lists I've ever seen on a national event, and that can only be a good thing for the series and motorsport in general," said championship manager Reece Tarren. "I'm extremely eager to watch the opening round unfold and watch the season play out across six top-drawer rallies. The BRC really is back."

LUKE BARRY



# Igoe secures Circuit Rally title

## CIRCUIT RALLYING

Former British GT driver Michael Igoe and Will Atkins clinched the Circuit Rally Championship with a fifth successive win in their Citroen C3 Rally2 on last weekend's Dukeries Rally at Donington Park.

Igoe spent the first two stages chasing down the Ford Fiesta R5 of outgoing champions John Griffiths and Emma Morrison, before ending stage three tied for the lead. But Griffiths overshot and hit a gate on stage four and lost 18 seconds to Igoe, which proved decisive, despite Igoe hitting a tyre stack on the same test.

"It hasn't really sunk in that I have won the title, but it's been a great season," said Igoe, who plans to defend his title and is

considering a move to longer Tarmac stage rallies. "I'm enjoying rallying as it's more of a family and social thing than racing."

The Fiesta R5 of Paul Murro and Craig Simkiss was third on stage one, despite skirting the tyre wall with a trip through the gravel at Coppice. But the following test proved more costly when they picked up a 30s penalty for hitting a chicane. Daniel Bird/Nigel Barber (Fiesta) moved up to third and managed to retain the place, while Murro recovered to secure fourth. The Ford Escort Mk2 of Martin Hodgson and Tony Jones was the first two-wheel-drive car in fifth, with Alasdair Stables/Neil Jones (Vauxhall Chevette) next up.



Former British Touring Car racer Paul O'Neill made a rallying return in a Mazda MX-5 and finished fourth in class, just two seconds off the podium.

PETER SCHERER



# Verstappen to make UK rally debut on Rallynuts

## RALLYING

Jos Verstappen will make his British rallying debut on next month's Rallynuts Severn Valley Stages, round two of the British Rally Championship.

The father of three-time Formula 1 champion Max, who made over 100 grand prix appearances during his own career, turned to rallying in 2022 and has enjoyed reasonable success, winning three of his past five events. So far the majority of his rallying has been on Belgian stages, and the Rallynuts event on 13 April will be Verstappen's first outside mainland Europe – and his first ever on gravel. He and co-driver Renaud Jamoul will compete in their Skoda Fabia RS Rally2, meaning they will also be responsible for debuting Skoda's freshest Rally2 machine on British stages.

This year's Rallynuts is celebrating its 50th



anniversary, and as such is offering competitors 60 miles of stages for the same price as the usual 45. Based in the mid-Wales town of Llandrindod Wells, stages include old Rally GB classics Myherin, Hafren and Sweet Lamb.

Clerk of the course Chris Ashley said: "Just looking at the line-up that will be heading for the event in April is a real honour to see. Of course, the stages we have on offer are famous across the world and speak for themselves. We hope that it will be a rally weekend that everyone will remember in years to come."

LUKE BARRY

# Elliott and his Fiat take BHRC honours on Rally North Wales

## HISTORIC RALLYING

Nick Elliott and Dave Price swept to a fine victory on round two of the British Historic Rally Championship when they guided their Fiat 131 through the Welsh forests to win the historic section of Rally North Wales last weekend.

Wet and slippery stages in the classic forests of Gartheiniog, Dyfi and Dyfnant lay in wait for the competitors, and it proved to be a tough day with increasing rain in the afternoon making conditions even more challenging. But, through it all, Elliott drove superbly in the Fiat to score an important victory for the car against the best of the Ford Escorts.

"I could tell after a little test we did on Friday on the way up that the car was just hands down better than on the Riponian last month," said Elliott. "It's proof that the Fiat has now got Escort pace."

He set a mighty target while others fell out of contention, and took victory by more than half a minute over Dan Mennell and Richard Wise in their Escort Mk2, who were just one second ahead of the Porsche 911 RS of Seb Perez and Gary McElhinney.

Local legend Gwyndaf Evans, with co-driver Dale Furniss, made a welcome return to rallying in his Escort Mk2 to finish fourth despite a lack of recent seat time.

PAUL LAWRENCE

Fiat driver mastered the tricky Welsh forest stages



## SANTA POD POSTPONEMENT

Santa Pod has decided to postpone its Festival of Power event, which features the opening round of the British Drag Racing Championship, amid the recent heavy rainfall in the area. The meeting had been due to take place over the Easter weekend at the end of this month but has now been pushed back to 26-28 April amid concerns that waterlogged grass car parks and campsites would be unable to cope with sizeable crowds.

## MORE TCR UK ENTRIES

TCR UK regular Darron Lewis is targeting improved form by switching from a self-run first-generation Audi to a Hyundai i30 N, run in conjunction with JH Racing, for this year's championship. Meanwhile, Mauger Motorsport has announced plans to join the series' Gen 1 Cup sub-class with a Cupra TCR. Team boss Simon Mauger drove his ex-British GT Vauxhall VX220 in the Supersport Endurance Cup last year.

## KELLS IN A LIGIER

As well as contesting this year's GT World Challenge Europe with a GetSpeed Mercedes-AMG GT3, James Kell is planning to take in some of this season's Masters Endurance Legends races in a Ligier JSP3 with his father Darren. "We can't do all of them as there are some clashing dates for James," said Kell Sr, who has also bought a Ginetta G56 for races in Spain.

