

**F1** Design genius Newey quitting Red Bull?

BRITAIN'S BEST MOTORSPORT WEEKLY

2 MAY 2024

 **AUTOSPORT**

**SENNA**

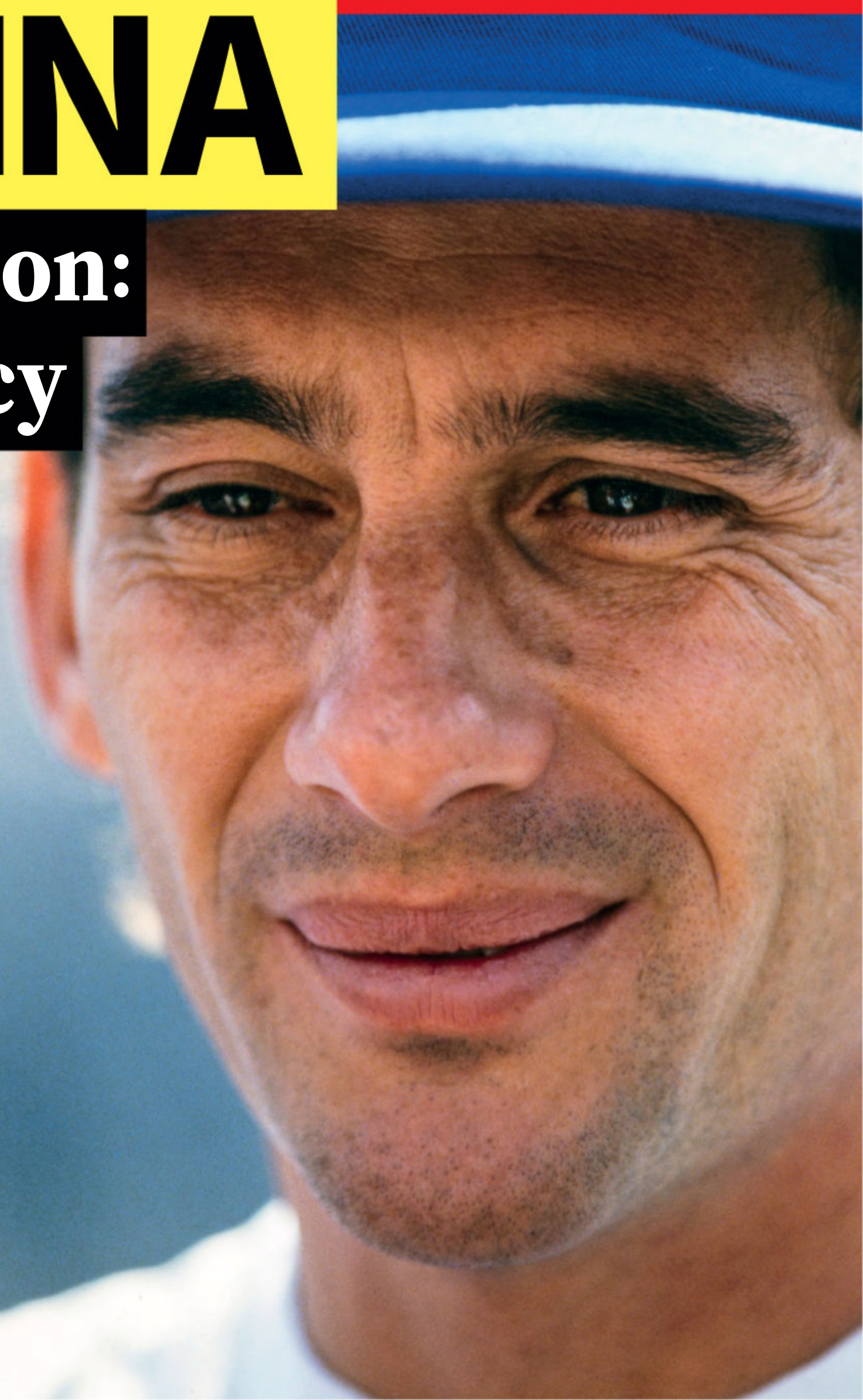
**30 years on:  
the legacy**

'For me,  
he was one of  
those drivers who'd  
never die in a  
race car'

EMERSON  
FITTIPALDI

**BTCC**

Ingram  
stars with  
Donington  
double







# RACING INTO THE FUTURE

We are proud to support motorsport with our newly blended sustainable fuels - the fuel of the future. We now have a full range of sustainable fuels with special additives to protect the fuel system and cylinder heads from valve seat recession.

If you have any questions please don't hesitate to visit our website or call our technical helpline 01929 551557 (option 2).



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

+44 (0) 1929 551557

ANGLO AMERICAN OIL COMPANY







# How Senna's legacy endures three decades after his loss

It's very easy to use the phrase 'transcended the sport', but in the case of Ayrton Senna there is no doubting the accuracy of what can often be a trite cliché. It's hard to believe that it's 30 years this week since the 1994 San Marino Grand Prix tragedy took him from the world. Even in an era of swashbuckling heroes, the brutality of his sudden loss sent shockwaves around the world far beyond the motorsport fraternity. He meant so much to so many people.

And he still does. Senna was already becoming active in charitable work at the time of his death, and the Senna Institute lives on in his name three decades later. As part of our tribute, James Allen talks to Senna's niece Bianca on page 17 about the work she and the family are continuing. On p22, we ask figures from around the world of motorsport about that fateful day – the archetypal 'everyone remembers where they were when they heard the news' moment. And on p26, David Brabham eloquently recalls the loss of his much-loved team-mate Roland Ratzenberger on the same weekend.

Of course, life goes on and no more so than in the world of motorsport. What is Red Bull design genius Adrian Newey up to, we ponder on p4? Away from F1, the rain finally abated to get three (well, two and a bit) British Touring Car Championship races in at Donington Park, as featured from p38. And Stefan Mackley donned his designer sunglasses and general bling for the Monaco Formula E round (p34), where the form of Jaguar in claiming a dominant and strategically perfect 1-2 is looking very ominous for the opposition.



*MS*

**Marcus Simmons**  
Deputy Editor

Marcus.Simmons@autosport.com

**NEVER MISS AN ISSUE**

Special deals for Autosport p56

**Autosport editorial**  
Motorsport Network  
Media UK Ltd  
151 Wardour Street  
London, W1F 8WB

@  
**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



Cover image

Rainer Schlegelmilch/Motorsport Images

## PIT & PADDOCK

- 4 Doubts swirl over Newey at Red Bull
- 6 Formula E unveils upgraded Gen3 car
- 8 Does BTCC hybrid now work too well?
- 11 Miami Grand Prix preview
- 13 Opinion: Alex Kalinauckas
- 15 Opinion: Charles Bradley

## SENNA: 30 YEARS ON

- 17 Bianca Senna and the Senna Institute
- 22 Memories from 1 May 1994
- 26 David Brabham recalls Ratzenberger

## FEATURE

- 28 FIA F4 celebrates its first 10 years

## RACE CENTRE

- 34 Monaco FE: Evans leads Jaguar 1-2
- 38 Ingram's double at Donington BTCC
- 44 World of Sport: IndyCar; DTM; NASCAR Cup; Indy NXT; MotoGP

## CLUB AUTOSPORT

- 57 Crash prevents Ferrari British GT return
- 58 GB4 funding for Ginetta Junior champion
- 60 Hillclimb season to kick off at Craigantlet
- 62 National reports: Silverstone; Donington Park; Brands Hatch; Cadwell Park

## FINISHING STRAIGHT

- 72 What's on this week
- 74 My favourite team-mate: Adrian Fernandez

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





# PIT + PADDOCK



## Doubts swirl over design wizard Newey's

### FORMULA 1

Red Bull design legend Adrian Newey could be blocked from joining rival Formula 1 teams until 2027 unless a deal is reached to release him.

It emerged last week that Newey had expressed his desire to leave Red Bull to some members of the Milton Keynes-based squad. While it remains F1's dominant force in 2024, with Max Verstappen lining up a fourth straight world championship, Autosport sources have suggested that Newey has become disillusioned with the fallout of the battle that erupted earlier

this year for control of the team.

Red Bull is still embroiled in an ongoing internal power struggle between the Thai side of the business, which supports team principal Christian Horner, and the Austrian side, including team advisor Helmut Marko. The issue came to a head at the start of the 2024 season after an internal investigation into allegations of misconduct by Horner against a female member of staff, which dismissed the claims against the 50-year-old.

Newey is understood to be unsettled by Red Bull's situation and the saga around Horner, but sources have since suggested

that the situation is not clear cut just yet, and that there had been no formal communication with senior management at the team nor Red Bull's energy drinks parent company about Newey leaving his chief technical officer position. At the time of writing, it is understood that no official resignation has been handed in.

If Newey, who only signed a contract extension last year, does get his wish, it would be a severe blow for Red Bull. Over a two-decade stint as the team's designer, Newey played an instrumental role in designing the cars that propelled Sebastian Vettel and Max Verstappen to a total of seven drivers' world championships and six constructors' titles for Red Bull. Newey's future could also have implications on Red Bull's efforts to retain Verstappen for the remainder of his 2028 contract. The Dutchman made it clear in recent weeks that his future at the team heavily depends on all the pillars of its success staying put.

Newey's potential availability has put Red Bull's rivals on high alert, with Ferrari and Aston Martin both known to be interested in the 65-year-old's services. Ferrari will be bolstered by the arrival of Lewis Hamilton next year, and Newey has never worked with the seven-time world champion. But it is open to question whether Newey would want to go through the upheaval of a move to Maranello into







# Sauber signs Hulkenberg for move into new Audi era

## FORMULA 1

Nico Hulkenberg has sealed a switch from Haas to Sauber for the 2025 Formula 1 season and into the Swiss squad's new era of Audi ownership.

Hulkenberg was out of contract at Haas and was long known to be on Audi F1 CEO Andreas Seidl's shortlist. The 36-year-old has committed to a multi-year agreement with the Hinwil team, which will still be known as Sauber in 2025, one year ahead of Audi's official F1 entry in 2026. For the German, who raced for Sauber in 2013, being part of the Ingolstadt marque's arrival as a factory team was too good to turn down.

"I have fond memories of the strong team spirit in Switzerland," said Hulkenberg. "The prospect of competing for Audi is something very special. When a German manufacturer enters Formula 1 with such determination, it is a unique opportunity. To represent the factory team of such a car brand with a power unit made in Germany is a great honour for me."

Hulkenberg has experience of working with Seidl at Porsche's World Endurance Championship team. In 2015, Hulkenberg dovetailed his Force India F1 duties with a two-race cameo for the Weissach squad's LMP1 programme, winning the Le Mans 24 Hours with Seidl as his team principal.

"We are very pleased to welcome Nico back here in Hinwil from 2025 and to compete with him in Formula 1," Seidl commented. "With his speed, his experience and his commitment



'Hulk' drove for Sauber in 2013

to teamwork, he will be an important part of the transformation of our team and of Audi's F1 project."

Hulkenberg is not the only driver Audi has been actively chasing in recent months. Seidl is also known to have made out-of-contract Ferrari star Carlos Sainz a lucrative offer. Audi is pushing Sainz for a swift answer, but the Spaniard is still considering his options given there are other potential vacancies at F1's top teams.

The driver market remains in a holding pattern over any potential move by Max Verstappen as well as the Mercedes seat that Lewis Hamilton is vacating for a move to Ferrari. With Fernando Alonso opting to stay at Aston Martin, Sainz's most realistic alternative to an Audi gamble has been taken off the board.

If Sainz does put pen to paper, that would leave no room for Sauber's current drivers Valtteri Bottas and Zhou Guanyu. Ferrari reserve Ollie Bearman is thought to be the leading candidate to replace Hulkenberg at Haas, in a loan deal with the Prancing Horse.

FILIP CLEEREN



ALL PHOTOGRAPHY  
motorsport  
IMAGES

GALLOWAY

## Red Bull future

a situation that could be as politically complex as Red Bull's.

Aston Martin has also been trying to lure Newey, with Autosport revealing recently that owner Lawrence Stroll personally made him an offer over the Saudi Arabian Grand Prix weekend. A move to Silverstone, 20 miles up the road from Milton Keynes, would be logistically easier and would mean Newey renewing a working relationship with Dan Fallows, with whom he worked closely at Red Bull for several years.

But the situation surrounding Newey is incredibly complex, especially when it comes down to his contractual arrangements. As Red Bull made clear in a statement late last week, Newey's current contract, which was signed early last year, commits him to working at the team until the end of 2025. It is also understood that there are further non-compete clauses that could prevent him joining one of Red Bull's rivals for another 12 months beyond that.

That delay would minimise Newey's input until the start of 2028, which is well into the next rules cycle, when teams will already have been heavily committed to their next regulation challengers. By then, Newey will be nearing 70 and likely edging towards retirement after a glittering F1 career. The other potential scenario is that he could step away from F1 completely.

JONATHAN NOBLE & FILIP CLEEREN





## Performance boost and all-wheel drive from upgrades

### FORMULA E

Formula E unveiled its upgraded Gen3 Evo machine ahead of last weekend's Monaco round. The car, which features a significant performance boost, will be used from the start of next season.

Among the modifications to the current Gen3 car, which has been in use for the past two seasons, are the bodywork and tyres, as well as a more efficient use of power. A 0-60mph time of 1.82 seconds is faster than that of the current F1 cars, while general performance has been improved by around two seconds for a lap of Monte Carlo.

Most significantly, the car will now make use of the front powertrain. This has been an unused part of the Gen3 machine since its launch, and will mean Formula E becomes all-wheel drive for the first time. A maximum power output of 50kW will be applied to the front axle from the 350kW limit, with the remaining power sent to the rear wheels, but this will only be allowed in the qualifying duels, at the start of the race and during Attack Mode activations.

A sturdier front wing and new sidepods mean the car should also suffer from less aerodynamic drag than its predecessor, while a new version of Hankook tyre will offer 5-10% more grip than before.

Test and development driver Bruno Correia said: "The fact that you now have this front powertrain also giving you power, it will make the car in my opinion a bit more agile from apex to exit of the corner, especially through slow and medium corners – you will



have much quicker acceleration. From my perspective, the drivers will love it and I think the races will be even more close."

Also announced during the Monaco event was Jaguar's commitment to Formula E into the Gen4 era and through until the end of 2030. The British manufacturer has competed in the championship since 2016, amassing 13 wins, including last weekend's crushing 1-2 with Mitch Evans and Nick Cassidy.

"This is our Formula 1," said team principal James Barclay. "We're an all-electric car company in the future from 2025 and this is the pinnacle of electric racing, so the fit is perfect."

"The ingredients are all there, and together with Formula E and the FIA we've committed to try and put those ingredients together in the right way to really fulfil the potential of this championship."

**STEFAN MACKLEY**

## Peugeot to run duos at Spa

### WEC

Peugeot will run just two drivers in both of its revised 9X8 2024 Le Mans Hypercars at the Spa round of the World Endurance Championship next week. It is not bringing in replacements for either Jean-Eric Vergne or Stoffel Vandoorne when they are competing for sister marque DS and Penske in the clashing Berlin round of the Formula E World Championship on the same weekend.

It means that Nico Muller and Mikkel Jensen will race the #93 Peugeot as a duo, and Paul di Resta and Loic Duval likewise in the #94 Hypercar class entry. Peugeot has passed up on the opportunity to give Malthe Jakobsen, who was signed as the WEC team's junior driver last May, a first race outing in the 9X8.

It was not considering anyone else except the 20-year-old Dane for the Spa 6 Hours on 11 May, which meant that at least one of the 9X8s was always going to have two drivers in the absence of Vergne and Vandoorne. Peugeot Sport boss Jean-Marc Finot said he was "not looking outside of the Peugeot family" to fill the vacant seats.

Norman Nato will also not be replaced as planned in the #12 Jota Porsche 963 LMDh when he is racing with Andretti in FE, while Andrea Caldarelli will move over from the Iron Lynx Lamborghini team's IMSA SportsCar Championship programme to race its WEC SC63 LMDh in the absence of Edoardo Mortara.

Alpine has nominated Ferdinand Habsburg for Spa in the expectation that he will have recovered from the back injuries sustained in testing in late March. Harry Tincknell is listed in Proton Competition's 963, but is expected to be on duty for Ford in GT Daytona Pro in the IMSA round at Laguna Seca.

**GARY WATKINS**





# Injured Malukas is dropped by Arrow McLaren

INDYCAR

David Malukas has been released from his contract by Arrow McLaren after missing the opening IndyCar races of the season.

The 22-year-old American, who impressed with Dale Coyne Racing in 2022 and 2023, required surgery to his left wrist after injuring it in a mountain bike accident, less than a month before the season started on 10 March. Arrow McLaren cited his release as being “due to him being unavailable for the entirety of the season to date, with no confirmed return date”.