## BENTLEY AT DONINGTON

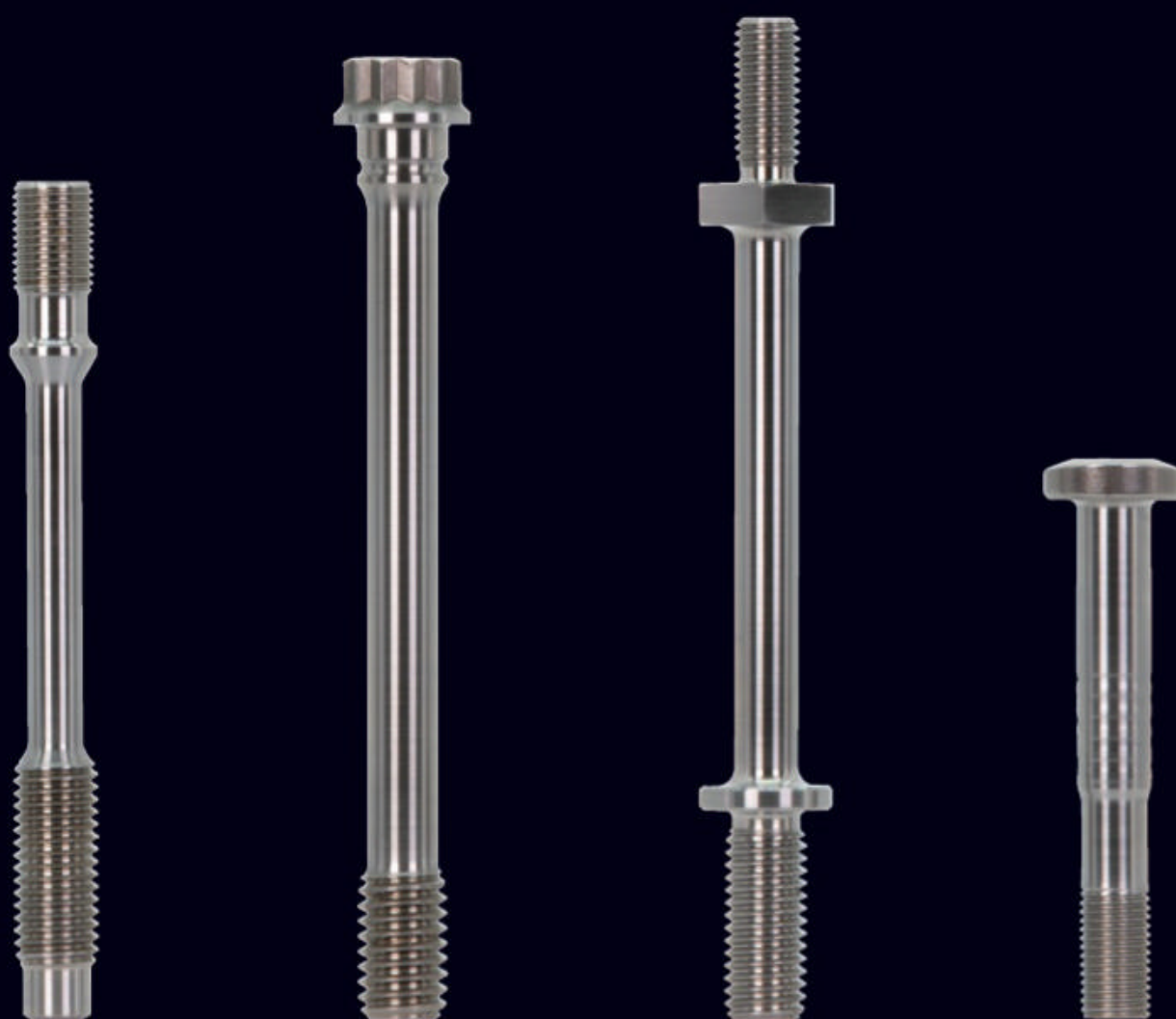
This May's Donington Historic Festival will celebrate the 100th anniversary of Bentley's first Le Mans 24 Hours victory. One of the examples of the Speed 8 (below), Bentley's most recent Le Mans winner, will complete demonstration laps along with a test model built ahead of the marque's return to the pinnacle of sportscar racing in 2001. A series of question-and-answer sessions with figures involved in the Bentley programme will also be held during the event.







# CUSTOM FASTENERS



*ARP has available stocks of all high strength materials, including Custom Age 625+, and our custom fastener manufacturing turnaround times are continuing to drop. Call us to discuss your custom fastener project.*

---

ARP Fasteners are tested and proven in the most demanding environments on Earth...and beyond.

ARP fasteners are used in racing all around the globe and applications from space to below the earth's surface.



All ARP fasteners are manufactured entirely in our own facilities in Southern California and raced all over the world.

5,000 catalog items and specials by request

Special Orders +1.805.525.1497 • Outside the U.S.A. +1.805.339.2200

1.800.826.3045 • [arp-bolts.com](http://arp-bolts.com)





# Reasons for optimism

*An enormous entry for the Classic Sports Car Club's opener at Donington Park this weekend is an encouraging sign as a new club motorsport season gets under way*

STEPHEN LICKORISH

**F**our-hundred-and-twenty-seven. This very impressive-sounding number is the total figure of entries the Classic Sports Car Club had received for its season-opening Donington Park meeting this weekend as Autosport closed for press. It's a brilliant achievement, and just the sort of good news story we need as a new national racing season begins.

Now, we do have to acknowledge that Donington always attracts strong CSCC grids – note the near-500 entries it received in 2020 amid the massive post-COVID lockdown boom – but it's still impressive, especially at a time when the UK economy is struggling. The CSCC has welcomed a multitude of series into its portfolio for this year, but that alone does not explain the huge entry. Instead, director David Smitheram believes there are several factors. “Because we've added these new categories, there's extra bums on seats, but most of our existing categories have exceeded what we've had before,” he says. “Slicks Series have got a full grid with reserves, which is the highest it's ever been. Swinging Sixties is always our biggest grid and last year, in August – a nicer time of year – we had 61 entries, but we've got 81 now. It's crazy.

“We're higher than we expected. It's always a combination of things: starting at Donington Park is something new for us – a lot of people love Donington, so that helps – and because of the new

**“We've got 560 registered drivers for this year and we're chuffed to bits with that”**

championships joining us, they've given us more of the spotlight.”

Only three of this weekend's 11 grids are not already into reserves, and the combined Open Series and BMW Championship grid is now onto its ninth reserve, meaning they don't even get to qualify as things stand. This inevitably creates problems of its own, and the CSCC will need to maintain such enthusiastic support throughout the season and minimise what Smitheram refers to as “the Donington effect”. One series that gives him confidence is the Magnificent Sevens for Caterham-style machinery. It has spent the past couple of years in the relative doldrums, but it currently stands at 31 entries for this weekend.

Aside from the CSCC, plenty of other organisers are also securing some big grids. The British Racing & Sports Car Club fired the starting pistol on the new season at Silverstone last

weekend with mammoth 45-car Clubsport Trophy and 43-strong Modified Fords entries, although its Mazda MX-5 numbers had dipped a little. Much has also already been written about the stellar capacity 36-car full-season British GT field, but it's worth underlining how incredible that is considering the budgets required for the series. Furthermore, elsewhere in this issue (see National News), you can read about encouraging take-up for the Castle Combe Racing Club's Hot Hatch division for its first year as a championship.

The Equipe Classic Racing campaign is another to get under way at Brands Hatch this weekend and its bosses are also optimistic. “We've got 560 registered drivers for this year and we're chuffed to bits with that – we're about 60 to 70 drivers up on last year,” says Equipe partner Rob Cull. He is particularly pleased with the 54 and 42 registrations for the respective MG Cup and BCV8 categories that have joined the ranks this year following the MG Car Club's decision to no longer organise circuit racing events. “They've got new cars being built and new drivers coming in,” adds Cull, encouraged by the support as these series' coordinators “made that leap of faith to come across to us”.

The relatively early timing of its Brands event has come too soon for some of the prospective drivers in the new Equipe F2 Atlantic offering, but the core GTS and Libre contests remain strong. And the Libre grids on the Brands Grand Prix layout on the GT World Challenge Europe undercard in May have already filled – that's over 100 entries in the books – with around two months to go.

Away from circuit racing, you can also read in this issue about how the British Rally Championship appears revitalised for this year, with its season beginning on the North West Stages this weekend. An emphasis on reducing costs with a UK-focused calendar, and bringing more publicity via a return to terrestrial TV screens on ITV4, appears to have paid dividends with some of the top names in UK rallying tempted back after what was a mediocre 2023 campaign. The buzz is definitely back, and the series is justifying its national championship status once again.

But, amid all these encouraging signs, we mustn't get too carried away just yet. It's only March and the optimism is not universal. For example, while British GT itself is looking very strong, the same cannot be said for all of its supporting series – even breaking into double figures looks like it could be a challenge for some, with just over a week to go before the Oulton Park opener. Ultimately, as is almost always the case in national motorsport, there will be winners and losers. Yet, on the whole, there seem to be plenty of reasons to be positive as another campaign begins. 🏁

[➔ P62 SILVERSTONE BRSCC REPORT](#)





Britten was one of three winners in the close MX-5 Supercup contests

## Cracking racing as BRSCC season begins at Silverstone

### SILVERSTONE BRSCC 16-17 MARCH

All the talk of pressure facing organising clubs, together with the potential of reduced entry numbers, was soon swept aside as the British Racing & Sports Car Club launched its 2024 season with a combination of flourishing grids and some truly sensational racing on the Silverstone International circuit last weekend.

The ever-popular Mazda MX-5s delivered eight fantastic races, and one notable

addition to the Supercup line-up in the form of four-time British Touring Car champion Colin Turkington (see News). The Northern Irishman was, however, only there for fun, which put the focus firmly onto last season's Mk3 frontrunners, Aidan Hills and Patrick Fletcher. These two battled relentlessly, taking a win each, but it was the much-improved Leigh Britten who worked hardest to come from ninth in race three and lead a six-car train across the line at the flag.

Keen to play a supporting role were the older Mk1 Championship cars, yet

they easily challenged for best-entertainment honours as four and five-way battles emerged throughout. At the front, there was nothing to choose between Thomas Langford, Adam Sparrow, Jack Noller and Luke Pullen in the opener, each probing the pace of the others and confidently using the surge of the slipstream to take turns to lead – that was until Pullen and his left-rear wheel parted company in an eerily reminiscent failure to one he had just a year ago.

For a moment, it seemed that Langford might make a break, but Sparrow and Noller were having none of it, Sparrow climbing kerbs, Langford sweeping back, then Noller deep on the brakes, until the final lap featured all three line-abreast heading through Abbey. Langford held his nerve and positioned his car perfectly to pressure the other two into their own battle for the lower podium places.

Pullen came back strongly in race two, gaining 16 positions as he worked his way towards a furious battle with former BTCC racer Rob Smith. But Langford won again, and then made it three out of three for his hat-trick.

Also using Mk1 cars, the Clubman Championship enjoys its racing over just a single day. Paul Bateman held off challenges from Beau Parry and Jake Paice to win twice.

But it wasn't just the Mazdas that were out in force: 43 Blue Oval classics gathered



**BEST BATTLE: MX-5 LEADERS** For lap after lap, the Mazda MX-5s of Thomas Langford (left), Adam Sparrow (centre) and Jack Noller (right) were inseparable as they raced hard and close. Langford ended the weekend with a hat-trick of wins, but it could so easily have been any of the trio coming out on top.





Ames was on target for two  
Super Classic FF1600 wins



Cockell clung onto  
Modified Fords lead



Alford and Hadley led the  
way in Clubsport Trophy

ALL PHOTOGRAPHY: STEVE JONES

for the Modified Fords, James Allen in his Mk2 Focus RS just edging the Escorts of Dave Cockell (Cosworth 4x4) and Tommy Field (RSR Mk1) for pole. Two-by-two for the rolling start, the Focus was soon outpaced in the run through Abbey, just as the safety car was scrambled for an earlier formation-lap incident. Only six minutes remained when the track went green and, while Cockell and Field made their escape, Allen was forced to defend from Piers Grange's Escort, leaving the leaders to test each other's limits. Field's agility and surety of grip threatened Cockell's raw pace, but the leader held firm to win by the slightest of margins.

Track conditions switched from dry to wet for the sequel, handing Cockell's 4x4 an obvious advantage. This allowed both the crowd and commentary team to switch attention onto Malcolm Harding's Zakspeed Escort Mk2. A moment in the opener had sent Harding spinning to the back before he passed over 20 cars to finish 19th, and he continued to thrill by gaining another 14 places in the second encounter to finish comfortably inside the top five.

In contrast, the Fiesta Junior drivers are mostly at the start of their motor racing careers. The BRSCC is working hard to build this championship into the leading national category, and sensibly made the weekend's races non-points-scoring in order to prioritise the experience of racing for its novices. Jenson O'Neill-Going edged

Jacob Hodgkiss to pole, then headed him in both races. Hodgkiss used everything he could muster to overcome the leader but, despite appearing stronger through the corners, he was never able to find his way past. There were more strong showings from Finn Leslie and Josh Watts. Both looked confident in Sunday's rain and can be expected to improve well as the season progresses. There was off-track drama for O'Neill-Going after the second bout when post-race scrutineering checks resulted in his Jamsport-run car being excluded for a technical infringement, handing Hodgkiss a much-deserved win.