Callum Ilott, who switched to the World Endurance Championship for 2024 after parting ways with the Juncos Hollinger Racing IndyCar team at the end of last season, drove at the season-opener in St Petersburg, the non-points \$1 Million Challenge at The Thermal Club and the Indianapolis 500 Open Test. With Ilott unavailable due to WEC commitments, reigning Formula 2 champion Theo Pourchaire filled the seat in Long Beach this month, and stayed on for Barber



Malukas all smiles last September with team chiefs Gavin Ward and Zak Brown

LEVITT/MOTORSPORT IMAGES

Motorsports Park last weekend.

“The past three months have been challenging,” said Malukas. “I felt privileged to have had the opportunity to drive for Arrow McLaren and regret that it never materialised. I’ve done everything possible to speed up the rehab process – treatments, physiotherapy, strength training – but my recovery has taken longer than anticipated. Every injury is different, and every body heals at a different pace.

I’ll turn my full attention to getting back to 100% and then prove that I am ready and able to compete to win.”

It is unclear who will race the car for the remainder of the season, with Ilott having ongoing commitments to the Jota Porsche squad and Pourchaire set to rejoin Team Impul this month to continue his rookie season in Japan’s Super Formula series, and the Indianapolis ‘Month of May’ starting.

JOEY BARNES



DUTCHPHOTOAGENCY/REDBULLCONTENTPOOL

## Hadjar and Campos top Barcelona test running

FORMULA 2

Just as it did the week before in Formula 3, Campos Racing led the way in last week’s three-day official Formula 2 test at Barcelona as teams gear up for the season’s European stage.

Each car was allowed five sets of hard Pirelli tyres and three sets of softs, and the

teams largely used the morning sessions on Wednesday and Thursday for ‘qualifying’-type runs. On Wednesday, Pepe Marti led the way for Campos from Victor Martins (ART Grand Prix). But times fell on Thursday, when Isack Hadjar (above) outpaced team-mate Marti by a clear 0.410 seconds, followed by MP Motorsport’s Franco Colapinto and Martins.

Frenchman Hadjar, who won the feature race last time out in Melbourne, said: “If we look at raw pace I don’t think we are the quickest. We are looking at the other teams like Rodin – I think they’re really strong, but we’re definitely up with the top teams.”

Top team Prema Racing, as is traditional, went ‘off-piste’ with its testing, with a different runplan to most other squads.

BARCELONA F2 TESTING TOP 10

POS	DRIVER (TEAM)	TIME
1	Isack Hadjar (Campos)	1m23.139s
2	Pepe Marti (Campos)	1m23.549s
3	Franco Colapinto (MP)	1m23.698s
4	Victor Martins (ART)	1m23.841s
5	Dennis Hauger (MP)	1m23.862s
6	Ollie Bearman (Prema)	1m23.894s
7	Richard Verschoor (Trident)	1m23.905s
8	Paul Aron (Hitech)	1m23.940s
9	Zak O’Sullivan (ART)	1m23.974s
10	Zane Maloney (Rodin)	1m24.027s

# Get even more motorsport...

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

SUBSCRIBE





JEP

## Ingram 'worried' about risks of BTCC boost hike

### BTCC

The British Touring Car Championship's modified 'push-to-pass' boost regulations received a thumbs-up after last weekend's opening round at Donington Park.

Series organiser TOCA's technical team clearly got their sums right in effectively doubling the boost surge to an estimated 60bhp from a combination of the electric hybrid and engine turbo. Ironically, it also assisted in scotching TOCA supremo Alan Gow's aim of preventing the same driver winning races one and two from pole, when Tom Ingram used the boost to pass fast-starting Jake Hill for victory in race two.

The new rules added a ferocity to the action at the front, particularly between

the top three from the 2022 and 2023 series – Ash Sutton, Ingram and Hill. But Excelr8 Motorsport's 2022 title winner Ingram believes it could trigger incidents at some venues coming up on the schedule.

"We're going to get ourselves in trouble I think," said Ingram. "We're going to start putting our noses in where we shouldn't. I start to worry when we go to Oulton Park, where we start going uphill to Druids – I'd almost call for a hybrid blackout in that area to be honest because it's going to be sketchy. But we're all grown-ups, we've all got to manage it, it's the risks that we have to take and manage those accordingly."

Donington is renowned for offering some of the best BTCC action anyway. "The hybrid has shown that it is very powerful

here, it is very effective here," added Ingram. "Maybe it lends itself to this circuit, like we saw around places like Silverstone, but I think it's good."

Sutton was enthusiastic. "It's really good," he said. "You've really got to think about where and when you're going to use your hybrid. Both times we used hybrid in race two to make the moves – one nearly paid off with Tom and one did pay off with Jake."

The Alliance Ford racing driver also made reference to a move in race three where Hill's West Surrey Racing BMW team-mate Colin Turkington passed him using hybrid on the back straight. TSL timing data shows Turkington had an advantage of 6.5km/h over Sutton.

**MARCUS SIMMONS**

## Ferrari Challenge added to Motorsport Games



### MOTORSPORT GAMES

The Ferrari Challenge is the latest discipline to join the FIA Motorsport Games. The long-running series will represent single-make racing at the third edition of the Olympic-style event at Valencia in October.

The one-make race for the new 296 Challenge has become the 27th event on the schedule of the five-day games for national teams

centred on the Spanish city's Circuit Ricardo Tormo. It comes in alongside the GT Sprint, introduced at the 2022 games at Paul Ricard, for pro drivers in GT3 machinery, and the GT Cup open to Pro-Am line-ups.

Stephane Ratel, the architect of the games, said "the best Ferrari Challenge drivers from across the globe competing for medal glory under the colours of their nation's flag will be

quite a spectacle".

A 30-minute qualifying race will set the grid for the main event of the same duration that will determine the medal winners. The Ferrari race at the games will follow one week after the Finali Mondiali, which brings together the top competitors from the four Ferrari Challenge series around the world.

**GARY WATKINS**



Engel pushes on at  
Sheene Curve exit  
during 2021 round



## Brands looming for GT stars

### GT WORLD CHALLENGE EUROPE

Maro Engel is relishing a return to the GT World Challenge Europe Sprint Cup after a two-year absence. The long-time member of the Mercedes-AMG GT roster makes no secret of his desire to add the Sprint Cup title to his CV ahead of this weekend's series opener at Brands Hatch.

As a winner of the Endurance Cup leg of the GTWCE, the Nurburgring 24 Hours and the GT World Cup at Macau, the Sprint Cup is one success that has eluded Engel in the GT3 arena. He was runner-up in 2019 with Black Falcon and 2021 with Toksport, and aims to go one better aboard the Winward Racing Mercedes-AMG GT3 he shares with Lucas Auer this time.

"When I won Endurance in 2018 with Black Falcon we didn't do Sprint, and then in 2019, I led most of the season with Luca [Stolz] and then we had terrible pitstops in the two races at the penultimate round at the Nurburgring," said Engel, who has moved over from Team Landgraf to Winward for his 2024 DTM and GTWCE campaigns. "It turned the championship on its head and we ended up tying on

points at the top of the table [with Andrea Caldarelli and Marco Mapelli driving an FFF Racing Lamborghini] and losing out on countback.

"I came close with Luca again in '21. The Sprint Cup is a title I'd love to win and we are going to do everything we can to try to do it this time. The series is really strong again – it's a good grid with all the usual suspects. Dries Vanthoor and Charles Weerts [who are bidding for a fourth title in five seasons with BMW team WRT] will be strong again."

Engel is also looking forward to racing on the Brands GP Circuit, which he first sampled in British Formula 3 in 2007. "I love Brands," he said. "It's an awesome place and it's great that the circuit hasn't changed since I first raced there."

Meanwhile, factory Chevrolet GT driver Alexander Sims will make a return to the Sprint Cup for the first time since 2016 with the Madpanda Mercedes team at Brands. The Briton received a late call to join Argentinian series regular Ezequiel Perez Companac for a one-off outing in what is now a Pro class entry.

**GARY WATKINS**

### EFO GRID DOWN TO SIX

Europe's series for the old philosophy of Formula 3 cars hit a low ebb last weekend when just six entries materialised for the opening Euroformula Open round at the Algarve Circuit. Francesco Simonazzi, the only driver not entered by Motopark, put his BVM Racing car on pole and won race one. Formula 2 refugee Brad Benavides and European Le Mans Series LMP2 points leader Lorenzo Fluxa took victories in the reversed-grid races.

### DUTCH PAIR BEAT KING

Briton Harry King continues to lead the Porsche Carrera Cup Germany after picking up a second and a sixth with Allied Racing in round two at Oschersleben last weekend. Robert de Haan won the opening race ahead of Team 75 Bernhard team-mate Janne Stiak. De Haan fell victim to a damaged radiator on Sunday, when Larry ten Voorde (Proton Huber) was dominant, while King won a battle with Huub van Eijndhoven for second.

### IT'S A QUICK CUPRA DELEON

Anglo-Filipino teenager Daryl DeLeon proved an unexpected star of the new qualifying format for the British Touring Car Championship at Donington Park last Saturday. Despite being late out for free practice and not having a radio in his Unlimited Motorsport Cupra Leon, DeLeon was third in his initial qualifying group before falling at the second hurdle – ninth in Q2. He converted that to a best finish of 13th on Sunday.

### WHELDON STILL AT TOP

Sebastian Wheldon, 15-year-old son of the late IndyCar hero Dan, retained his position at the head of the USF Juniors points table in round two last weekend, supporting the IndyCar Series at Barber Motorsports Park. Wheldon's VRD Racing car was sixth in race one, won by InterMS-run Israeli Ariel Elkin, who has switched to the US from Italian F4. In race two, Wheldon was hard on the heels of double winner Elkin throughout. Brit Liam McNeilly took a best finish of fourth and is third in the standings.

**AUTOSPORT**

...with our print and digital bundle

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



SUBSCRIBE





# ULTRA BOOST JUMP STARTERS



## STARTS FLAT BATTERIES

Get going quickly.  
Safely jump start a flat battery in under a minute.

   /ringautomotive



### SAFE CONNECT

In-built safety features

**Ring**intelligence  
technology

Available at:

**amazon**

Or buy direct from [shop.ringautomotive.com](https://shop.ringautomotive.com)

ULTRA SMART  
**ULTRA BOOST**





F1 MIAMI GRAND PRIX PREVIEW



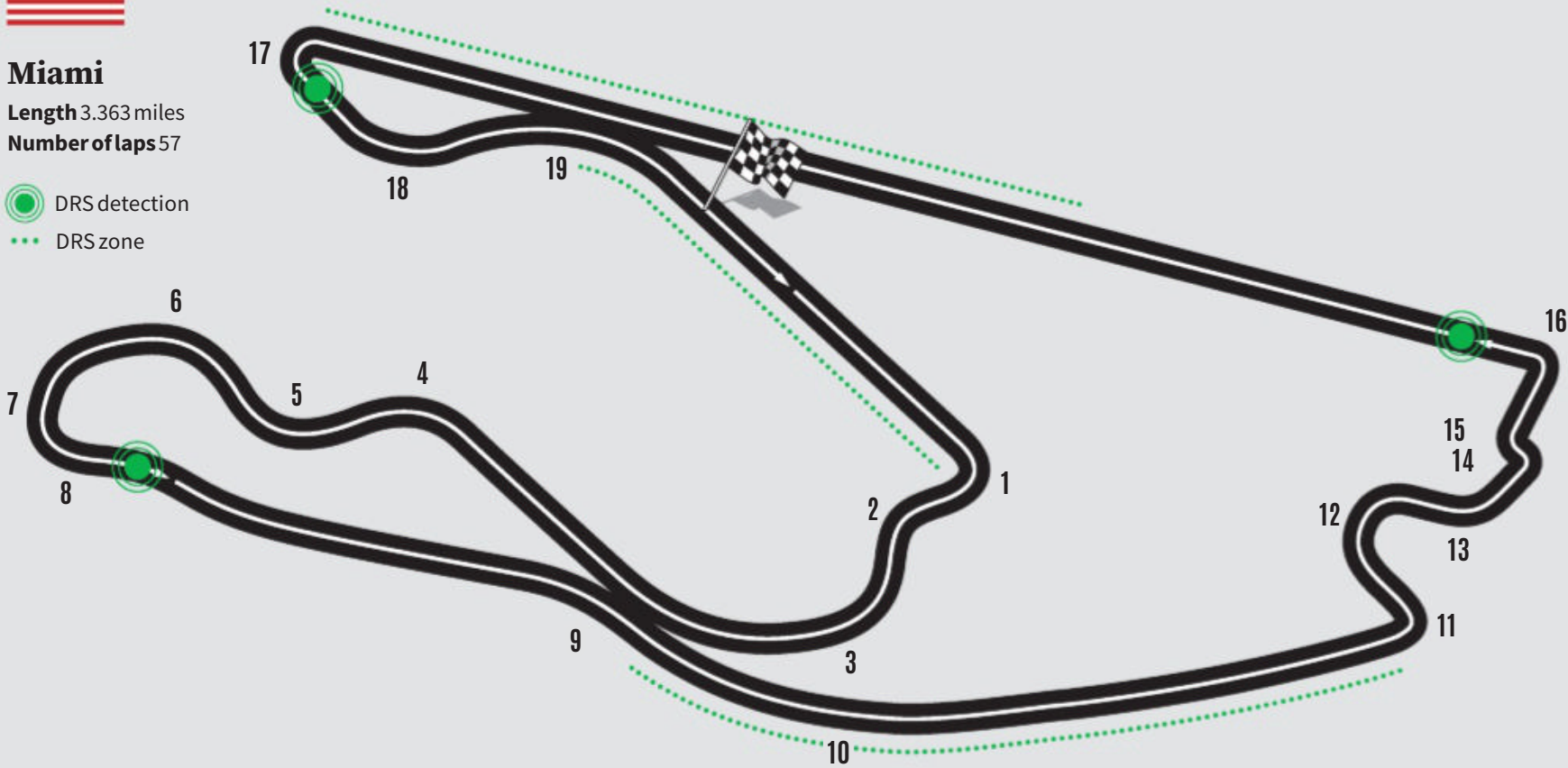
PHOTOGRAPHY



Miami

Length 3.363 miles  
Number of laps 57

DRS detection  
DRS zone



UK START TIMES

Friday 3 May

FP 1730

SPRINT QUALIFYING 2130

Saturday 4 May

SPRINT 1700

QUALIFYING 2100

Sunday 5 May

RACE 2100

CATCH THE RACE LIVE

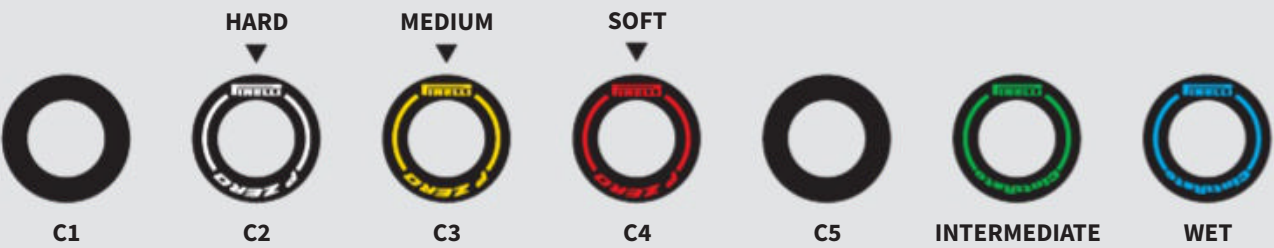
SKY SPORTS F1

BBC RADIO 5 LIVE

TV Highlights

CHANNEL 4 0130 (Monday)

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS



Drivers

1	Verstappen	110
2	Perez	85
3	Leclerc	76
4	Sainz	69
5	Norris	58

Constructors

1	Red Bull	195
2	Ferrari	151
3	McLaren	96
4	Mercedes	52
5	Aston Martin	40

MIAMI STATS



Previous winners

2023	Max Verstappen	Red Bull
2022	Max Verstappen	Red Bull

Miami podiums

Max Verstappen	2
Charles Leclerc	1
Sergio Perez	1
Carlos Sainz	1
Fernando Alonso	1

2023 POLE POSITION  
Sergio Perez  
1m26.841s

POLE LAP RECORD  
Sergio Perez  
1m26.841s (2023)

RACE LAP RECORD  
Max Verstappen  
1m29.708s (2023)





# 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**





# Imola changes still shaping F1

*The accidents that took the lives of Roland Ratzenberger and Ayrton Senna over one weekend 30 years ago were pivotal in the ongoing push for greater safety*

ALEX KALINAUCKAS

**F**ormula 1 will soon be wrestling with the next stage of its constant business evolution. That'll play out against the boring backdrop of predictable race results. It's such a familiar part of the championship's history, but, really, the first such example on the commercial rights-holding watch of Liberty Media. Liberty made its mark with the (delayed) switch to ground-effect cars from 2022 but, given the scale of failure in anyone else matching Red Bull and Max Verstappen's dominance, F1 is back to old ground, stumping around to improve its racing spectacle.

Liberty's decision to allow Netflix in to capture the *Drive to Survive* docuseries, plus its massive expansion of F1 social media use, has rather changed the landscape. There's a growing debate on how much *DTS* has actually swelled F1's fanbase, but there can be no doubt it registered the championship in the modern zeitgeist – with some hefty assistance from the COVID-19 lockdowns.