The final grid of Fords was for the BRSCC's only single-seater category, the Super Classic Pre-99 Formula Ford Championship. Alex Ames in his Van Diemen RF90 found enough pace to hold off Richard Tarling's Reynard 89FF in both encounters, while multiple Historic FF1600 conqueror Cam Jackson appeared ever more confident with his newly rebuilt Winkelmann until a rear bottom-link failure ended both his challenge and his weekend. A little further back, former French Kent and Zetec champion Thomas Craincourt returned to UK competition, enjoying close battles with Jake Shortland and Oliver Buckton.

The Supersport Endurance Cup provided a two-hour test of stamina in which polesitters Keir McConomy and Bart Horsten found their BMW 1M didn't

quite have the early pace of some of the 3-Series cars. But once Horsten was unleashed, he delivered a series of stunning laps while the opposition simply fell away – until he also found he had no drive, just seconds from taking the flag. But, by coasting down the pitlane, he was able to avoid the Club complex and still be classified a lap ahead of Julian McBride in second.

By contrast, in Sunday's 45-minute Clubsport Trophy race, the leaders were never more than tenths apart (except at the pitstops). James Alford's Audi TT prised an early advantage from Jamie Hadley's Golf, these two pressing on despite continual encounters with traffic. Hadley appeared to have better pace later, but he was made to work harder than Alford, which never quite allowed him the opportunity to challenge back.

Mike Jenvey won both Zeo Prototype contests in his Jenvey-Gunn from Praga's Jack Fabby. Joe Lock was an unlucky retirement in race two, after showing exceptional pace with his Spire.

**STEVE HINDLE**

## WEEKEND WINNERS

### MAZDA MX-5 SUPERCUP

**Race 1** Aidan Hills

**Race 2** Patrick Fletcher

**Race 3** Leigh Britten

### MAZDA MX-5 CHAMPIONSHIP

**Races 1, 2 & 3** Thomas Langford

### MAZDA MX-5 CLUBMAN

**Races 1 & 2** Paul Bateman

### MODIFIED FORDS

**Races 1 & 2** Dave Cockell (Escort Cosworth)

### FIESTA JUNIOR

**Race 1** Jenson O'Neill-Going (ST)

**Race 2** Jacob Hodgkiss (Zetec S)

### SUPER CLASSIC PRE-99 FORMULA FORD

**Races 1 & 2** Alex Ames (Van Diemen RF90)

### SUPERSPORT ENDURANCE CUP

Keir McConomy/Bart Horsten (BMW 1M)

### CLUBSPORT TROPHY

James Alford (Audi TT)

### ZEO PROTOTYPE SERIES

**Races 1 & 2** Mike Jenvey (Jenvey-Gunn, below)



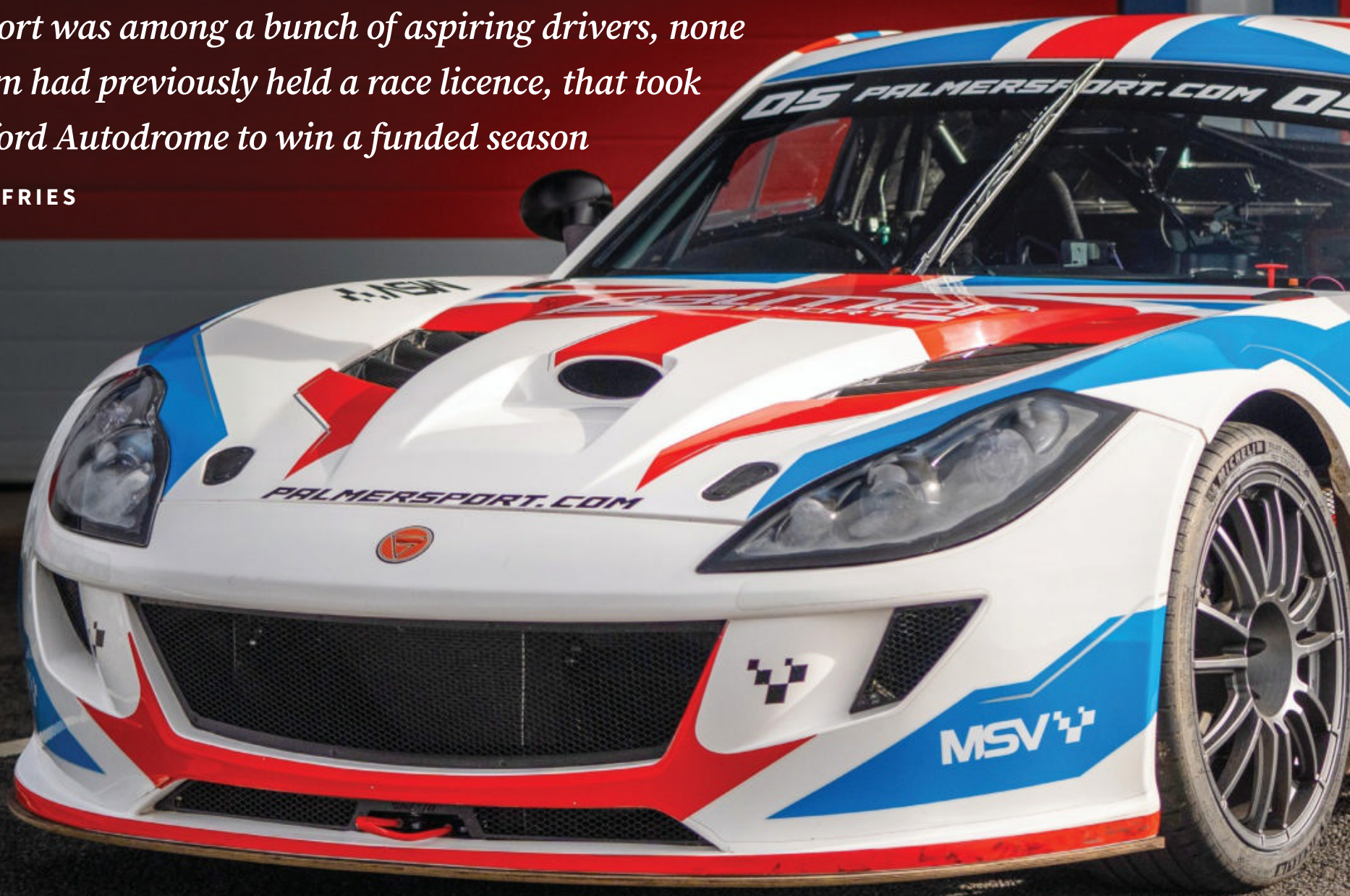
For full results visit: [tsl-timing.com](http://tsl-timing.com)



# EYES ON THE GINETTA PRIZE

*Autosport was among a bunch of aspiring drivers, none of whom had previously held a race licence, that took to Bedford Autodrome to win a funded season*

TOM JEFFRIES



**T**he withdrawal symptoms were mounting. An Autosport visit to PalmerSport at Bedford Autodrome last year (Autosport, 14 September) had only whetted the appetite the more. And an apparent cure arrived in January. PalmerSport was running a scholarship to win a full-season drive in Ginetta's entry-level GT Academy series that supports British GT, a prize worth an estimated £100,000.

Motorsport is a dream for many, and for one worthy winner that was going to come true. As Ginetta commercial manager Jamie Robinson says: "We wanted to give people a chance of achieving a dream they may not otherwise pursue and become a racing driver for a season and possibly beyond." He adds that

"the event was fully booked in under two days".

Autosport had made the cut, and in preparation there were hours spent on the home sim, multiple karting outings per week, numerous driving video studies, and even sim coaching procured from one-make tin-top expert Max Coates. Anything to find an edge over the opposition had to be grasped.

When the day arrived, nerves were creeping in and it was difficult to know what to expect. It turned out that most others were in the same boat... The contestants were incredibly friendly, like-minded passionate motorsport fans who were keen to test their speed and see where it got them, with laughs and banter through the day.

The plan was for two runs each in a Caterham, PalmerSport's



Entrants were battling to win a funded Ginetta GT Academy season





a nearly-caught slide resulted in Autosport (plus poor instructor) being launched spinning towards the grass, nearly collecting a braking board and leaving four skid marks across the track on the way. A very polite debrief later, we were onto the JP-LM.

This was unlike the Caterham in that it offered downforce through its front splitter and large rear wing. It was loud, it was fast, and it stuck through the corners. It was fantastic.

Instructor Luke Kidsley, a seasoned racer, was very helpful in explaining how to extract the most from the car and giving an encouraging thumbs-up when things were done properly. No spins this time either, as the limit felt more attainable with the extra grip.

The main event though was the Ginetta, and it was completely different. From the open-top layout of the previous two cars, it was a tight, helmet-banging squeeze through the door and down into the seat. You're cocooned in the thing, sitting in the guts of it with just a narrow strip of windscreen to see where you're going. The

*“It was a group of passionate motorsport fans keen to test their speed and see where it got them”*

button box to your left lets you know that, while the previous two vehicles were fast cars, this is a dedicated racing machine.

That final test included tackling six laps under instruction, followed by six in a car that was fitted with a VBOX, meaning the data would be recorded as well. Nowhere to hide now.

Autosport's initial instructor-led run was good... We think. The engine – a 3.7-litre V6 with 270bhp under your right foot – was far louder than an instructor could be, while the performance (and what was at stake) was enough to focus the mind. Getting it dancing through a couple of corners was enough to provoke a happy mood at the start of the all-important final run.

This was the real test of the day – to take the car you could be



Jeffries suffered a spin during his Caterham laps



Instructors were impressed by our man's consistency



The JP-LM was another of the assessment's cars

JP-LM prototype, and finally the Ginetta G56 GTA. For the first run it was full instruction for a number of laps, then a debrief, followed by another on-track stint with the instructor staying quiet. This switch from friendly mentoring to silent judgement was like going back to taking a driving test – even the clipboard returned.

Suddenly the emphasis wasn't on working together to achieve a fast time; it was on trying to ignore the fact that your every movement was being assessed, and the person sitting next to you could make or break your dreams with the stroke of a pen. “Instructors will be paying particular attention to consistency, car control, technical ability, the ability to follow instruction, and the lap times recorded in each vehicle,” read the pre-event info, which makes sense – it's no good being fast if you're in the wall on the next lap.

The Caterham was first and, on the greasy East Circuit, the limit was found fairly quickly. An exuberant application of throttle and

racing and drive it in a way that convinces someone that you'd be fine if they let you loose in it. Be fast, be smooth, be consistent. Be better than everyone else who signed up. Easy...

Six laps later, it was all done. It had been a brilliant day, but it wasn't enough. The email came through two days later, and instructor Rob Jenkinson was kind in his feedback about consistency of the Ginetta laps, but for Autosport and all the other contestants bar winner James Nicholas (see news) it was the chequered flag on our hopes. For now.

“We're already planning to run another competition to win a full season's drive in next year's Ginetta GT Academy,” reveals Robinson. And why not? There's clearly a large, untapped vein of racing talent that hasn't yet made it to a grid, and which Ginetta is hoping to unleash with its assessment days.

Can we put our name down for it now? 🏁



# GIVING SOMETHING BACK

*How one Formula Ford racer has set about raising sponsorship  
to help underfunded drivers progress in the sport*

STEPHEN LICKORISH

PHOTOGRAPHY JEP





**D**an Cammish's loss of his Team Dynamics drive on the eve of the 2021 British Touring Car Championship campaign, amid Honda and other team sponsors withdrawing, was one of the shocks of that off-season. Yet it set in motion a sequence of events that has led one seasoned Formula Ford 1600 racer to help talented drivers tackle the age-old problem of motorsport being too expensive.

When Cammish found out the surprise news, it was too late for him to secure the funding to remain on the BTCC grid and he instead sought to make a Porsche Carrera Cup GB return. But he was still short of the budget required and turned to long-time friend and single-seater competitor Chris Hodgen for help. "I was sponsored by a company called General Traffic, which is a big automotive retailer, and I spoke to them and said, 'Is there something we could work on?'" recalls Hodgen. "And they said, 'Well, actually, we're just about to sign the contract to have the exclusive distribution rights for Duckhams.' They said if this deal went ahead, they'd need to promote the fact they're back in business and this could be a great opportunity for a relatively cost-effective amount of money to get the brand back into the forefront of motorsport. We agreed the deal with Duckhams and got it all signed off."