This makes the 30th anniversary of that awful weekend at Imola in 1994 all the more significant. Because, while Ayrton Senna's genius and Roland Ratzenberger's tenacity were tragically taken from F1 and its fans at that event – and they so are rightly foremost in being remembered this week – so too should the championship reflect on how those events changed F1 and wider motorsport. Plenty of what F1 is also witnessing in its current racing product can be traced back to the 1994 San Marino GP. These points vary

## “The first accident where the headrest possibly saved a life was that of Jos Verstappen”

in depth, but they're there nonetheless. And so, for long-term fan or recent convert alike, they're worth examining.

The biggest grouping concerns the improvement in overall safety standards. Thankfully, in F1 alone, there has only been a single driver death since that infamous weekend. And Jules Bianchi's crash at Suzuka 10 years ago led to a very visible development in this sphere: the cockpit halo structure.

The list of changes that followed Imola is famously lengthy. F1 quickly got its first pitlane speed limit, mechanics were banned from watching the action in the pitlane, the wooden floor plank was adopted to eliminate illegally low ride heights. The last listed was believed to have been a part of how Senna crashed and the term will be worth recalling when it comes up as part of the story from the Miami GP this weekend.

In 1994, post-Imola, cars were slowed in knee-jerk changes that included slashing downforce-generating bodywork and stifling engine power via air-intake holes – but the combatting speeds ethos endured. The data behind safety drives became the forefront – with cars soon logging accident data in greater detail, along with the information gathered via the later developments of in-ear accelerometers and biometrics-gathering. Barriers got safer and track design evolved. The HANS device – long in development before 1994 – is credited with saving even more lives since its use was written into F1's rules in 2003. Accidents such as Felipe Massa's at Budapest in 2009 took the next stage of helmet safety development that had been boosted by Senna's death to the new creations of Zylon strips and overall stronger designs (from 2019).

The specifics don't end there. There is much chat these days about the size and weight of modern F1 cars – how their more cumbersome movements in certain aspects detract from the racing experience. Part of this comes from additional weight added by the impressively comprehensive side-impact structures, which – along with the science of nose placement to reduce danger in a T-bone collision – again can be traced back 30 years.

Then there's Jos Verstappen's accident at Spa in 1996 when he was racing for Footwork. On the 20th anniversary of losing Senna and Ratzenberger, then technical director of the FIA Institute for Motor Sport Safety Andy Mellor was quoted in Autosport's 2014 commemoration highlighting an element of “the watershed year” that was 1994. This was the change in F1 cockpit side heights. These were increased from 1996 along with the adoption of energy-absorbing headrests. “That year, the first accident where the headrest made a difference and possibly saved a life was that of Jos,” said Mellor, no longer working for the FIA as an advisor post-the FIA Institute closing in 2016. “The headrest was destroyed, so instead of the energy going into the helmet and the head, we have now managed to put all of that energy into the headrest.”

It's tempting, given how there's more than enough time between his father's enormous accident at Stavelot and his birth, to see Max Verstappen's era of success as in part stemming from the tale of another F1 dominator: in Senna's loss. To some, understandably, that would be a stretch. But it at least emphasises how long this all stretches back. And how what transpired that awful weekend saved subsequent lives, which can be extended to the many developments in road car safety. All these changes, and what they led to, matter. The push to begin them does go back more than 30 years. But Imola 1994 galvanised and focused the resolve. How F1 continues to evolve and with safety at the forefront (think the new roll hoops post Silverstone 2022) is the ultimate legacy. ✘

[P17 BIANCA SENNA ON AYRTON'S LEGACY](#)



# F1 Spectacular The British Grand Prix!

Nothing beats watching a Formula One Grand Prix live. See the drama – and downforce – in action at the best attended annual sporting event in the UK. With [ukbreakaways](http://ukbreakaways.com), we'll take care of your accommodation, tickets and transfers to the track in one easy package!

Join us at the oldest race on the calendar with inclusive entrance on both Saturday and Sunday, you'll see the teams, including Red Bull and Ferrari, going head-to-head in the qualifying session to settle the final grid.

The legendary layout is tough on tyres and light on breaks – this race can be won or lost as quickly as a change in the wind! **Start your engines!**

**Your tickets are weekend tickets, which means you will also be able to access Silverstone on Friday if you wish. Please note - if going to the track on Friday, you will need to make your own way and arrange parking.**

## WHAT'S INCLUDED:

- Two or three nights accommodation at your chosen hotel
- Evening meal at the hotel restaurant on Friday & Saturday evening
- Full English breakfast on Saturday & Sunday morning
- Vale Grandstand admission ticket for both Qualifying and Race days
- Coach transfers to and from Silverstone on Saturday & Sunday, departing the hotel after breakfast and returning to the hotel in time for evening meals (returning back to the hotel on Sunday to collect your vehicle for two night breaks).

[ukbreakaways.com](http://ukbreakaways.com)

Hotel Breaks and more... for less!

**SAVE  
£100  
with code  
AM24**



**VALE  
GRANDSTAND  
FROM ONLY  
£759**

**HURRY!  
OFFER ENDS  
SUN 19TH  
MAY**

2 Nights - Fri 5th July	Was	Now	SAVE!
The Royal Court Hotel, Keresley	£859	£759	£100
3 Nights - Fri 5th July	Was	Now	SAVE!
The Royal Court Hotel, Keresley	£929	£829	£100
The Holiday Inn, High Wycombe	£929	£829	£100
The Hilton Hotel, Leicester	£929	£829	£100



**IT'S SO  
EASY TO  
BOOK!**

To take advantage of this sensational saving, simply use code **AM24** at the checkout

Book online @ [ukbreakaways.com/sports/fl-british-grand-prix](http://ukbreakaways.com/sports/fl-british-grand-prix)

or call us on **0344 571 2255** (7 Days a week 8am – 8pm)

Terms & conditions apply. Discount applicable for new bookings made until midnight Sun 19th May.



## PUMPS FOR PROFESSIONALS

**MADE in the USA**

**BUY GENUINE PRODUCTS  
Quality - Reliability**

**GLENCOE**

**UK Distributor**  
[www.glencoeld.co.uk](http://www.glencoeld.co.uk)



### POSI-FLOW PUMPS

- Efficient
- Quiet Operation
- Corrosion Resistant
- 6,000 hrs Life Cycle



### CYLINDRICAL PUMPS

- Solid State Electronics
- Robust Design
- Cleanable Filter

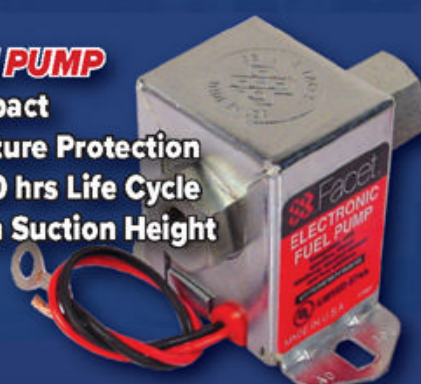


### CUBE PUMP KITS

- Fuel Pump
- Fuel Union
- Filter Union
- Soft Mount Kit

### CUBE PUMP

- Compact
- Moisture Protection
- 6,000 hrs Life Cycle
- 0.3 m Suction Height



### CYLINDRICAL PUMPS KITS

- 1 m Suction Height
- 2 Brass 90 Deg. Unions
- 1 Rubber Mounting Kit
- Replacement Filter

✓ Prices exclude VAT @ 20%

Tel: +44(0) 1784 493 555

Email: [sales@glencoeld.co.uk](mailto:sales@glencoeld.co.uk)





# Pressing all the wrong buttons

*Penske's double disqualification for illegal push-to-pass overtake system capability sparks credibility questions for America's premier open-wheel series*

CHARLES BRADLEY

**O**n track, the IndyCar Series offers the most competitive open-wheel racing on the planet, including one of its greatest races in the Indy 500. Off track, it's rather more problematic and its appetite for self-harm has reached a new level.

The storm that blew up around Team Penske last week is just the latest in a string of dysfunctional mishaps to roll your eyes at. While exploiting grey areas in the rulebook is part and parcel of this sport, Penske's gold standard has been smeared by this scandal, railroading through the push-to-pass overtake system, which (regardless of intention) gave the opportunity for its drivers to gain an advantage over their rivals by illegally using it at starts and restarts. IndyCar officials only tripped over this when they failed to enable the system for warm-up at Long Beach, and all three Penske cars lit up the P2P live data stream in race control. Had that not happened, who knows how deep into the season it would have gone undetected?

Consider that Team Penske should be whiter than white on such matters. Due to Roger Penske's incredible passion for the sport, he owns the series, Indianapolis Motor Speedway and a team with a glittering history of success. To avoid the potential for conflict of interest, Penske Performance Inc includes the IndyCar team, Penske Entertainment Corp owns the IndyCar Series and IMS, while RP also has an ownership stake in Ilmor, the technical partner that oversees Chevrolet's IndyCar engines.

Team Penske president Tim Cindric, who runs the race team to further separate Penske's church from its state, explained that a line of software code had been erroneously copied-and-pasted from its testing set-up with the hybrid system. Starting in August 2023, they needed to access push-to-pass in unrestricted fashion, so the on/off variable was set to a constant 'on'. This line of code had wrongly been included in the central logger units of its 2024 cars.

For outsiders, it seems hard to believe that one of IndyCar's top teams would make such an egregious error. For series insiders, there's a more sinister undercurrent of suspicion. "It's unbelievable," one team owner told Autosport, speaking under anonymity. "Was this a one-time deal, or had it happened before? I certainly don't believe Tim Cindric's explanation." McLaren chief Zak Brown chimed in from the Monaco Formula E event, stating he was "disappointed in the various excuses or explanations that the team and drivers have made" and "none of that, I think, stacks up".

Cindric remained adamant, telling the *IndyStar*: "To say we purposefully did this to gain an advantage, I don't know how you can come to that conclusion, unless that's what you want to believe. The difficulty with this situation is people expect we were trying to circumvent the rules with the software, and honestly, we weren't."

But here's the chaser: Penske's three drivers all behaved

differently in the St Petersburg opener. Will Power didn't use it at all, which meant he wasn't disqualified but was given a points penalty for the illegal software. Scott McLaughlin used it once for 1.9 seconds, claiming he doesn't recall doing it but accepts that the data says he did. But Josef Newgarden used it thrice for 9s, including his pass for position on Colton Herta.

In a hastily arranged press conference at Barber Motorsports Park on Friday, an emotional Newgarden then made the revelation

## "The storm that blew up around Team Penske is the latest in a string of dysfunctional mishaps"

that he was under the misapprehension that push-to-pass was allowed at regular-season restarts, as it was for the exhibition race at Thermal. In the media bullpen afterwards, McLaughlin said: "I'm not sure why he had that impression", while Power stated: "Wasn't in my mind that it was a thing, that's why I didn't press it."

None of Penske's drivers used it at the St Pete start, which was also allowed at Thermal, the point at which it would have been most detectable. Race control gets a live stream of push-to-pass usage and teams get an end-of-lap report after each completed tour. Had it been used on the first lap, it would have stuck out like a sore thumb. Not only had Penske manipulated the software to make it available, but its drivers did (Power and McLaughlin) or didn't (Newgarden) know the rules not to do so. You're left with these improbables: that Team Penske's software checks and balances completely failed; that neither it nor Ilmor had noticed the anomalies in data reviews; and that its two-time champion doesn't know the rules after a dozen years in the series.

Newgarden's radio messages that his P2P wasn't working on restarts in Long Beach (which he claims backed up his mistaken belief that it was legal) were confirmed by TV broadcaster NBC. But why wasn't he alerted pre-race about the situation and that a fundamental electronics fix, to ensure legality, had been made? Why did Cindric say last Thursday that none of his drivers knew their push-to-pass would work, but Newgarden contradicted that a day later by saying he thought it would? "Did I try to come up with a conspiracy and then cover?" suggested Newgarden. "The truth is, somehow, we got that mixed up, it got entangled with the mistake. It's created some ridiculously unbelievable storyline now."

That last line is the one element of this sorry tale that is undeniably true. ❧



*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.



**+ MANY MORE**



[hellothere@omacdesign.co.uk](mailto:hellothere@omacdesign.co.uk)

**OMACDESIGN.CO.UK**





SENNA'S LEGACY

# IN THE NAME OF A HERO

*The Senna Institute continues to play a vital role in helping disadvantaged youngsters in Brazil, as Ayrton's niece Bianca explains*

JAMES ALLEN

PHOTOGRAPHY  **motorsport  
IMAGES**





A

yrton Senna meant a lot of things to a lot of people around the world. In his home country, Brazil, he stood as a symbol of potential. However great the challenges, he showed that it is possible to overcome them and to succeed.

Shortly before he died in 1994, Senna and his sister Viviane sketched out the idea of creating a foundation to give something back to Brazil through education.

He had launched his iconic Senna 'S'-branded merchandise, and often wore one of his T-shirts at the racetrack. The cartoon character 'Senninha' ('little Senna'), based on a child who overcomes challenges, was already popular in Brazil before his death. The revenues from these, plus public donations, would fund the charitable activities.

Later that year, as the family wrestled with their grief after his death, they resolved to see through his wishes and established the Instituto Ayrton Senna, overseen by Viviane. The Institute's mission is to provide opportunities for children in Brazil through education, using research, technology, training and advocacy. In 30 years, it has supported over 36 million children and trained more than 300,000 teachers. Their research quickly found the scale of the challenge; for every 100 five-year-olds who start the 12-year school programme in Brazil's state system, only 10 finish it. Worse still was that only five would have proficiency in Brazilian Portuguese and only one would be proficient in maths.

"This is something that we have been working towards since day one, and we use different tools to help on the development," says Bianca Senna, Viviane's daughter and CEO of Senna Brands, which generates the income for the Institute. "We use technology, we use arts, we use sports as part of the programme. The children are able to not only work on their cognitive skills, but also on their social-emotional skills, which are today one of the biggest challenges that we face in terms of hiring people and having a good workplace to achieve our goals."

Bianca was 14 years old when her uncle died. Old enough to have known him and played with him a lot, since Senna himself was childless, she understood some of what he stood for as a man and as a symbol in Brazil: "To me, he was my uncle and a great role model as someone that was always pushing, whatever he was doing. Even if it was a jet-ski ride, he was always trying to make it perfect. He would look at the details of the engine and make different changes on it to make sure that it was perfect. And he

*"Ayrton continues to be a symbol for Brazil because he showed the people you are able to overcome challenges"*

was the one teaching me how important it is to do everything with passion, with heart and especially to be the best that you can. So, for me, that's my biggest memory of him; someone that is always really truthful to his values and someone that is always pushing to make sure that he's doing the best that he could in every situation."

Although 30 years have passed since Senna's death, he continues to be a powerful force in Brazilian public life with the power to inspire people. A poll carried out five years ago showed that over 90% of Brazilians had heard of Ayrton Senna. "Ayrton continues to be a symbol because he showed the Brazilian people that even though you were in a very difficult situation, you are able to overcome those challenges and become a winner," says Bianca. "And I think that's what he represents for the country."

"Everyone is born with potential. And this potential is something that you have within you that makes you so special. To be true to this potential and make sure that you use all the >>



Senna's cartoon character Senninha continues to raise funds for his foundation



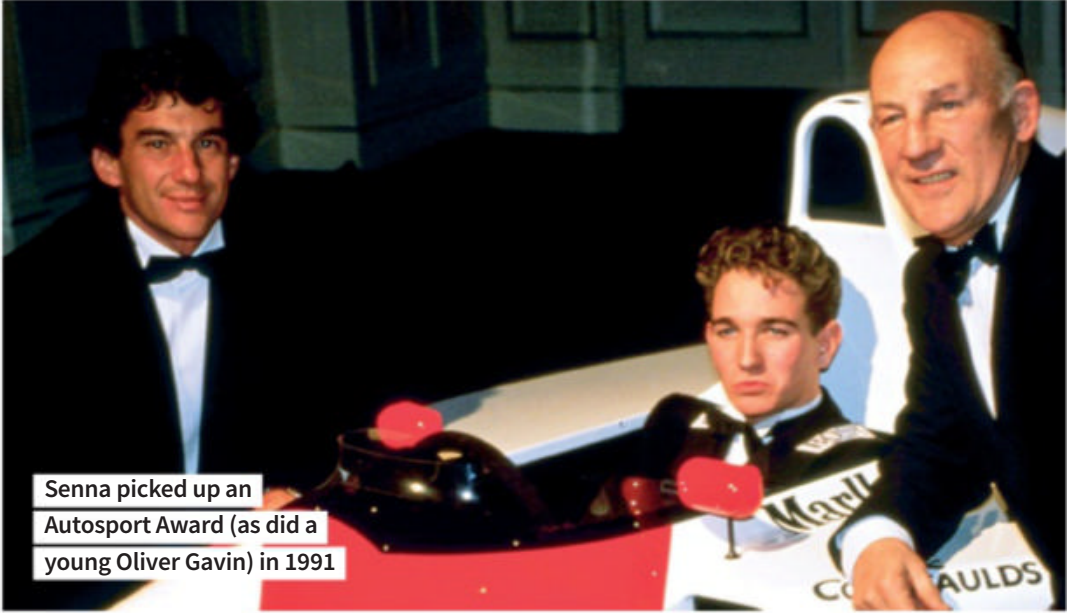




No ads.  
Just more  
Performance



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



tools and the ways that you can to develop that potential – that’s what Ayrton showed everyone is the important thing in life; no matter the challenges that you have. And I think this is the DNA that we carry through the Institute and that we carry through the Senna brand and Senninha cartoon. We believe that everyone has their own potential and we want to make sure that we help each one develop that potential through their lives.”