And sure enough, Cammish was back on the Porsche grid with a car bedecked in the iconic blue and yellow colours of Duckhams, a brand that had been mothballed for 20 years after being involved in sponsoring the works Van Diemen FF1600 team and the likes of Ari Vatanen in the World Rally Championship. Its comeback made



Cammish won Carrera Cup title on Porsche return with Duckhams

star Adam Smalley, who had won that year's Ginetta GT4 Supercup and was looking to graduate to the Carrera Cup.

"The whole purpose [of the scheme he developed with Yuasa and Car Finance 247, alongside Duckhams] is to try and find sponsorship and help underfunded drivers," Hodgen continues. "Adam worked very hard to win the Porsche Junior scholarship, and that's a good chunk of money towards the budget, but there's still a lot of work to do to get the finances needed to get to that next level. But it's easy to back someone like Adam because he works so hard and he's such a great character."

The scheme also expanded to a second car, with Hodgen enabling 2020 Walter Hayes Trophy victor Oliver White to finally make the progression from FF1600 into sportscars. And more success followed when Smalley finished runner-up in 2022 before winning the Carrera Cup title last year. The partnership is now continuing as he progresses to British GT this season in a Garage 59-run McLaren 720S GT3 (main image, left).

But the Duckhams Yuasa Racing set-up features more than just some stickers on a car, and is all designed to give the companies involved a tangible reward for their investment. "We've got some really good exposure for Duckhams, they've increased their sales by 300/400% over the period of time we've been working together," Hodgen explains. "We've tried to use the Carrera Cup as a platform to drive sales. We've got lots of incentives – for example, the more [Duckhams products] you sold, the more you got invited to races, you got gifts. Towards the end of the year, we did some model cars and we were very proactive trying to drive sales."

Hodgen is now trying to spread that message about the importance of understanding the business of racing in other ways, too. He has created a driver management agency, Seventy7, alongside Cammish, and how to interact with sponsors is at the forefront of its guidance. "We can support other young drivers, not necessarily just on the driving skills but also the commercialisation of it and trying to get them to understand what sponsors are looking for, what are the returns on investment a brand is looking for," says Hodgen. "I get five or 10 proposals a week from drivers asking for sponsorship and it frustrates me that all the time it's about 'me, me, me'. They forget it's not about them."

Ultimately, Hodgen views all this work as giving something back to a sport he has loved ever since following his uncle Rob Moores around when he competed in F3 in the 1970s and 1980s. "I never had the funding to do [top-level] national motorsport and I've run a marketing agency now for 25 years, so I understand the information that's needed to speak to sponsors," he concludes. "Dan was the first recipient of that but that's what it was about, just giving something back and using some of my expertise to help underfunded drivers. I probably get more enjoyment seeing Adam crossing the line first or Dan crossing the line first than I ever do when I race because you feel you've helped someone achieve their dream." ❧

*"I probably get more enjoyment seeing Adam crossing the line first than I ever do when I race"*

for quite a story – just as Cammish's performances in the Carrera Cup also did, the Yorkshireman going on to snare a third title up against some strong opposition.

Those performances ensured Cammish was in demand, and he secured a BTCC return with the Motorbase-run NAPA Racing squad. But this presented a problem for Duckhams and Hodgen: with NAPA being a rival brand, the deal with Cammish could not continue. "Dan won the championship and they got a little bit hooked on it," says Hodgen, who now needed someone else to fly the Duckhams flag. Fortunately, he had been contacted by rising



Hodgen (left) thoroughly enjoys supporting Smalley's career



# FINISHING STRAIGHT

Comeback king Wheldon celebrates 2011 Indy 500 win



GILBERT  
motorsport  
IMAGES

## A story of love, loss and legacy



### DOCUMENTARY THE LIONHEART

"A storm is coming." Those are the words repeated by the late Dan Wheldon at the beginning of this film, which sets an ominous tone. *The Lionheart*

blends archival footage of the two-time Indianapolis 500 winner and present-day storytelling that highlights the journey of his wife Susie and sons Oliver and Sebastian.

The story begins with Wheldon as a kid claiming countless wins in the British karting ranks, and later venturing to the United States in his early twenties in an effort to reach Indycar racing before claiming the nation's biggest prize in motorsport, the Indy 500, for the first time in 2005.

In the early days of Wheldon's career, his relationship with Susie developed from strictly a professional one – she was part of the marketing team for his car's sponsor, Jim Beam – into romance. The film also focuses on the close friendships he established with team-



mates Scott Dixon, Dario Franchitti, Bryan Herta and Tony Kanaan, all whom share their stories. In addition to Wheldon's OCD traits being noted, Kanaan also shares details about a dangerous move the Brit pulled on him during a race that led to them not speaking for two years.

Wheldon's charismatic and fearless nature leads him on a tumultuous path of driving for the best organisations early in

his career to nearly being completely out of racing and finding fulfilment as a husband and a father, before achieving one of the unlikeliest of comebacks with a rookie team formed by Herta and Sam Schmidt and winning the Indy 500 again in 2011.

The focus continues through to the IndyCar race on 16 October 2011 at Las Vegas Motor Speedway, in which he lost his life at 33 years old in one of the worst





WILLIAMS/MOTORSPORT IMAGES

scenes witnessed in the sport’s history, likened to a plane crash. IndyCar has not returned there since.

In the aftermath, Susie is forced to handle raising their two sons alone while coming to terms with their desire to follow in their father’s footsteps in racing.

Oliver and Sebastian became kart racers themselves (both are now taking early steps in open-wheel cars), with the film following the family as they travel across the US to compete in high-level races, even uprooting from Dan’s beloved home in St Petersburg, Florida to move closer to the action in Miami, and learning from JC Karting team owner Leo Colman.

The boys, who barely remember their father, have clearly inherited his competitiveness and thirst for speed. Susie is fiercely supportive of their ambitions, even as her ambivalence and even fear are palpable on screen.

The cameras follow the family from private moments at home to intense scenes at the racetrack, including Susie’s return to Las Vegas Motor Speedway as her sons compete in a kart event just outside the circuit.

Clive Wheldon, Dan’s father, has a powerful presence in the documentary, sharing personal moments throughout. The title of the documentary is taken from the nickname Dan earned for his on-track daring, while also carrying the seal of Richard the Lionheart on his helmet throughout his career.

Although the film is respectfully reflective of Wheldon’s career, in many ways the emphasis is pushed towards Susie, whose selflessness and strength are evident as she handles the responsibility of fulfilling Oliver’s and Sebastian’s dreams. One example of the boys’ parallels to their father’s career is their signing with team owner Michael Andretti, whose squad ran Dan to 2005 IndyCar and 500 glory.

*The Lionheart* is, put simply, emotional. It’s a human story of those left behind as a family continues to carry on the Wheldon legacy, which is full of compassion, devotion and sacrifice.

Directed by Laura Brownson, the film was released on HBO in the United States earlier this month. A release date for the United Kingdom is yet to be confirmed.

JOEY BARNES



SUTTON/MOTORSPORT IMAGES



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

**Driven to Succeed – Arvid Lindblad, Red Bull’s latest British sensation**

After being fast-tracked by Red Bull to Formula 3, 16-year-old Arvid Lindblad rewarded their confidence by taking the first victory of the season in the sprint race in Bahrain. Lindblad is joined by Autosport Chief Editor Kevin Turner as they discuss the young driver’s career, what motivates him and his goals in 2024.



WHAT’S ON

INTERNATIONAL MOTORSPORT

**Australian Grand Prix  
F1 World Championship  
Round 3/24**

Melbourne, Australia

**24 March**

**TV Live** Sky Sports F1, Sun 0355

**TV Highlights**

Sky Sports F1, Sun 0730, Channel 4, 1230

**Portuguese Grand Prix**

**MotoGP Round 2/21**

Portimao, Portugal

**23-24 March**

**TV Live** TNT Sports 2, Sat 1430, Sun 1315

**TV Highlights** ITV4, Mon 2000

**IndyCar**

**\$1 Million Challenge**

The Thermal Club, USA

**24 March**

**TV Live** Sky Sports F1, Sun 1630

**Formula 2**

**Round 3/14**

Melbourne, Australia

**23-24 March**

**TV Live** Sky Sports F1, Sat 0310, Sun 0030

**Formula 3**

**Round 2/10**

Melbourne, Australia

**23-24 March**

**TV Live** Sky Sports F1, Sat 0010, 2200

**NASCAR Cup Series**

**Round 6/36**

Austin, USA

**24 March**

**TV Live** Viaplay 1, Sun 1900

**NASCAR Xfinity Series**

**Round 5/33**

Austin, USA

**23 March**

**NASCAR Truck Series**

**Round 5/23**

Austin, USA

**23 March**

**Supercars**

**Round 2/12**

Melbourne, Australia

**21-24 March**

**Brazilian Stock Car Championship**

**Round 2/12**

Velo Citta, Brazil

**23-24 March**

**⚙️ Livestream**

Motorsport.tv, Sat 1700, Sun 1500

UK MOTORSPORT

**Brands Hatch MSVR**

**23-24 March**

Equipe (70s, MGBCV8s, F2 Atlantic, GTS, Libre, MG Cup, Pre-’63/50s), Triple M

**Donington Park CSCC**

**23-24 March**

BMW Championship/ Open Series, Classic K/ Jaguar Challenge, Magnificent Sevens, MG Trophy/Jaguar Championship, Midget & Sprite Challenge, Modern/Future Classics, New Millennium/Turbo Tin Tops, Slicks Series, Swinging Sixties, Tin Tops/Puma Cup

**Kirkistown 500MRCI**

**23 March**

Fiestas/Mazdas, Formula Vee, NI FF1600, Roadsports/Globals/NI Sevens, Saloons/GTs, Scottish Minis

**British Rally Championship**

**North West Stages**

**Round 1/6**

Garstang

**22-23 March**



# Silverstone



## Silverstone Spring Start Saturday 20 & Sunday 21 April

An unforgettable weekend with the VSCC at our two day Silverstone Spring Start meeting, alongside all our usual racing tears, we pay homage to the legendary ERA and enjoy races from the Historic Grand Prix Cars Association.

Perfect for motorsport enthusiasts, this event promises a blend of speed, history, and passion.

Close racing and a friendly, open paddock - don't miss your chance to experience the golden era of racing brought to life!

*For more information visit [vscc.co.uk](http://vscc.co.uk)*

*Use it. Drive it. Love it.*



INTRODUCING

# NIKITA JOHNSON

*From the IndyCar ladder to GB3 – and he's not even 16 yet*

MARCUS SIMMONS



USF PRO RACING

**O**ne of the hottest new talents in this year's GB3 Championship won't even be contesting the first two race weekends, but he's a race winner already this season on the IndyCar support bill.

That's because St Petersburg starlet Nikita Johnson is only 15 years old. The age rules in the US are less restrictive – he's now in his third year on the IndyCar open-wheel ladder, and he took his first victory in an F4 car at the tender age of 12, in the YACademy series. "That seems a long time ago now..." he muses.

Johnson is a product of the junior programme of Velocity Racing Development, the Georgia-based team set up by expat East Midlander Dan Mitchell, who moved from Fortec Motorsport and the European scene to the States in 2017. He's now bringing North American talents in the opposite direction across the Atlantic as a tie-up with the long-established Arden team. "I engineer Nikita and Noah [Ping]," says Mitchell. "It's VRD-engineered and VRD-managed. We use Arden mechanics and logistics."

"I met Dan in 2017," recalls Johnson, whose first steps in cars came on dirt tracks in Legends. "After that I started with a

different team and did one test [in open-wheelers] but since then my whole career has been with him."

"Nikita was our first academy driver when he was 11 – the first product of what we've launched," adds Mitchell. "I took the philosophy I learned here and implemented it in the US. I got strong-armed into it and it's the best thing I ever did. I coach the drivers like when I was an F3 engineer. There's no difference in driver talent [in the US] – it's just the way they do it."

As you might expect, Johnson – his mother liked the name Nikita because it belonged to a Tampa Bay Lightning ice hockey player! – got into racing at a young age. "My dad did a little bit of motorcycle racing," he says, "so there was always this passion for motorsports. My mum thought it was crazy and I wouldn't do it, but when I was five I got into a kart and it just took off."