Three decades since Senna last raced an F1 car, his brand is still highly visible at grand prix events today, with merchandise stands in the public areas and Fan Zones. Many of the new fans of the sport in the last five years, who have come in through the gateway of *Drive to Survive*, quickly discover the legend of Senna, through the popular documentary that came out in 2010 and clips on YouTube. In one sequence during the latest series of *Drive to Survive*, Alpine F1 driver Pierre Gasly talks about Senna as his hero, while viewers see shots of the great man on stage, collecting an Autosport Award from Sir Stirling Moss in 1991.

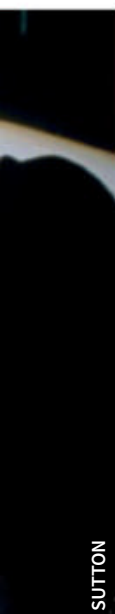
Bianca and her licensing team have expanded the range of Senna-branded lines beyond clothing into partnerships with TAG Heuer, McLaren, Ducati motorbikes and Embraer jets. They are gearing up for the launch of a new entertainment product on Netflix this summer; a six-part scripted series that will begin the narrative with his move from Sao Paulo to the UK in 1981 to race in Formula Ford. It will chart his professional and personal journey up to his death at Imola in 1994.

“We have activations in different ways through the world,” explains Bianca. “We have a partnership with Formula One exhibition, the big travelling exhibition [now in Vienna and Toronto]. We also have things in licensing, as you see in the tracks. We have TAG Heuer watches, some new models that we are going to launch this year. And now we are entering into NFTs and Web3, which is a new area. We are starting with Roblox so the children can learn about Ayrton and Senninha’s cartoon. This is launching in a month’s time, and we also have real estate – we’re going to launch our first building in Brazil at the end of this year. The flexibility of the brand is really big because at the end of the day what we are selling is inspiration, everything is





JEP



SUTTON



SUTTON

Still a fan favourite  
three decades on  
from his death

packaged under this mission.”

Having helped millions of children since its foundation, the Institute has had some notable alumni stories, people who have gone on to contribute meaningfully to Brazilian public life. “That’s one of the most emotional parts of our job,” says Bianca, “when you see the difference that the foundation made in so many lives. I will give you one example: one of our first projects was together with USP, which is a university in Brazil. Children will go to school in a poor community in Brazil that doesn’t have sports in the schools usually. So one of the children that was there actually became an Olympic champion in Australia. Basically he became the coach of the Australian rowing team and he earned two medals with them. So imagine the change of his life that happened; in Brazil in a very poor community and he was able to achieve everything that he did, on the other side of the planet, just because he was able to get the proper education and proper preparation in terms of social-emotional skills.”

This month is going to be busy with commemorations of the 30th anniversary of Senna’s death. Sebastian Vettel will demonstrate his 1993 Senna McLaren, there are exhibitions and activities in Brazil, and at the Emilia Romagna and Monaco Grands Prix. It is clear what this means to the family.

“His passing is still really hard,” says Bianca. “He had so much life ahead of him. It was a tragedy. But we made this tragedy become something that can change the lives of millions. It is almost like he is in each of those lives that we are helping. And that’s what moves us.”

• For more information on the Instituto Ayrton Senna go to [institutoayrtonsenna.org.br/en/](http://institutoayrtonsenna.org.br/en/)



#### LISTEN TO THE PODCAST

You can hear the Bianca Senna interview on the new episode of **James Allen on F1** from Autosport Podcasts, available on 8 May wherever you get your podcasts.

**AUTOSPORT PLUS**

Want more  
than F1?

Our journalists cover  
all major series



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



# THE DAY THE EARTH STOOD STILL

*As news of Ayrton Senna's fatal accident at Imola filtered around the world, it was met with shock and sadness. This is what it meant*

CHARLES BRADLEY, JAMES NEWBOLD, MARCUS SIMMONS & GARY WATKINS

PHOTOGRAPHY  **motorsport  
IMAGES**

## THE INDYCAR PADDOCK

### A Brazilian great was testing at Michigan

Twice a Formula 1 world champion and Indianapolis 500 winner, Emerson Fittipaldi became one of Senna's closest friends in racing. He first met him as a 14-year-old karter, who he invited into the Copersucar Fittipaldi garage during a test at Interlagos: "He was extremely shy, very polite but very quiet." From there, Fittipaldi became his guide and, later, his confidant.

"When I first came to Britain to race in 1969, my F3 mechanic was Jim Russell's brother-in-law, Ralph Firman [who went on to co-found Van Diemen, the most successful Formula Ford chassis builder in history]. So, when Ayrton wanted to race in England, like I had done, I called him: 'Ralph, I have a guy who's going to win the championship for you', and he laughed and said, 'Oh aye, Emerson!'

"When Formula Ford 2000 supported the Austrian Grand Prix, I took Ayrton for a trip along the F1 pitlane in Zeltweg to meet as many team bosses as possible. He didn't want to, but I said he had to come with me. I wanted him to meet teams who'd have seats available. Using my best English expression, I told them all that he was 'world championship material'.



Fittipaldi (with Ron Dennis)  
became Senna's confidant

SUTTON



Indy 500 was Fittipaldi's first  
race after Senna's death

"We enjoyed some great calls together. Even when he got to F1 he'd often come and stay with me in Miami Beach in December, and we'd go running together. When I won the Indy 500 in 1989, Ayrton called immediately to congratulate me. He had just won the Mexican Grand Prix for McLaren. Same day!

"On the day he died, I was testing my Penske-Mercedes Indycar at Michigan. I think it was lap 16 or 17 of a 27-lap run. I got a call – we had a security code if something happened to the car or something serious on track. I backed off immediately and went slowly into the pits. I asked why and they said, 'Your wife is on the phone' – can you imagine stopping a test with Penske for Indy like this? I feared one of our kids had a bad accident. My mind was racing.

"I couldn't believe what she told me. For me, Ayrton was one of those drivers who'd never die driving a race car. It was impossible to hear what happened." **CB**

MURENBEELD





Poignant Monumento ad Ayrton Senna at Imola is a place of pilgrimage

KALISZ

## THE BRITISH F3 Paddock

### Senna's old team boss was racing at Silverstone

Senna's old team from British Formula 3 was still going strong in the championship in 1994. The Imola weekend was a Bank Holiday in the UK, so qualifying at Silverstone for West Surrey Racing and its opposition had taken place on the fateful Sunday. WSR boss Dick Bennetts, who had run Senna to glory in 1983, remembers a sombre weekend.

"We all were waiting, 'What is the news?' We'd heard of the accident, and were all wondering, 'How bad is it? Is he still alive?'"

"It was a real bad weekend, because Rubens [Barrichello] had his big accident Friday in the Jordan, and then Saturday with Roland [Ratzenberger]'s accident. We heard about that one and it was, 'Ooh, that's two of our ex-drivers on Friday and Saturday', and then of course Sunday it even got worse. All we knew was he was seriously injured, and we didn't actually know he had died until later. That evening, I was in the kitchen and getting phone calls from all round the world. Not only was he one of our drivers but he also became a friend.



Sunday qualifying for Senna's old F3 team WSR at Silverstone

"He shared a house with Mauricio Gugelmin, who drove for us in 1985, and Ayrton came along to quite a few of those races, even the final round [when Gugelmin clinched the F3 title]. I've got a photo of him looking at our rear wing, saying, 'You haven't got enough wing compared to all the others'. I'm sad that I never took him up on his offer to go to Brazil and go jet-skiing—he loved all that stuff. Him and Mauricio, they weren't happy to have a standard jet-ski, they had to have it modified to

be quicker than everyone.

"He used to still phone me up. 'Why aren't we doing well? Why aren't we winning? Is it the engine, chassis, driver?' He always took a keen interest. We got him back in 1984 when he was driving the Toleman. We were struggling with a Spanish driver [Carlos Abella]. I'd said to him and his manager, 'If you don't mind, we'll put one of our ex-drivers in just to check the car out', and when Ayrton turned up their faces just dropped. They couldn't believe it!" **MS**





Senna was family friend of  
Formula Vauxhall Lotus  
frontrunner Firman

THE JUNIOR Paddock

The son of Senna’s FFord chief was at Snetterton

When Ralph Firman was six years old, Ayrton da Silva (as he was then known) won two Formula Ford 1600 titles for the Norfolk-based Van Diemen team run by his parents Ralph Sr and Angela. By 1994, Firman was in his second season of car racing, a title contender in Formula Vauxhall Lotus with Paul Stewart Racing. On the Imola weekend, he was competing at Snetterton, with qualifying on the tragic 1 May and the race on Monday.

“Ayrton was one of the drivers my parents stayed in touch with. I remember him living with us when he was racing for Lotus for six months or so while he was renovating a house down in Surrey. He was always friendly. I was at school most of the time, but I remember him

working out around the house. When you’re that age everyone’s friendly and nice, aren’t they? You don’t see anyone as different.

“I can remember exactly where I was in the Snetterton paddock when I was told by my mother. You just couldn’t believe it had happened, especially with the sadness of Roland Ratzenberger the day before – he also raced a Van Diemen in his early years. It was quite a surreal situation. The older you get and the more racing you do, you appreciate not only how great Ayrton was but also his achievements. Being a close family friend, it was a shock to mum and dad as well, and weird to get in a car and race the next day.

But that’s motor racing, isn’t it?

“When I was 10, my father let Ayrton know he was buying me my first go-kart, and Ayrton bought me the engine, a DAP that was quite a flier. A few years later, we were going racing in Hong Kong on a street circuit around the Victoria Park area, and Mugen made really great kart engines. We were struggling to get contact with Honda, but after he won the world championship at Suzuka, that evening at the circuit he asked Mr Honda if we could use his son’s engines. Ayrton called my mum that night, and we got a reply pretty sharpish on the Monday morning!

“He was going to come up to Norfolk the week after Imola. That’s the other sad thing.” **MS**



Post-Imola  
tech changes  
inadvertently  
benefited the  
Ligier squad...



## THE SPORTSCAR PADDOCK

### Endurance racing was rebuilding from a low ebb

Sportscar racing in Europe was undergoing a relaunch in 1994 with the BPR Organisation's series of International GT Endurance events. A race at Dijon on the same weekend as the San Marino GP yielded another class win and top-three overall for Harry Nuttall in the Bristow Motorsport-run Porsche 911 Carrera RSR he shared with Ray Bellm. He recalls how the mood changed as they celebrated on the podium.

"I remember that weekend very well because my father, Nicholas, came to watch me race, which he didn't do very often. I have a vivid memory of standing on the podium with Ray and my dad being very pleased, which meant a lot to me.

"We couldn't spray Champagne because

of [French law] Loi Evin, but we were still very happy about another good result. Then it happened – there was a complete change in atmosphere. It puts prickles behind my eyes thinking about it even now. It was like a cloud moving down the pitlane; the whispers started, 'Senna's dead, Senna's dead'. It's difficult to describe it eloquently, but there was clearly a change in mood. Only as Ray and I walked off the podium were we properly told the news, but we knew something horrid had happened before that.

"We had a motorhome at that race for some reason and I remember watching the start of the grand prix on Eurosport before I got in the car. I thought, 'Oh no, that's miserable', without knowing the worst.

I'm not equating what I was doing with a driver in Formula 1, but you just go out and do your job thinking it's not going to happen to you. I guess you need a bit of a carapace to do dangerous sports.

"To learn that Senna was dead was earth-shattering. It was impossible to imagine that someone of his otherworldly skill could have died. Something seemed wrong with the world.

"Later that week, me and Charlie Rickett, my business partner [and team-mate at Le Mans in the Porsche] were in our tiny little office in London and on the Wednesday we read David Tremayne's obituary in *Motoring News*. It was spine-tingling. We had tears in our eyes – no, we were in floods. That's what Senna's death meant." **GW**



Nuttall, sharing a Porsche at Dijon, recalls change in atmosphere, "like a cloud moving down the pitlane"

## VIEW FROM THE AFTERMATH...

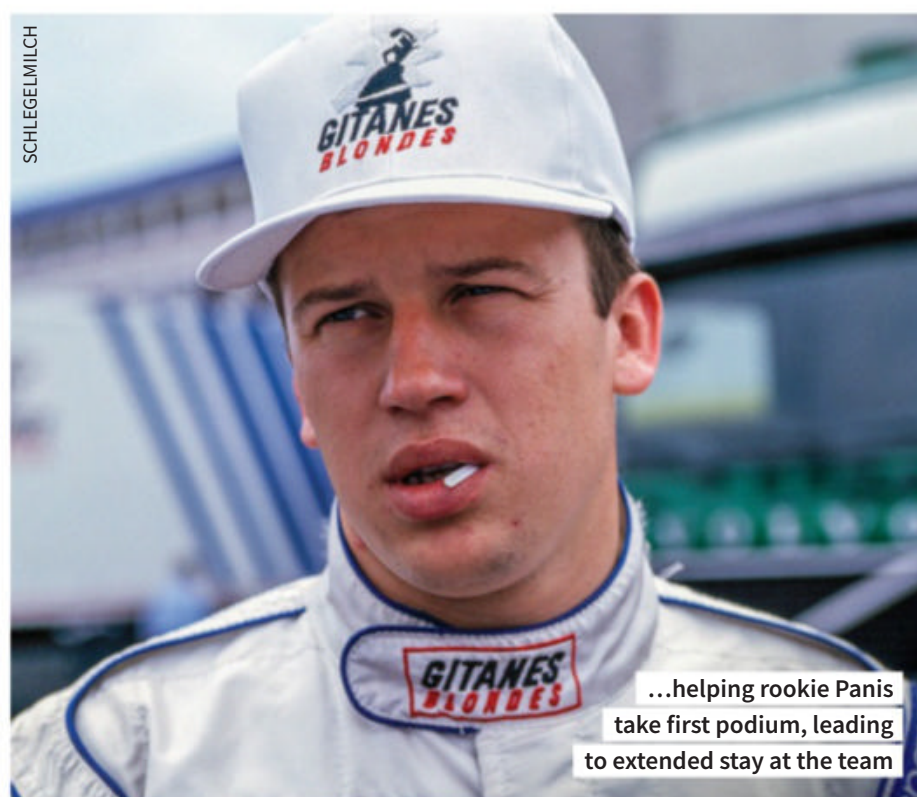
### Imola's tragedies prompted radical change in F1, with unintended consequences

After the events of Imola, FIA president Max Mosley hastily pushed through a series of changes to the technical regulations for the Spanish Grand Prix. These proved deeply unpopular, with several teams suffering structural problems in testing. Among them was Ligier with its rookie driver Olivier Panis. But the Frenchman believes that the changes benefited the unspectacular Renault-powered JS39B, with which he and team-mate Eric Bernard finished on the podium at Hockenheim in a race of heavy attrition.

"The first test we did with the floor cut was in Lurcy-Levis – we wanted to make some straightline data. And on one run when I put the sixth gear, I lost the rear wing. I had wheelspin in sixth gear! I said, 'What is that?' I was so surprised, but lucky compared with Pedro [Lamy], who was in Silverstone to do the test with the Lotus, also with the floor cut.

"Looking in the mirror, I don't see the rear wing anymore. I just backed off very gently. When I got back to the pits, Frank Dernie [designer] called all the teams to say, 'Stop testing, this is what happened to us, there is something wrong because we cut the floor'. But it was unlucky for Pedro that when we called Lotus in Silverstone, Pedro was already on the track. He went off because the wing came off and had a big accident [which broke his legs].

"But for us, it maybe helped us a lot – it helped us to develop different things after these new rules because some teams were struggling when we cut the floor. At the end of the season, the



SCHLEGELMILCH

...helping rookie Panis take first podium, leading to extended stay at the team

performance of the car, even if it's a 1993 chassis, was pretty OK really. Because I was a rookie driver, first podium, for sure it helped Flavio [Briatore] to decide to keep me for two more years. It was a huge help, even if the Hockenheim podium was lucky." **JN**





# REMEMBERING ROLAND

*It's also 30 years since Roland Ratzenberger lost his life at Imola on a terrible weekend for F1. His Simtek team-mate David Brabham reflects on the Austrian driver and a tough time for all*

STEVE WHITFIELD

PHOTOGRAPHY  **motorsport**  
IMAGES

## What are your memories of Roland? When did you first come across him?

**David Brabham** As we were coming up through the ranks, he was ahead of me – he was older than I was. Obviously, I knew of him because he was doing well wherever he was going, whether it was sportscars or single-seaters [including winning the 1986 Formula Ford Festival], touring cars.

I think everyone loved his story because he had nothing, he had no support from the family, they were dead against it. That didn't deter him; he would sleep in his car because he couldn't afford to stay somewhere. He put everything into his racing, and his dream was to get to Formula 1.

If you saw the way he went about his racing in the junior categories, you probably thought there was no way he's getting to F1, but he did through hard work, dedication and sheer utter focus to get there. He didn't care how he was going to get there, it was just he *was* going to get there, and that's the bit that I think everyone loved about him.



## How highly did you rate him behind the wheel?

**DB** As a team-mate, you've got to remember the situation. We were Simtek, a brand-new team. Nick Wirth was 28, I was 28 as a driver and Nick was the designer, the team boss, the aerodynamicist, he did all of that at a young age. So, we were quite up against it in the world of Formula 1. When I knew Roland was going to be my team-mate I was like [Brabham rubs his hands together], brilliant, because we needed someone with experience to really help the team.

It was about getting the team from being green as hell to an established team. Everyone was chipping in and helping one another, and to have someone like Roland who was fast, was well-experienced, was hungry – they were all the ingredients we needed.

## What was he like as a person?

**DB** He was a nice guy, but there was an edge to him as well. He was a competitor – he wanted to do well. Outside of being a racing driver he was a great guy to be around. Super-fit – he was much fitter than I was, and he dragged me along a bit with the fitness, and I helped him on the driving aspect of a Formula 1 car and carbon brakes, so we helped each other quite a lot. Obviously [the crash] happened and it's a shame we never got to see the potential of Roland.

## What are your memories of the aftermath of Roland's fatal crash on the Saturday at Imola, and how tough it was for you and the team to keep going on the Sunday?

**DB** We were thrown into a situation that none of us had ever experienced before, and it was on the world stage, so all eyes are looking at you and you're wary of that too. So, to make the right decisions was difficult because you just wouldn't know what the





Team-mates confer in testing at Imola in March 1994, while Simtek boss Wirth looks on...

right decisions were. I was under no pressure to race, I was obviously concerned about the car – Roland's front wing fell off, so it's like, 'Well, is my front wing going to fall off as well?' I had to put a leap of faith in the team and I felt that, if I did the warm-up, I would kind of know whether I could race or not.

If I look back now, was I in the place to race? No. I did it because, after the warm-up, I sensed a lift in the team, very minor, but I kind of sensed that if I was to stop and not race it would go flat again and it would be hard to pick up. I just thought, 'You know what, I'm going to race.' It's not because I wanted to race, it's because I did it for the team to keep that faith and that momentum going.

**With Ayrton Senna's fatality on the Sunday and Karl Wendlinger's serious accident in Monaco, it seemed like it was one bad thing after another. Did it make you question why you were racing?**

**DB** I'd say no, but I know it did affect my driving, I think it did everybody. Even the junior categories, I know talking to a lot of team bosses around that time, particularly Brazilian drivers, they were off pace because the effect Senna going had on them was huge. I think it took a lot of people time to adjust, as it did me, but you keep pushing and you know you've got these things in your head and you're trying to break through them and clear them.

After a few races, it started to feel OK but during that period when you had that weekend [at Imola] and then you had Wendlinger, everyone's looking at each other going, 'What the hell is going on?' I don't think we'd experienced in our lifetime anything like that before. It was more like my dad's days – my mum and dad were very practical about it. I thought my mum would be a little bit different, but she said, 'Well, it's racing, you've got to crack on.' She lived that every bloody weekend –



every time Dad went out to race, she didn't know if he was going to come back, and they went to lots of funerals. They saw life from a different perspective, so I touched a bit of that through that weekend as a lot of people did.

The good that came out of that: we've saved a lot of lives since then. If there was one purpose in that whole process it was like their sacrifice created more safety in the future because the turnaround was swift and fast, and that momentum is still there today. All the advancements from the cars, the tracks, the safety equipment we wear today, have saved many drivers' lives and probably marshals and spectators. It's created a much safer environment. ❧



# TEENAGED REVOLUTION

*It's almost 10 years since the FIA's Formula 4 category took its first steps. In the intervening decade, it has galvanised the global single-seater landscape*

MARCUS SIMMONS

**N**ext month, at 9.03am CEST on 8 June, it will be exactly 10 years since the opening round of the 2014 Italian Formula 4 Championship kicked off at Adria International Raceway. What few could have foreseen was that, at this dullst of circuits, the landscape of single-seater racing had changed irrevocably. This was the first race for the FIA's new entry-level category, one that would spread around the world.

In 2024, there are 15 FIA-certified F4 championships, on nearly every one of the continents of the globe. And this year, the Formula 1 grid contains six graduates of F4. While that doesn't sound like many, it should be remembered that the remaining 14 were already in F1 or competing at a higher level of single-seaters at the time F4 began. Besides, in all likelihood Ollie Bearman and Andrea Kimi Antonelli – respectively the 2021 and 2022 champions in both Italian and German F4 – will in 2025 join the elite, which presently includes Lando Norris, Oscar Piastri and Logan Sargeant (graduates from British F4), Lance Stroll and Zhou Guanyu (Italian), and Yuki Tsunoda (Japanese).

Of the 22 drivers in Formula 2 (including Bearman and Antonelli), only Victor Martins is not a product of FIA-certified F4, because his domestic French series did not fall under the umbrella until after he graduated. The ranks of F4 alumni among the professional series around the world continue to swell. From that starting point of the Italian series in 2014, inaugural race winner and champion Stroll was up against drivers including Ferrari F1 reserve and Hypercar racer Robert Shwartzman, TOM'S Toyota Japanese star Ukyo Sasahara,



and GT aces Mattia Drudi and Matteo Cairoli.

Below the intermediate Formula Renault 2.0 level, single-seaters were in a mess before FIA F4 started. Italy had Formula Abarth, in Germany it was Formel Masters (powered by Volkswagen engines), the UK housed Formula Ford and MSV's new spaceframe F4 series, Northern Europe was FRenault 1.6, and France had its own take on F4 that had grown out of the Formula Campus series that originated in the early 1990s. The late Barry Bland, as the first president of the FIA Single Seater Commission, had begun work on FIA president Jean Todt's desire for a new F4 to clean up that mess. Gerhard Berger took over the reins from Bland in 2011, and it's his tenacity in pushing F4 that stands as the greatest monument to his presidency, before he stood down at the end of 2014.

Crucial to this was the Italian federation introducing F4 for 2014 >>





First race: Stroll leads Maisano, Cairoli, Drudi (partly hidden) and Sasahara (behind Stroll)



Tenth season of Italian F4 finished at Vallelunga. Sztuka (on pole) won 2023 title and became a Red Bull Junior. Alongside is Ferrari protege Taponen





Norris leads Matheus Leist during inaugural British F4 round at Brands

JEP/MOTORSPORT IMAGES



Delfino with the 300th Tatuus T-421, delivered to Jenzer Motorsport

TATUUS



with the support of Ferrari, whose protege Stroll would handily be 15 years old and therefore eligible to race in the carbon-fibre monocoque cars stipulated by Berger (the minimum age for spaceframe cars was, and remains, 16). Importantly, Formula Abarth chassis builder Tatuus and engine provider Autotecnica had hardware as a basis. And crucially, top-level karting promoter WSK was brought in to provide a direct link with the drivers targeted by the new series. At the time, Stroll's Prema Powerteam chief Rene Rosin, whose squad had suffered through the simultaneous boom-and-sudden-bust cycles of Italian F3 and FAbarth, joked to Autosport: "Let's hope the Italian people can keep it at that level. Formula Abarth had 40 drivers in its first year and then they automatically destroyed it!" But with WSK's hand on the tiller it has remained strong, with fields well above 30 and Prema still at the pinnacle.

"It was fundamental to have WSK part of the game," states Autotecnica boss Giovanni Delfino, who is now CEO of the merged conglomerate that since 2017 has also encompassed Tatuus and parts builder Breda Racing. "Luca de Donno, the founder of WSK, he was the guy who knew all the drivers coming from karting with their expectations, with their capabilities, with their problems from being young. He was helping us how to manage, design and build those cars, but most important was to manage the drivers and championship to be a milestone and a focal point for all those people coming from karting and going to greater formulas."

Despite the popularity of Tatuus, whose founder Gianfranco de Bellis remains hugely liked and respected in the single-seater world, the company did not automatically win the tender to build the cars. "We were dreaming to build those cars – we were participating to a tender which was set up by the Italian federation," adds Delfino. "Tatuus were producing Formula Abarth cars, and Formula Abarth was equipped with the same engines [turbocharged, 1.4-litre] apart from a few details – the base was exactly the same. At those times the relationship between Tatuus, Autotecnica and Abarth was strong enough and successful enough to think of creating this new series with an engine where the characteristics were perfect for that kind of application. This helped a lot. We designed the car and the engine in a real fast time – something like 10 months."

Long-time Tatuus test driver Raffaele Giammaria, whose simultaneous role as head of the Italian federation's young driver school made him perfect for the task, shook down the first car at Vairano on 14 April 2014. It was less than two months before the first race weekend, yet 22 lined up on the grid at Adria. Other federations were taking notice, and in 2015 F4 began to explode. The UK (initially under the MSA Formula title), Australia and the Mexican-based NACAM series all chose the Mygale chassis with Ford EcoBoost engines – effectively a next-generation development of the outgoing FFord. China also went for Mygale, but with Geely power. And Japan chose an all-home-grown Dome/Toyota combo. Meanwhile, Tatuus and Abarth were chosen to supply the centrally run Northern European Zone series and, hugely importantly for the development of F4, the ADAC's German series.

"The most important deal for us, apart from the Italian, was the German one," attests Delfino. "There are so many manufacturers in Germany and the ADAC federation is so important in the motorsport panorama. They started really strong in 2015." Incredibly, there were 38 entries for the opening round at Oschersleben – three drivers failed to qualify... These included some entries from the Italian series, and over the next eight seasons the cream of the continental F4 drivers and teams contested dual programmes in both championships.

*"I didn't realise that this is the world we live in today – the drivers and the parents and the managers make their decisions based on micro details"*



Britain's bid to retain what credibility it still had as a single-seater hotbed was increasingly pressured. It had started well with Norris (who also did some German and Italian rounds) winning the 2015 contest alongside Carlin team-mate Colton Herta; in 2017, it produced PIASTRI and Sargeant, albeit both were trounced by Jamie CAROLINE. But as the 2020s dawned, grids had slumped into the low-to-mid teens.

British-based Indian ex-F1 racer Karun Chandhok, who was already serving on the FIA Drivers Commission, was tasked by governing body Motorsport UK with a revival of British F4. As a Drivers Commission representative, he also sits on the FIA Single Seater Commission, of which MSUK's John Ryan is also a veteran since the Berger days. The FIA was pushing for a halo-equipped second generation F4 car, and this arrived – at least for the major European series – for 2022. Chandhok was instrumental in the switch from Mygale and Ford to Tatuus and Abarth, and now grids are comfortably into the twenties.

Would that be the case if Britain had stayed loyal to Mygale and Ford? "I think it would have been dead," responds Chandhok. "I got a phone call from John Ryan, and he asked if I'd mind using my eyes for my perspective and what we could do to revive it. I spoke to teams in the junior formula paddocks, and the consensus was if we carry on with the Mygale chassis and the [Ford] engine we just can't sell it as a proposition to drivers. Hugh Chambers [MSUK CEO] and I brought all of the British single-seater teams – not just in F4 but in GB3 – into the building and we sat round the table and just asked the questions and listened, which I don't think anyone had. Trevor [Carlin] and 'Dickie' Dutton [Fortec] and JHR and everybody all really appreciated it. In the end, the last two years has proved us to be right."

"What I didn't appreciate was that we also had to go to the Pirelli tyre. Commercially there was a better option for us on a different tyre, but the teams were all adamant. I didn't realise that this is the world we live in today – the drivers and the parents and the managers make their decisions based on micro details. The tyre thing was the last piece of the puzzle – it took a long time to sort out. The second thing that was really important was, I said to Hugh, 'I don't really understand the intricacies of it, but why aren't you the promoter? It makes no sense to me.' Hugh invited me to a dinner and I made it clear to the board that they had a decision to make – either Britain will no longer be a solid place for the first step from karting onto the single-seater ladder and the kids will all have to go and race abroad, or you commit to being a promoter of the championship and then we have a leg to stand on in terms of that progression. The board respected my view and realised I was plugged into that world, and I think it's worked out!"

Delfino describes the Italian invasion of British F4 as "much more than important. The British market is a milestone for Tatuus and >>>



Autotecnica, because we had been hoping to be there for years. UK is the history of motorsport.” The other huge growth markets for his group have come in Spanish F4 and via the UAE series, initially set up by a local group of which future FIA president Mohammed Ben Sulayem was a prime mover, and later taken over by Shanghai-based promoter Top Speed, run by Davide de Gobbi. Under de Gobbi’s watch, UAE F4 has grown to almost 40 cars – predominantly featuring drivers getting in winter racing while preparing for their European campaigns. And de Gobbi has revived the South-East Asian (for 2023) and Australian (2024) F4 championships, using the same equipment. Brazilian F4, new for 2022, also went the same route; ditto the Central European Zone series, new for 2023 and growing hugely this year.

It all means that, added to the 298 first-generation Tatuus F4 chassis produced, the company has already racked up 330 versions of the 2022 car, which, explains Delfino, had to conform to “a power-to-weight ratio given by the FIA. We have a little bit more power compared to the F4 first generation, but the car is heavier. So in reality the pure performance, the lap times, is more or less the same.” Those 330 include cars built for the new-for-2023 F1 Academy: “It’s the same chassis with different wings. The front and the rear wing are outside the F4 regulations parameters, but we were asked to design that car from Liberty Media. It’s another great story for Tatuus, and has given us the chance to deal with F1 teams – we are in direct contact with some of them, which is another experience for Tatuus people!”

Additionally, further production runs based on the F4 chassis are used in GB3 (after his public disagreements with Berger, Palmer pulled a masterstroke by repositioning his ‘F4’ series at ‘British F3’ level, allowing British F4 to drop its temporary MSA Formula name) plus three levels of the IndyCar support ladder in USF Pro 2000, USF2000 and USF Juniors – ironically, these are in competition with the United States’ own FIA F4 series, which uses Ligier chassis and Honda power.

Trevor Carlin, whose squad added further F4 titles with Max Fewtrell, Zane Maloney and Louis Sharp before he departed at the end of 2023, believes that the switch to Tatuus was vital for the British championship. “It was crucial to align with the rest of the major F4 championships in the world,” he says. “The Mygale-EcoBoost package was not the most attractive-looking car, not the easiest to maintain and keep running. The drivers loved driving it, but it wasn’t as cool and sexy as the Tatuus. The latest car is very reliable, and obviously designed by someone who’s done F1. It’s a great success story.”

But F4 has had its speedbumps. The German series was struggling by its final years and the ADAC pulled the plug at the end of 2022. Talk to teams involved, and they reckon the ADAC was too cumbersome an

organisation. WSK in Italy wanted to collaborate for the good of F4 generally, but was fighting a losing battle. For 2023, WSK therefore added a bolt-on Euro 4 mini-series to its Italian contest.

“In the beginning it was a brilliant idea,” says Van Amersfoort Racing chief Frits van Amersfoort, whose team has won titles across Italy and Germany with Joey Mawson, Dennis Hauger, Jonny Edgar and Bearman. “But somehow the German series fell victim to the strength of the Italian. The exploding cost didn’t help. Now all these fancy, lovely circuits we don’t use anymore, because the racing scene in Germany has changed from formula cars to GTs. Also, the teams got bigger and bigger and it was hard for smaller teams to survive.

*“It was a no-brainer that we should do it and it was proven to be the right call. It’s been good for the industry, it’s given a lot of people a chance to find their way”*

There were many teams in the first three or four years, and after it was down to us, Prema and US Racing. They couldn’t cope with the cost.

“There’s nothing wrong with the cars, it’s just insanely expensive. Testing is still free, and we’re talking at least half a million euros for a season.” Then add in the top drivers competing over the winter in the UAE [or the Spanish-based Formula Winter Series, which surged in popularity in 2024]. “My God, you have so many opportunities to get rid of your money!” exclaims van Amersfoort. “And that makes it difficult to get started...”

Chandhok concurs. “The costs of going testing now are incredibly high, but it’s impossible to police,” he points out. “I’m fairly conflicted. On the one hand, young drivers should be driving a lot; on the flipside, you’re just favouring the rich. I think there’s a happy balance. The biggest thing is cost. Today drivers in the Italian championship are spending a million – it’s lunacy. That’s where the British championship [and Spanish, it should be pointed out] is good.”

It’s the age-old motorsport problem. Chandhok goes as far as to suggest that the one big mistake when F4 was launched was allowing each series to choose its own FIA-homologated chassis and engine suppliers. “The next time it comes up, we should just do a global tender for it,” he declares. “As long as you think a supplier is capable of supplying everybody reliably without delays, you might as well do a global tender and make it more cost-effective – if you can guarantee global sales you can drive the price down.”

That would mean more work for the hard-pressed folk at Tatuus... “For technical systems, technical support from Tatuus and Autotecnica with all the championships, we are talking about 16 or 17 people,” counts Delfino. “For the management of the cars and engines in and out of the factory, in the group which includes Breda Racing, it’s 150 people. I would say all those 150 have been involved in the F4 project! It’s the base of our daily life I would say. There is always someone in the factory rebuilding cars, building engines, testing engines.”

And some of those initial cars are still racing on. Van Amersfoort reckons that you get three years’ use out of a chassis before replacing them, but Bearman’s 2020-21 ex-VAR car is racing on in GB4 (Palmer’s new-for-2022 series for first-generation Tatuus machines) with Fox Motorsport, Kevin Mills Racing has a tub from the initial 2014 Italian series, and Hillspeed has run 2016/17 ex-Prema cars, part of a relationship between these squads that dates back to 2001.

It needs to continue to evolve, but F4 has been a success. “When the MSA [now MSUK] decided to do a proper F4, it was a no-brainer that we should do it,” enthuses Carlin. “All of a sudden we had a fleet of cars for testing and racing. That fed your ladder – it was the natural thing for us to do, and it was proven to be the right call. It’s been good for the industry, it’s given a lot of people a chance to find their way. It has to be one of the best things that Jean Todt did in his tenure.” ❄







ADACMOTORSPORT

Bearman leads a German F4 round on way to 2021 crown...



...six years after first F4 win for van Amersfoort (left), taken by Schumacher

ADACMOTORSPORT

**MOST RACE WINS IN FIA-CERTIFIED F4 CHAMPIONSHIP RACES**

DRIVER	WINS	SERIES
Richard Verschoor	28	Spain/NEZ
Charles Leong	25	China
Andrea Kimi Antonelli	24	Italy/Germany/UAE
Dennis Hauger	22	Italy/Germany/GB
Ollie Bearman	19	Italy/Germany
Hugh Barter	18	France/Spain
Christian Lundgaard	17	NEZ/Spain
Alex Dunne	16	GB/Italy/UAE
Hadrien David	16	France/SE Asia
Ren Sato	15	Japan/France
Dilano van't Hoff	15	Spain/UAE
Joey Mawson	15	Germany
Jayden Ojeda	15	Australia
Alessandro Ghiretti	15	SE Asia
Jonathan Aberdein	14	UAE



FFSAACADEMY

Mygale continues to supply F4 cars, notably to French series, here at Pau in 2023



# RACE CENTRE



In command: Evans and Cassidy lead Vandoorne and Vergne through the hairpin



# Jaguar finds its roar again after strategy masterclass

*Mitch Evans and Nick Cassidy played the team game to perfection to score a perfect 1-2 on the famous streets of Monaco*

STEFAN MACKLEY

PHOTOGRAPHY  motorsport  
IMAGES

**A**mid the glitz and glamour of Monaco, Jaguar drivers Mitch Evans and Nick Cassidy reminded the rest of Formula E how much of a threat they are for this year's title after securing a crushing 1-2.

On a weekend when the British manufacturer committed its future to the all-electric championship, a strategic masterclass in the Monaco E-Prix also cemented Jaguar's grip on the teams' standings at the season's halfway point. From the outset, Evans had shown impressive pace in the principality, topping both of Saturday morning's practice sessions, and he carried that form into qualifying, where it seemed Jaguar would secure a front-row lock-out. But both Evans and Cassidy made minor mistakes in their semi-final duels against Pascal Wehrlein and Stoffel Vandoorne respectively, leaving the pair on the second row but in position to still capitalise on Jaguar's strong package.

While polesitter Wehrlein and fellow front-row starter Vandoorne held position off the line, Evans went side-by-side with Cassidy through Ste Devote and emerged ahead of his team-mate in a flashpoint that would ultimately determine the winner.

Unlike the previous Misano E-Prix double-header where overtaking was abundant, the tight confines of the Monte Carlo street circuit meant overtaking was difficult and track position crucial. The status quo therefore remained the same until Vandoorne moved his DS Penske into the lead on lap three when Wehrlein took his first Attack Mode power boost at the earliest opportunity, which dropped the Porsche driver to fourth. Just two laps later Vandoorne also took his first Attack Mode, but the Belgian managed to maintain the lead because he had built enough of a gap over Evans and Cassidy.

Vandoorne's deployment had come just moments before a safety car was called into action after Edoardo Mortara was involved in a nasty crash at the Swimming Pool chicane, his Mahindra suffering from a technical problem that sent him hard into the barriers. With Mortara unharmed and his wreckage removed, racing resumed on lap nine with Vandoorne taking his second Attack Mode the following lap, allowing Evans to move comfortably into the lead. Crucially, Cassidy also moved ahead after a late dive up the inside into Mirabeau that proved pivotal to Jaguar's race-winning strategy. Even before the lap was over, Cassidy had already started to slow his pace to such an extent that Evans was able to pull a 3s gap that allowed him to take his first Attack Mode next time around and maintain the lead.

It was rinse and repeat over the following two laps, with Cassidy dutifully ensuring that his team-mate could rebuild another 3s advantage before Evans took his final activation on lap 13. Approaching the start/finish straight to begin lap 14, Evans lifted off to initiate the second phase of Jaguar's masterplan and, just like Cassidy had done before, he too began to slow his pace after letting his team-mate ahead. The new leader took his Attack Modes on laps 15 and 17, and each time retained position.

But after his second activation, and rejoining in front of Evans,



Cassidy let his team-mate have the inside line into Mirabeau. Evans moved back ahead in what was the race-winning moment and, even with 14 laps still to run at that stage, a Jaguar 1-2 never really appeared in doubt, such was their dominance.

Any minor concerns on remaining energy were forgotten when a second safety car was deployed on lap 25, after Nico Muller was pushed into the barrier at Rascasse by Jake Hughes, for which the McLaren driver was handed a five-second penalty. Even with the addition of two added laps due to the pair of safety car periods, energy was not a factor and Evans pulled the pin at the restart. Over the remaining five laps the Jaguar machines demonstrated their supreme pace, crossing the line separated by less than a second, but with Evans nearly 4s clear of the chasing pack.

Victory gave Evans his first visit to the top step of the podium in Monaco, despite six previous top-three positions across Formula E and GP2 races at the venue. It also signified his first win of the season in a campaign which, before last weekend, had yielded just one podium in seven races. "We knew it was going to be a tough race – we knew it was all about the strategy around the Attack Modes," said Evans. "I owe this win to Nick; he really helped me when it mattered. I helped him as well, but I really appreciate the team player he was today. It's an amazing team achievement."

Although not drawn on the specific team orders that had been agreed ahead of the race, Evans suggested that being the leading Jaguar driver from the opening lap put him in the best position. "I wasn't expecting to get past him at Turn 1 but I think I was in the lead when it [Attack Modes] all kind of happened," he added. "I think that was probably the fairest way to do it and it's how it was sort of said to me in the briefing."

What made Jaguar's strategy even more impressive was that "communication was difficult from a radio point of view", >>





Werhlein leads from pole into Ste Devote. He heads the points standings

with Cassidy left unable to speak with his team at times. “I feel like I was the guy driving a few decisions and so it was more me trying to communicate to them almost what I’m doing,” he related. “Why I think today was well handled is because we didn’t expect to be in the position that we were, but I kind of took it upon myself to do what’s the most fair and try and get the best result for the team, so I’m proud of myself for that.”

A fifth podium in eight races has put Cassidy just seven points off the top of the standings, and he admitted that “100%” his focus is on claiming his maiden Formula E title, on a day in Monaco when either Jaguar driver could have won the race.

Behind the dominant Big Cats, Vandoorne completed the podium, which was remarkably his first top-three finish since 2022 when he wrapped up that year’s Formula E title in Seoul. While there were smiles, Vandoorne also knew that the chance of a win had slipped through his grasp, and that he had dropped behind Cassidy at a crucial point in the race.

“We really managed the first part of the race very well and actually took control before taking my first Attack Mode, still being in the lead with both Jaguars behind [when they] hadn’t taken either of them,” he said. “So I think it was a good stage of the race and then where I feel like we lost the race is when I took the second. We nearly pulled out between both Jaguars, and I think if we’d have managed that it would have been a different race today and had a real chance of winning it.”

Vandoorne’s most serious attempt at disrupting Jaguar’s stronghold came at the start of lap 11, when he tried to repass Cassidy into Ste Devote but without success. The 2022 champion’s lack of aggression was a point of contention for DS Penske team-mate Jean-Eric Vergne, who had shadowed Vandoorne as per team orders for much of the race after starting fifth. Vergne had been feisty in the opening laps, repassing Maximilian Guenther’s Maserati MSG into the hairpin before doing the same to Wehrlein around the outside into the Nouvelle chicane in the space of a lap.



Vandoorne couldn’t lay a glove on the Jaguars

## “I would definitely not have let the Jaguar drivers play their games and smoke their cigars”

Now in fourth, Vergne probed the defences of Cassidy, most noticeably at Mirabeau and into the Nouvelle chicane, but he failed to make further ground. He only moved into third briefly after Vandoorne allowed him ahead at the hairpin in order for the Frenchman to take his second Attack Mode on lap 16, which dropped him back to fourth for the remainder of the race.

“If I had passed [Vandoorne] I would have definitely tried something, I would definitely not have let the Jaguar drivers play their games and smoke their cigars,” fumed Vergne. “I was ready to let Stoffel by at the end for the podium, but I was not going to be sitting the whole race doing nothing. Clearly if he cannot pass I wanted to have a go and if I could not pass either I would have happily let him by again. Stoffel did nothing wrong, he did a good race. It’s just frustrating to be a clear number two today sitting behind.”

Also left frustrated was Wehrlein who, after taking the outright championship lead courtesy of four points for his third pole position of the season, was arguably in prime position to take a hat-trick of wins given the more traditional style of racing that played out. But the German admitted that his race “was over on lap three” after his first Attack Mode dropped him to fourth. With the Jaguar and DS Penske drivers working strategically together, Wehrlein was never able to recover track position, but still left Monaco with a lead of seven points in the standings.

Porsche team-mate Antonio Felix da Costa had been bitterly unlucky on his way to seventh, forced to come to a complete stop at the hairpin through no fault of his own. The Envision Jaguar of Sebastien Buemi had been pushed wide by Sergio Sette Camara and into the barrier – the ERT driver was given a five-second penalty as a result – and da Costa was the innocent party before putting in a strong recovery drive.

Between the Porsche drivers, Oliver Rowland secured another points finish after climbing up the order from 15th to sixth, while Nissan team-mate Sacha Fenestraz was able to finish eighth. Guenther and the Andretti Porsche of Norman Nato completed the top 10, the Frenchman recovering after making a pitstop to repair a broken front wing.

Evans’s victory has left him just a race win behind Wehrlein in the points at the halfway stage and, given his impressive form last year after he finally got off the mark, there’s every reason to believe he can still launch a serious championship assault. 🏆



### BAD DAY FOR DENNIS

Reigning Formula E world champion Jake Dennis endured a torrid time in Monaco. The Andretti driver could only line up 18th on the grid, while an incident with Envision's Robin Frijns on lap 10 meant he had to pit for a new front wing, which left him 19th at the chequered flag. Dennis had entered the weekend tied on points with Pascal Wehrlein at the top of the standings, but now sits 13 behind in third.

### DARUVALA'S TECH DRAMA

Maserati MSG's Jehan Daruvala was handed a 48-second penalty post-race in lieu of a 10-second stop/go, after finding himself unable to take either of his Attack Mode power boost activations during the Monaco E-Prix. The Indian finished 18th on the road, but a technical problem with the Attack Mode loop transponders prevented him from performing the activations and he slumped to 20th in the final classification.

### BIRD SUFFERS BREAK...

Sam Bird was forced to miss the Monaco E-Prix after breaking a bone in his hand in an accident during the first practice session. The Briton, who won the Sao Paulo round this season, hit the barrier at Ste Devote in his McLaren Nissan and picked up an injury to the same hand he broke in 2022 in London. The team confirmed that "he will require further treatment", and it was unknown as Autosport went to press whether he will need to undergo surgery or be able compete in the next round in Berlin.

### ...AS BARNARD GETS HIS

McLaren reserve Taylor Barnard became the youngest driver to start a Formula E race, after getting just 20 minutes' notice ahead of FP2 that he would be filling in for the injured Bird. The 19-year-old Briton (below), who is also racing in Formula 2 this year for PHM, finished last in his qualifying group, just 1.730s off the top time, and then stayed out of trouble in the race to claim 14th position out of 20 finishers.



### RESULTS FORMULA E ROUND 6/10, MONTE CARLO (MCO), 27 APRIL (31 LAPS – 64.279 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-Type 6	58m15.455s
2	Nick Cassidy (NZL)	Jaguar Racing / Jaguar I-Type 6	+0.946s
3	Stoffel Vandoorne (BEL)	DS Penske / DSE-TENSE FE23	+3.835s
4	Jean-Eric Vergne (FRA)	DS Penske / DSE-TENSE FE23	+4.799s
5	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric Gen3	+6.378s
6	Oliver Rowland (GBR)	Nissan / Nissan e-4ORCE 04	+6.792s
7	Antonio Felix da Costa (PRT)	Porsche / Porsche 99X Electric Gen3	+7.364s
8	Sacha Fenestraz (FRA)	Nissan / Nissan e-4ORCE 04	+7.928s
9	Maximilian Gunther (DEU)	Maserati / Maserati Tipo Folgore	+8.262s
10	Norman Nato (FRA)	Andretti / Porsche 99X Electric Gen3	+9.045s
11	Lucas di Grassi (BRA)	Abt / Mahindra M10Electro	+9.889s
12	Nyck de Vries (NLD)	Mahindra Racing / Mahindra M10Electro	+10.183s
13	Dan Ticktum (GBR)	ERT / ERT X24	+17.999s
14	Taylor Barnard (GBR)	McLaren / Nissan e-4ORCE 04	+18.128s
15	Sebastien Buemi (CHE)	Envision Racing / Jaguar I-Type 6	+18.452s
16	Jake Hughes (GBR)	McLaren / Nissan e-4ORCE 04	+18.996s
17	Robin Frijns (NLD)	Envision Racing / Jaguar I-Type 6	+19.106s
18	Sergio Sette Camara (BRA)	ERT / ERT X24	+24.573s
19	Jake Dennis (GBR)	Andretti / Porsche 99X Electric Gen3	+32.032s
20	Jehan Daruvala (IND)	Maserati / Maserati Tipo Folgore	+1m12.269s
R	Nico Muller (CHE)	Abt / Mahindra M10Electro	23 laps-accident
R	Edoardo Mortara (CHE)	Mahindra Racing / Mahindra M10Electro	3 laps-accident
NS	Sam Bird (GBR)	McLaren / Nissan e-4ORCE 04	injury

Winner's average speed 66.201mph. Fastest lap Daruvala 1m31.052s, 81.982mph.

QUALIFYING 1 Wehrlein 1m29.861s; 2 Vandoorne 1m30.304s; 3 Cassidy 1m30.772s; 4 Evans no time; 5 Vergne 1m30.119s; 6 Buemi 1m30.140s; 7 da Costa 1m30.341s; 8 Gunther 1m30.425s; 9 Frijns 1m31.070s; 10 Daruvala 1m31.010s; 11 Sette Camara 1m31.188s; 12 Mortara 1m31.042s; 13 de Vries 1m31.279s; 14 Fenestraz 1m31.083s; 15 Rowland 1m31.347s; 16 Hughes 1m31.149s; 17 di Grassi 1m31.349s; 18 Dennis 1m31.370s; 19 Nato 1m31.353s; 20 Ticktum 1m31.600s; 21 Muller 1m31.907s; 22 Barnard 1m32.323s.

DRIVERS' CHAMPIONSHIP 1 Wehrlein 102; 2 Cassidy 95; 3 Dennis 89; 4 Rowland 88; 5 Evans 77; 6 Gunther 65; 7 Vergne 65; 8 Bird 38; 9 Vandoorne 37; 10 da Costa 26.

TEAMS' CHAMPIONSHIP 1 Jaguar Racing 172; 2 Porsche 128; 3 Andretti 113; 4 Nissan 112; 5 DS Penske 102; 6 Maserati 67; 7 McLaren 63; 8 Envision Racing 41; 9 ERT 23; 10 Abt 19; 11 Mahindra Racing 0.

MANUFACTURERS' CHAMPIONSHIP 1 Porsche 209; 2 Jaguar 201; 3 Nissan 166; 4 Stellantis 155; 5 ERT 23; 6 Mahindra 19.



Evans (left) paid tribute to Cassidy for helping to ensure "amazing team achievement"

NEXT  
REPORT  
Berlin E-Prix  
16 May issue





# Ingram is the star in the East Midlands

*The dismal weather meant the BTCC went to a late kick-off, before polewinner Tom Ingram made it two superb victories with the Excelr8 Hyundai squad*

MARCUS SIMMONS

PHOTOGRAPHY JEP

**T**he British Touring Car Championship dodged a bullet at Donington Park last Sunday. Heavy rain during April is hardly unheard of in the East Midlands, yet people queued for over an hour to enter the boggy venue. Those lucky enough to arrive before the scheduled 9.05am kick-off for support race action became the *unfortunate* ones, and had to endure four and a half hours of delay until the BTCC itself became the curtain-raiser – two hours after *its* scheduled start. After 30 seconds of action, the field trundled around behind the safety car for over 23 minutes while the tyrewall was rebuilt on the Craner Curves after a predictable first-lap shunt – and a marshal who had fallen over while working on that task was tended to by medics. It left just seven and a half minutes of racing; it was all rather depressing.

And now the BTCC field has another bullet to dodge, in the form of the much-improved Excelr8 Motorsport Hyundai i30 N of 2022 champion Tom Ingram. Fastest in free practice one; fastest in FP2; fastest in two of his three qualifying stages; pole position; victory and fastest lap in race one; victory in race two; a ninth-to-fourth charge in race three despite minimal access to the vastly more significant hybrid-turbo power boost, and fastest lap; a nine-point championship lead. “Just a stonking amount of points – I can’t be disappointed,” he chirped as the sun – yes, it finally appeared! – began to set on Sunday evening. “But what I’m more excited about is the speed of that thing now – it is stupendously good.”

Yes, we got in three races; one in the wet, two in the dry. Yes, conversation turned once again to the effectiveness of the new-for-2024 regulations, which have effectively doubled the power boost of ‘push-to-pass’. They quite clearly worked, yet the irony was that one of the primary targets of series boss Alan Gow – to prevent the same driver claiming pole and winning both of the first two races – fell flat on its face, partly *because* of the boost increase. In the second race, Ingram got on his button and passed the West Surrey Racing-run BMW 330e M Sport of long-time leader Jake Hill with five laps remaining. “We probably surprised Alan with winning the second race,” chuckled Ingram with a glint in his eye. “But I think that was more the fact that Jake made a mistake that allowed me to win it. I don’t think it was a drive off into the distance – it wasn’t a typical Ash Sutton race two win, we had to fight for it.”

Sutton, indeed, wasn’t a winner at all across the weekend. But the reigning champion was in the thick of it throughout. The Allied Racing-run NAPA Ford Focus ST maestro harvested three podiums, and seemed chipper across the whole event. It’s all a matter of perspective. Remember 2023 and his disastrous day at this equivalent event? “If you compare it to last year, we left here with hardly any points,” he smiled. “So two seconds and a third – three podiums – is good for us.”

But what is significant is that, without the need for any jiggery-pokey on the sporting regulations, Sutton and the NAPA boys have



a massive battle on their hands in 2024. There is always a pristine, sporting purity to the first qualifying session of the season – in latter years because everyone runs the same amount of boost. And it was not the Ford at the top, but the Hyundai. A three-day test in the sunshine at Anglesey before all the official pre-season group running had left Ingram buoyant that Excelr8 had ticked the development boxes that the British climate prevented them doing in 2023. And his optimism was well-placed.

The new IndyCar-style qualifying format was long-drawn-out, and showers of rain on Saturday left Ingram and Sutton among those with squeaky-bum moments getting onto the right tyres at the right time to progress through the first stage. But when it mattered in the final phase, Ingram was ahead of the four-time champion by 0.051 seconds. The significance was not lost on him. “It feels insane – from where we were last year to where





Ingram leads Hill, Turkington and Sutton as Osborne is pushed sideways in the opener



Race one and two winner Ingram shares delight at “stupendously good” pace

we are now,” he gushed. “We never thought we’d be able to challenge, we were always on the back foot.”

Bearing in mind Ingram’s performance on the Donington GP layout last August, when the Hyundai matched the Ford for the only time in 2023, is it circuit-specific? “From what we’ve seen in testing it’s everywhere,” Ingram continued. “We’ve taken some big, big steps forward. We’ve not touched the car today, apart from to polish it and put it some fuel. From a psychological perspective this is a nice place to be.”

Alliance hasn’t had the same climate rub of the green as Excl8 for its pre-season testing, and Sutton explained that in free practice “we were still trying a few things testing-wise. Q2 [where Sutton was quickest after rain in Q1] was the first time we had a read on the balance. Was it perfect in Q3? No. Was there a little bit on the table from myself? Yes. Did I throw a little bit of time away

at the chicane? Yes. And the track conditions, wind, aero – they’re a strong car – possibly favoured them [Ingram and Excl8] today.”

Also in the mix were the leading two WSR BMWs of Colin Turkington and Hill. The Sunbury team has carried out a package of development on the 3-Series over the winter and this is still being fine-tuned. “We’ve had a slight balance issue right from pre-season which we haven’t quite eradicated,” offered Turkington. “It could be the change in weight distribution, or it could be the slightly different construction tyre. We were three tenths from Ash and Tom, and I can safely say two tenths was at the final chicane – it’s tougher for a rear-wheel-drive car to get through there cleanly.” Hill felt he should have eclipsed Turkington, and possibly Sutton, but “I had a slight lock-up into the Old Hairpin that just forced me to run a little deep. I think the cold weather has done us over a little bit – the BMW struggles with tyre temperature anyway.” >>



# CATACLEAN®



## **THE COMPLETE FUEL AND EXHAUST SYSTEM CLEANER.**

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



- ✓ **REDUCES EMISSIONS**
- ✓ **RESTORES PERFORMANCE**
- ✓ **IMPROVES FUEL ECONOMY**

Results may vary subject to vehicle/fuel type,  
driving style/cycle and climate conditions.



### **HOW DOES IT WORK?**

Scan the QR code and watch  
the Cataclean CGI video!  
or go to [www.cataclean.com](http://www.cataclean.com)

 @cataclean

  @catacleanuk

  @catacleanglobal





## SCOTLAND'S RONAN EMPEROR?

While Tom Ingram was the toast of the Excelr8 Motorsport garage at Donington Park, his 22-year-old team-mate Ronan Pearson added further proof that he is a BTCC star of the future.

First, the Scot did a fine job to make it through to the 'Quick Six' qualifying pole shootout, where he ended up fifth. He retained that position in the opening race, and his Hyundai was putting Colin Turkington under serious pressure in the sequel before the power-steering failed at Coppice, sending him for a rather watery trip through the grass. Somehow the glitch cleared in the pits, and Pearson rejoined one lap down – and set the fastest lap of the race.

Sadly for Pearson, the same issue afflicted him in race three, adding further woe to the non-Ingram corners of Excelr8: veteran Tom Chilton had a nightmare on Saturday with overboost problems, while a fuel pump packed up in race two.

"I'm delighted – it's probably the best day I've had in the car," enthused Pearson (who was not part of the three-day Anglesey test) of his qualifying effort. "I made the call on tyres in every session, and it was played really well by the team."

The other driver outside the BTCC's traditional 'Big Four' to make it through to the Quick Six was Andrew Watson, who was pretty chuffed to spearhead the four-strong Speedworks Toyota quartet. "We haven't had much dry testing, and it's going to take a while," he said. "But compared to the more settled teams we have more room for growth. The car's quick – we just need to do it consistently."

While Speedworks stablemate Aiden Moffat went to zero to hero on Sunday, brake-line problems in races one and two – plus a damaged bumper in the latter outing – put Watson's weekend on a downward trend. But he'll bounce back.



Watch out, tyre stack! Race three fight as Turkington leads Sutton and Morgan, Huff to the outside

From the second row, Turkington briefly nosed ahead of polesitter Ingram, but found himself on the outside line for Redgate and lost places to Hill and then Sutton. But when the Alliance Ford of Sam Osborne was nerfed onto the wet grass at the top of the Craner Curves, it meant a one-way trip to a heavy impact with the barrier, and that lengthy safety car. Even with the limited racing we had, Hill found himself losing his rear tyres, and a small slip allowed Sutton into range to pull off a pass for second at Coppice with just over three laps remaining.

Ingram had dominated, but he and Sutton lit up their tyres on the cold track at the start of race two and Hill speared his

## “For the next 12 laps I was having a fantastic time, but then I started losing the rears”

BMW in front. “They made my start look a lot better!” laughed the diminutive Kentishman. “For the next 12 laps I was having a fantastic time, but then I started losing the rears [again] – I couldn't carry the same corner speed as I did before. I had a slight locking at Redgate, and that's where Tom got alongside, but he was reeling me in anyway. And Ash has been divebombing like you wouldn't believe. It's pretty vicious, but what can you do?”

Sure enough, Ingram peeled through and had the inside line down the Craners, before Sutton – like the Hyundai, the Ford had boost enabled – swiped second from Hill at the Old Hairpin. Hill fought back with his hybrid on the next lap to repass, before Sutton repaid the compliment. This served only to allow Ingram to make a break, but that might not have happened had he not so fiercely defended second place from Sutton earlier in the race. Sutton, on his hybrid, looked to have grabbed it at Schwantz Curve on lap five, only for Ingram to forcefully elbow his way back inside at McLeans.

Sutton seemed to be fuming slightly about this after the race – and so did his car, which began smoking on the cool-down lap in a way not seen in the BTCC since the days of Jo Winkelhock. But the worried folk in the NAPA garage were relieved to discover it was nothing more than an oil catchtank problem.

Again, he had a spectacular battle with Ingram in the finale, but that was merely the climax of an absolute epic from the reversed >>>



grid. Returning hero Rob Huff found himself on pole after finishing ninth in race two in his Speedworks-run Toyota Gazoo Racing GB Corolla, while alongside him was Aiden Moffat from Speedworks' sister LKQ garage. For Huff, it was an unexpected cash-in following what until then had been a pretty poor 'welcome home' to UK racing – first he was barred from taking part in qualifying because of a procedural error on the part of the team in not lining up his car on the pit apron at the start of the session, then he got fired through the Old Hairpin gravel in race one by the innocent Mikey Doble, who had been punted rather forcefully

## “We set fastest lap without using the hybrid, which is encouraging. We showed great, great pace”

by Dan Rowbottom.

From fourth on the grid, many tipped the Alliance Ford of Dan Cammish. Like Huff, he failed to progress beyond Q1, in his case because of a cock-up in pitting for wet-weather tyres – the right decision, but it left him insufficient time to get round to the start/finish line to begin a lap. But Cammish had shown his speed by racing to eighth in the limited opener, and sixth in race two. Then he accidentally activated his brake line lock on the grid, got swallowed up, and spent the race in the biff-and-bash midfield.

Instead it was second-row partner Adam Morgan who forced his WSR BMW to the fore, but a lock-up at McLeans on the restart lap following an early safety car allowed Huff and Moffat in front. Understandably, much attention has been put on Speedworks for its recruitment of 2012 world champion Huff. But Moffat has always been quick on his day, and the team has been impressed with the Scot so far. He too was caught on the wrong tyres in Q1, and battled brake problems in the first two races, but won a mid-race hybrid duel with Huff to move in front.

As Huff descended the order, Turkington moved in to challenge Moffat. Sutton had pulled off a sensational move on his fellow four-time champion at the Old Hairpin earlier on, “but Colin dumped the entire hybrid amount down the back straight and the closing speed was too much for me to defend – we would have had a big accident and I had to be sensible about that one”. For his part, Turkington was much happier with life: “That was a game of snakes and ladders – up and down! Very tactical as well. We made changes to the car – nothing wholesale, just leaning the car to where it needs to be with the weight distribution.” But Moffat was intelligent in where he used what was left from his bounty of boost, and Turkington had run out...



Sutton shows Moffat the price of victory

“All I could do was keep the pressure on and hope he made a mistake, but Aiden drove really well.”

Turkington's inability to pass allowed Sutton back onto his tail, and in turn Ingram and Hill latched on to form a leading quintet. As race two winner, Ingram had just one lap of hybrid, and used it on the final tour. Somehow, Sutton saved a massive wriggle into McLeans as he defended. “Ash did say to me ‘I owe you one’ after the second race,” said Ingram. “Maybe we mark that down as even with his fairly serious ‘tyre-warming’ to keep me behind.”

Hill, whose early battle with Sutton led to a flappy wheelarch on the Ford, was “really pleased with a great haul of points” from two thirds and a fifth: “More importantly, we’ve learned so much about our car, especially between races two and three. It was much better in the final race, but there’s still work to be done.”

Thanks to his win, Moffat is next up behind the series' traditional top quartet in the points, but it had looked as though team-mate Josh Cook would occupy that position. The West Countryman struggled with braking stability all weekend, but made a big step forward to beat Turkington to fourth in race two. “That was the first race distance run I’ve done in the Toyota in the dry,” he explained. “The whole team worked really hard at getting a load of parts changed overnight. They even had the engine out to replace the brakes and steering rack.”

But it's the car that only needed polishing and fuelling that they all have to beat. “We set the fastest lap without using the hybrid, which is encouraging,” grinned Ingram. “We showed great, great pace this weekend. From a chassis perspective it feels outrageous. We’re in good shape.”

[P66 BTCC SUPPORTS REPORT](#)



Moffat holds off Turkington and Sutton in evening



RESULTS ROUND 1/10, DONINGTON PARK (GBR), 28 APRIL RACE 1 (21 LAPS – 41.521 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Tom Ingram (GBR)	Excelr8 Motorsport/Hyundai i30 N	32m23.071s
2	Ash Sutton (GBR)	Alliance Racing/Ford Focus ST	+2.485s
3	Jake Hill (GBR)	West Surrey Racing/BMW 330e M Sport	+4.239s
4	Colin Turkington (GBR)	West Surrey Racing/BMW 330e M Sport	+8.148s
5	Ronan Pearson (GBR)	Excelr8 Motorsport/Hyundai i30 N	+9.153s
6	Josh Cook (GBR)	Speedworks Motorsport/Toyota Corolla GR Sport	+11.511s
7	Aron Taylor-Smith (IRL)	Power Maxed Racing/Vauxhall Astra	+13.249s
8	Dan Cammish (GBR)	Alliance Racing/Ford Focus ST	+14.382s
9	Aiden Moffat (GBR)	Speedworks Motorsport/Toyota Corolla GR Sport	+19.036s
10	Andrew Watson (GBR)	Speedworks Motorsport/Toyota Corolla GR Sport	+19.488s
11	Tom Chilton (GBR)	Excelr8 Motorsport/Hyundai i30 N	+20.750s
12	Mikey Doble (GBR)	Power Maxed Racing/Vauxhall Astra	+23.198s
13	Daryl DeLeon (PHL)	Unlimited Motorsport/Cupra Leon	+23.666s
14	Adam Morgan (GBR)	West Surrey Racing/BMW 330e M Sport	+23.876s
15	Chris Smiley (GBR)	Restart Racing/Cupra Leon	+24.629s
16	Nick Halstead (GBR)	Excelr8 Motorsport/Hyundai i30 N	+26.388s
17	Scott Sumpton (GBR)	Restart Racing/Cupra Leon	+27.047s
18	Rob Huff (GBR)	Speedworks Motorsport/Toyota Corolla GR Sport	+27.259s
R	Dan Rowbottom (GBR)	Alliance Racing/Ford Focus ST	20 laps-bonnet on windscreen
R	Sam Osborne (GBR)	Alliance Racing/Ford Focus ST	0 laps-accident

Winner's average speed 76.93mph. Fastest lap Ingram 1m15.177s, 94.77mph.

**Q3** 1 Ingram 1m07.845s; 2 Sutton 1m07.896s; 3 Turkington 1m08.160s; 4 Hill 1m08.220s; 5 Pearson 1m08.621s; 6 Watson 1m08.837s.  
**Q2** Sutton 1m08.020s; Ingram 1m08.099s; Turkington 1m08.417s; Hill 1m08.456s; Pearson 1m08.802s; Watson 1m08.924s; 7 Taylor-Smith 1m08.927s; 8 Cook 1m09.085s; 9 DeLeon 1m09.094s; 10 Doble 1m09.211s; 11 Osborne 1m10.149s; 12 Smiley 1m10.753s.  
**Q1 – GROUP 1** Ingram 1m14.512s; Taylor-Smith 1m15.043s; Watson 1m16.170s; Pearson 1m17.355s; Doble 1m17.932s; Osborne 1m18.819s; 16 Morgan 1m18.895s; 17 Cammish 1m25.645s; 18 Moffat 1m26.156s; 19 Halstead no time.  
**Q1 – GROUP 2** Turkington 1m08.772s; Hill 1m09.412s; DeLeon 1m09.469s; Sutton 1m09.579s; Cook 1m09.710s; Smiley 1m10.885s; 13 Chilton 1m12.424s; 14 Rowbottom 1m15.457s; 15 Sumpton 1m15.548s; 20 Huff no time.



Action in morning was mainly trench-digging to aid with drainage

**GRID RACE 2** Decided by result of Race 1.

**RACE 2** (18 LAPS – 35.584 MILES)  
**1** Ingram 21m03.154s; **2** Sutton +0.917s; **3** Hill +1.854s; **4** Cook +5.725s; **5** Turkington +6.775s; **6** Cammish +8.378s; **7** Morgan +9.004s; **8** Moffat +11.653s; **9** Huff +12.697s; **10** Rowbottom +13.294s; **11** Taylor-Smith +17.117s; **12** Watson +18.033s; **13** Doble +18.534s; **14** Smiley +22.870s; **15** DeLeon +25.938s; **16** Halstead +1m01.824s; **17** Pearson -1 lap; **R** Sumpton 12 laps-hybrid motor; **R** Chilton 11 laps-fuel pump; **NS** Osborne accident damage.  
**Winner's average speed** 101.41mph. **Fastest lap** Pearson 1m09.134s, 103.05mph.

**GRID RACE 3** Decided by result of Race 2, with top nine reversed.

**RACE 3** (20 LAPS – 39.542 MILES)  
**1** Moffat 24m57.046s; **2** Turkington +0.520s; **3** Sutton +1.625s; **4** Ingram +1.981s; **5** Hill +2.284s; **6** Huff +4.041s; **7** Morgan +6.158s; **8** Rowbottom +6.304s; **9** Cook +9.322s; **10** Cammish +9.819s; **11** Chilton +10.870s; **12** Watson +11.419s; **13** Doble +11.970s; **14** Taylor-Smith +12.603s; **15** Osborne +18.669s; **16** Sumpton +24.931s; **17** Halstead +26.382s; **R** Smiley 8 laps-radiator holed by Ford shrapnel; **R** Pearson 4 laps-power-steering; **R** DeLeon 2 laps-spun off.  
**Winner's average speed** 95.09mph. **Fastest lap** Ingram 1m09.257s, 102.87mph.

**CHAMPIONSHIP**  
**1** Ingram 58; **2** Sutton 49; **3** Hill 42; **4** Turkington 41; **5** Moffat 36; **6** Cook 30; **7** Cammish 24; **8** Morgan 21; **9** Huff 18; **10** Taylor-Smith 16.



Osborne finishes the accident that starts with pic on page 38/39

NEXT  
REPORT  
Brands Hatch  
16 May issue





## Penske bounces back from storm as McLaughlin heads Power

**INDYCAR**  
**BARBER MOTORSPORTS PARK (USA)**  
**28 APRIL**  
**ROUND 3/15**

Team Penske's Scott McLaughlin withstood rotation of strategies and team-mate Will Power on a late restart to find Victory Lane at Barber Motorsports Park. In a race that had everything from full-send hip check collisions, a trio of split strategies among the 27-car field, and even a mannequin falling on the track, the New Zealander wasn't to be denied from making it back-to-back wins at the 2.3-mile, 17-turn picturesque road course. It was also the fifth win of his IndyCar career.

After starting on pole, McLaughlin pressed on with an aggressive three-stop strategy that allowed him to extract

maximum pace from his Dallara-Chevrolet for all 90 laps. He led a race-high 58 laps, including the three from the final restart, and crossed the finish line by 1.3194 seconds over Power, whose car underwent an engine change after the morning warm-up just two hours prior to the race. "We did what we thought we could do," McLaughlin said. "So proud of the execution, the way that the team, particularly on our car, stuck together. We're here to just take it race by race and see what happens towards the end of the season."

Chip Ganassi Racing rookie Linus Lundqvist, the 2022 Indy NXT champion, finished behind McLaughlin and Power to collect the first podium of his career at this level in only his sixth IndyCar start. In contrast, it was Power's 100th podium in his 288th start.

The best of those on the two-stop strategy was Meyer Shank Racing's Felix Rosenqvist, who finished fourth after a late pass on reigning and two-time IndyCar Series champion Alex Palou, who started 10th and finished fifth in his Chip Ganassi Racing Honda-powered car.

The triumph for McLaughlin came after a tumultuous week for Team Penske. The integrity of the organisation was put into question by the paddock after IndyCar officials disqualified St Petersburg race winner Josef Newgarden and third-place finisher McLaughlin for illegal use of the push-to-pass system in last month's season-opener. Power's car also featured the same software, which resulted from a coding change during hybrid testing that was not removed when the 2024 season began, but data did not find him guilty of using it in a wrongful manner. He was still docked 10 points, while all three were fined \$25,000 each and forfeited their prize money. The breach was not found until last weekend's round in Long Beach, and the disqualifications were handed out 45 days after the event.

With that, along with a gearbox issue in Long Beach, McLaughlin came into the weekend at Barber Motorsports Park 29th (in other words, last) in the championship with only five points. While he won't call this a redemptive drive, the victory elevates him to ninth in the standings with 59 points. Andretti Global's Colton Herta leads the title race with 101, one ahead of Power.



Rookie Lundqvist scored his first IndyCar podium

LEVITT





“It’s the third race of the year,” McLaughlin said of his title hopes. “So much time is left to go. We know how much of a wildcard IndyCar racing is. I just know how good our team is, how fast my car can be. We’re still building, as everyone is. It’s just hard to get into the cadence of the season. I feel like we always hit our stride around Detroit or just after.”

One incident during the race that made McLaughlin “a little mad” was when a mannequin fell from the pedestrian bridge near Turn 8 onto the grass at the side of the track. The bizarre moment happened on lap 52 when ‘Georgina’ – installed by eccentric track owner George Barber in 2016 – dropped as cars furiously whipped by. Luca Ghiotto, making his IndyCar debut with Dale Coyne Racing, was the first to clip the hand of the fibreglass and plastic doll.

IndyCar officials held off from waving a yellow for the incident, and the stray mannequin was collected by safety crews after the next caution came out three laps later, when AJ Foyt Racing’s Sting Ray Robb crashed his car into the Turn 1 barrier due to steering failure.

After the race, Power provided some humour by saying: “That would have been funny if it landed in someone’s cockpit, ‘There’s a lady attacking me!’” Fortunately, Power did recognise Georgina and had enough awareness to not mistake it for a real person. “I knew exactly what it was,” he said. “Should go in a glass case, preserve the body. Mummify it!”

JOEY BARNES

RESULTS ROUND 3/15, BARBER M'SPORTS PARK (USA), 28 APRIL (90 LAPS – 207.000 MILES)			
POS	DRIVER	TEAM / CAR	TIME
1	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	1h56m45.7773s
2	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+1.3194s
3	Linus Lundqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	+2.4421s
4	Felix Rosenqvist (SWE)	Meyer Shank Racing / Dallara-Honda	+4.5109s
5	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+5.3692s
6	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+6.0509s
7	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+6.6055s
8	Colton Herta (USA)	Andretti Global with Curb-Agajanian / Dallara-Honda	+7.5124s
9	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	+8.0375s
10	Kyle Kirkwood (USA)	Andretti Global / Dallara-Honda	+8.5573s
11	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+9.0288s
12	Romain Grosjean (FRA)	Juncos Hollinger Racing / Dallara-Chevrolet	+9.4495s
13	Jack Harvey (GBR)	Dale Coyne Racing / Dallara-Honda	+10.1269s
14	Kyffin Simpson (CYM)	Chip Ganassi Racing / Dallara-Honda	+10.4415s
15	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+11.3628s
16	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+12.2355s
17	Rinus VeeKay (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+13.5092s
18	Marcus Ericsson (SWE)	Andretti Global / Dallara-Honda	+13.8437s
19	Tom Blomqvist (GBR)	Meyer Shank Racing / Dallara-Honda	+14.5751s
20	Agustin Canapino (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	+14.6807s
21	Luca Ghiotto (ITA)	Dale Coyne Racing / Dallara-Honda	+15.6809s
22	Theo Pourchaire (FRA)	Arrow McLaren / Dallara-Chevrolet	-1 lap
23	Pato O'Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	+16.4461s
24	Christian Rasmussen (DNK)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
25	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	60 laps-lost wheel
26	Sting Ray Robb (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	54 laps-accident
27	Pietro Fittipaldi (BRA)	Rahal Letterman Lanigan Racing / Dallara-Honda	42 laps-accident

Winner's average speed 106.369mph. Fastest lap McLaughlin 1m07.7544s, 122.206mph.



**Q3 1** McLaughlin 1m05.9490s; **2** Power 1m06.0460s; **3** Lundgaard 1m06.0818s; **4** O'Ward 1m06.2940s; **5** Rosenqvist 1m06.4524s; **6** Armstrong 1m06.9022s.

**Q2** Lundgaard 1m05.8130s; **Power** 1m05.8765s; **McLaughlin** 1m05.9344s; **Armstrong** 1m05.9593s; **O'Ward** 1m06.0374s; **Rosenqvist** 1m06.0418s; **7** Rahal 1m06.0942s; **8** Newgarden 1m06.2908s; **9** Kirkwood 1m06.2959s; **10** Palou 1m06.3013s; **11** Grosjean 1m06.3526s; **12** Blomqvist 1m06.3871s.

**Q1 - GROUP 1** Palou 1m05.5862s; **O'Ward** 1m05.8193s; **Armstrong** 1m05.9767s; **Rahal** 1m05.9948s; **Grosjean** 1m06.0343s; **Kirkwood** 1m06.0350s; **13** Dixon 1m06.1425s; **15** Herta 1m06.1481s; **17** Ferrucci 1m06.2751s; **19** Lundqvist 1m06.2825s; **21** Ghiotto 1m06.4788s; **23** Simpson 1m06.5267s; **25** Robb 1m06.8404s.

**Q1 - GROUP 2** McLaughlin 1m05.8147s; **Power** 1m06.0450s; **Newgarden** 1m06.1385s; **Lundgaard** 1m06.2147s; **Rosenqvist** 1m06.2483s; **Blomqvist** 1m06.4519s; **14** Rasmussen 1m06.4803s; **16** Rossi 1m06.5054s; **18** Ericsson 1m06.5846s; **20** Canapino 1m06.6706s; **22** Harvey 1m06.7969s; **24** Pourchaire 1m06.9052s; **26** Fittipaldi 1m06.9244s; **27** VeeKay 1m07.7392s.

**CHAMPIONSHIP 1** Herta 101; **2** Power 100; **3** Palou 98; **4** Dixon 94; **5** Rosenqvist 88; **6** O'Ward 71; **7** Kirkwood 67; **8** Lundqvist 62; **9** McLaughlin 59; **10** Ferrucci 58.

NEXT  
REPORT  
Indianapolis GP  
16 May issue





Ferrari of Aitken leads the pack at the start of the opening race on Saturday

## Aitken makes Saturday a Frey day

**DTM**  
**OSCHERSLEBEN (DEU)**  
**27-28 APRIL**  
**ROUND 1/8**

Versatile Briton Jack Aitken kicked off his second season in the DTM with the Emil Frey Racing Ferrari squad with a win in Saturday's opener at Oschersleben. But he went from hero to zero on Sunday with an unfortunate early exit.

Both of the races were nearly decided by drivers pitting in anticipation of a Full Course Yellow, circumventing a new regulation in the rulebook that prevents any cheap pitstops during caution periods. It was BMW ace Marco Wittmann who timed his stop to perfection in the first race, with Schubert Motorsport calling him into the pitlane just seconds before the FCY was deployed after Ben Dorr came to a halt on the start/finish straight with a wheel missing from his McLaren. This catapulted the German to the front of the pack, well clear of polesitter Aitken, who hadn't put a foot wrong in the first stint and had

already completed his pitstop.

The safety car that followed did offer Aitken a reprieve, but Wittmann was doing enough to close in on a first DTM win since the 2022 finale at Hockenheim, incredibly from 19th on the grid. With just a handful of minutes to run, his BMW suddenly began to slow with what was later reported to be a 'refuelling issue' [*presumably meaning not enough went in – ed*], handing the advantage back to the Ferrari of Aitken. While the two-time DTM champion eventually stopped on track to retire, Aitken was able to cruise to the chequered flag and claim his second victory in the series.

The SSR Performance Lamborghini of Mirko Bortolotti took a fine second position, the Italian repassing the Abt Sportsline Audi of Ricardo Feller at the safety car restart. Feller also came under serious pressure from Sheldon van der Linde's Schubert BMW on the final lap, but was able to hold off the 2022 champion for third.

On Sunday it was Luca Engstler, driving a Grasser Lamborghini, who benefitted by pitting moments before an FCY, which was

deployed when Thierry Vermeulen's Emil Frey Ferrari caught fire after an incident with the Schubert BMW of Rene Rast.

Maro Engel pitted his Winward Mercedes on the same lap as Engstler and the two rejoined at the front, well clear of polesitter Bortolotti and the HRT Mercedes of Luca Stolz. That allowed Engstler and Engel to duel for victory. The Engstler family's previous best DTM finish had come with dad Franz's fourth place in his Tic-Tac-liveried BMW M3 at Hockenheim in 1992, in a race won by Roberto Ravaglia. But his son did just enough to resist Engel for victory.

Bortolotti couldn't head to the pitlane until after the FCY ended, and his day went from bad to worse when the SSR team struggled to fit the left-rear tyre on his Lambo, sending him tumbling to 15th at the finish. Stolz went on to finish third, with Arjun Maini (HRT) rounding off a strong day for Mercedes in fourth. South African brothers Kelvin (Abt Audi) and Sheldon van der Linde took fifth and sixth at the flag, both gaining a place when Feller slowed down exiting the final corner.

Aitken qualified third for this race, but contact with front-row starter Stolz at Turn 1 damaged a tyre valve, and as a result of that he made contact with the Lamborghini of Maximilian Paul, causing enough damage to put the Ferrari out of the race.

It was a relatively low-key weekend for reigning champion Thomas Preining, despite Porsche receiving a mid-round Balance of Performance boost, and he claimed 10th and 13th across the two races.

**RACHIT THUKRAL**



Engstler pips Engel at the line in second race

ADAC MOTORSPORT

**motorsport.tv**

Watch race highlights at Motorsport.tv



# Hamlin sails home at Dover after battle

**NASCAR CUP SERIES**  
**DOVER (USA)**  
**28 APRIL**  
**ROUND 11/36**

If anything, Denny Hamlin is true to his word. Earlier in the week on his podcast, the Joe Gibbs Racing Toyota star said he could win on any or all of the next three tracks on the schedule – Dover, Kansas Speedway and Darlington. And he kicked off that stretch on Sunday with a convincing victory at Dover after fending off a fierce challenge from Kyle Larson in the closing laps.

Hamlin, who led all but 11 of the final 147 laps, got beaten by Larson’s Hendrick Motorsports Chevrolet on pitroad when the two made their final green-flag pitstops of the race, but reclaimed the lead on the ensuing restart. Although Hamlin initially moved out to a big lead, Larson was able to cut the advantage to under a second with 40 of 400 laps to go. He then fell back a bit before he put on one final charge in the last 10 laps until Hamlin edged him by 0.256 seconds at the chequered flag.



The win is the third this season for Hamlin, the most of any driver. It’s also the fourth win in 11 races for the Gibbs team. “I think the key moment really was Kyle did a great job executing on that green-flag pitstop,” he said. “Then we were able to get the lead on the restart, which allowed us, with a caution, to control the restart.”

On the restart where Hamlin retook the lead, Larson got a hard bump from behind from Hamlin’s team-mate Martin Truex Jr that caused Larson to spin his wheels and left the Toyota with front splitter damage.

From there, the race remained green, and Larson was left with what he knew would be a difficult job trying to get back around Hamlin. “I knew when I got within three car lengths, he was going to start moving around,” recounted Larson. “I couldn’t really do anything. I was trying all sorts of different angles and speeds, all that.”

Despite the damage to his car, Truex ended up third ahead of polewinner Kyle Busch and Chase Elliott.

**JIM UTTER**

# Series veteran proves he’s Abel

**INDY NXT**  
**BARBER MOTORSPORTS PARK (USA)**  
**28 APRIL**  
**ROUND 2/12**

Polesitter Jacob Abel went flag-to-flag to capture his breakthrough Indy NXT victory at Barber Motorsports Park.

The Kentucky native fended off a couple of challenges from Nolan Siegel, the winner of the opening round at St Petersburg. Siegel had qualified his

HMD Motorsports car on the front row and put the pressure on, but Abel was cruising in control at the front until a late caution due to a spin into the gravel for Jamie Chadwick at Turn 1, as she attempted a pass Bryce Aron for seventh place, brought a premature end to the race.

For Abel, who drives for his father’s Abel Motorsports team, the maiden win in IndyCar’s developmental series comes in his 30th start. He is now tied with Siegel for the lead in the points. “A lot of close calls last year with it,” Abel summed up. “To get it done is pretty special.”

Siegel secured second, with Irishman James Roe third in his Andretti Global car. Rookie Caio Collet (HMD), in his first season in North America since switching from FIA Formula 3, delivered a clean run to fourth. Briton Louis Foster charged from 21st and last on the grid, after electrical problems on his Andretti Global car meant he didn’t complete a lap in qualifying, to secure fifth ahead of reigning USF Pro 2000 champion Myles Rowe.

**JOEY BARNES**



## WEEKEND WINNERS

**DTM**  
**OSCHERSLEBEN (DEU)**  
**Race 1** Jack Aitken  
Emil Frey Racing (Ferrari 296 GT3)  
**Race 2** Luca Engstler  
Grasser Racing Team  
(Lamborghini Huracan GT3 Evo2)

**NASCAR CUP SERIES