He joined the IndyCar open-wheel ladder aged just 13 in 2022 in USF Juniors, and since then has won at three levels, adding success in USF2000 last season and now a home victory in St Pete this month in USF Pro 2000. The Tatuus used in that series is not dissimilar to the Italian constructor's GB3 machine and, once he is 16 in late May and old enough to make his GB3 debut the following weekend at Spa, there are no date clashes.

For a driver who has his sights set on Formula 1, he has taken an important step in becoming part of the stable at Infinity Sports Management, which guided George Russell and Logan Sargeant through the ranks. "After the success we had last year, the phone was

## CV



<b>Age</b>	15
<b>2024</b>	2nd in USF Pro 2000 (1 win)
<b>2023</b>	2nd in USF2000 (1 win); some USF Pro 2000 (2 wins)
<b>2022</b>	3rd in USF Juniors (3 wins); some USF2000
<b>2020-21</b>	Wins in Legends and YACademy F4

**"MY MUM THOUGHT IT WAS CRAZY, BUT WHEN I WAS FIVE I GOT INTO A KART AND IT JUST TOOK OFF"**

ringing too much," explains Mitchell. "I trust Harry [Soden, Infinity co-founder] with my life. He's someone we trust."

The personable Johnson was in the top three in last week's GB3 test at Donington. "It's full-send and we'll try to win as much as possible," he promises of what is an impossible GB3 title quest given his absence from the early races (although he will take part in the official tests). "I've just got to prove what I can do and what this team can do. Every time I win, everybody at the team wins."





#### FROM THE ARCHIVE

Carlos Reutemann was leading the 1980 Spanish Grand Prix at Jarama in the #28 Williams FW07B, harried by the Ligier JS11/15 of Jacques Laffite but putting up a stern defence, when

at almost half-distance the pair came to lap Emilio de Villota's RAM Racing Williams. Reutemann jinked past to the right of the backmarker, who eased leftwards in response. It was at this moment that Laffite decided

he would execute his own move to de Villota's left, thumping into the back of the Spaniard's car. He then speared onwards and took out the race leader, pitching them both off the track and into the catch-fencing.



For classic motorsport DVDs and downloads head to [dukevideo.com](http://dukevideo.com)









## Peugeot 908 HDi

“The car I always felt was ‘my’ car, that I could always be quick in, was the first Peugeot 908, the V12. I don’t know why, it just clicked, like an extension of my body. I could be quick on new tyres, old tyres, wet and dry.”

Anthony Davidson started 24 Formula 1 races, drove the dominant Carlin-run Dallara F301 in British F3, and was World Endurance champion alongside Sebastien Buemi in Toyota’s TS040 HYBRID in 2014. But the car he picks as his favourite is the sports-prototype that launched his endurance racing career, the Peugeot 908 HDi.

Davidson won first time out with the turbodiesel at the 2010 Sebring 12 Hours, but he was smitten long before that. “The first laps I did with it were at Paul Ricard and I fell in love with it instantly,” says the 44-year-old. “It was such a different car to what I’d driven.

“It was a joy to drive and it looked super-cool. It didn’t sound the best, but even that was part of the quirk.”

Despite four victories with Peugeot (two with the V12 and two with its V8 successor), Davidson’s best memory with the 908 comes from a race he didn’t win: the 2010 Le Mans 24 Hours.

Following an early delay thanks to alternator failure, he, Alexander Wurz and Marc Gene put on a recovery charge that included a quadruple stint on one



set of Michelins from Davidson that Autosport described as “phenomenal”. Sadly, the Peugeot engines proved fragile and the 5.5-litre V12 failed with less than three hours to go.

“We didn’t have as much data analysis and as many debriefs as we do now, but we were called to the factory afterwards,” recalls Davidson. “I’d had a mega quadruple stint during the night. We looked through all the stats and lap times, and they mentioned the ‘impressive stint Anthony did’ – it really stood out and I thought, ‘People have noticed!’”

He also thinks a victory could still have been possible against the Audi R15-plus TDIs that eventually finished 1-2-3: “We clawed back to the point where the race predictor said it was going to go down to the wire.”

KEVIN TURNER



NEXT WEEK'S ISSUE

## F1 heads to Oz

WILL THE FORMBOOK BE TURNED UPSIDE DOWN?



Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG  
**Email** [autosport@autosport.com](mailto:autosport@autosport.com)  
**Individual email** [firstname.surname@autosport.com](mailto:firstname.surname@autosport.com)  
**Website** [www.autosport.com](http://www.autosport.com) **Twitter** @autosport

**SUBSCRIPTIONS**  
**UK** +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451  
**Email** [help@asm.secureorder.co.uk](mailto: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) **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](mailto:richard@tandemmedia.co.uk) **Tel** +44 (0) 1233 228757

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

**RECRUITMENT**  
Head of Motorsport Jobs **James Robinson**  
[james.robinson@motorsport.com](mailto:james.robinson@motorsport.com)

**ADVERTISING PRODUCTION**  
[autosport@tandemmedia.co.uk](mailto: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](mailto:autosport@autosport.com).

**AUTOSPORT**  
IS POWERED BY  
**motorsport**  
NETWORK



**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

© 2024, MOTORSPORT NETWORK MEDIA UK LTD  
Trading as Motorsport Network Media UK Ltd.  
Publishing, trade and further subscription details on [www.autosport.com](http://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.



# SUBSCRIBE TO AUTOSPORT PLUS AND GET CLOSER TO THE ACTION



## COVERAGE THAT GOES BEYOND THE TRACK

Comprehensive driver news,  
team announcements and  
the latest from the paddock.

## SMART INSIGHT, PUBLISHED DAILY

Expert opinion and technical  
insight from the best team  
of motorsport writers.



## NATIONAL MOTORSPORT COVERAGE

Touring Car, Rally and National  
coverage from across the UK.

## NO ADS, MORE PERFORMANCE

A faster, premium,  
ad-free website experience.



**SAVE 25% WITH  
PROMO CODE:  
AS25M**

**AUTOSPORT.COM/PLUS**



# SUPERMODEL

CELEBRATING 41 YEARS FERRARI PARTS EXPERIENCE

**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



## 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](mailto:ADMIN@SUPERFORMANCE.CO.UK)

**WINNER SPECIALIST OF THE YEAR THE HISTORIC MOTORING AWARDS 2023**



**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)



**WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT**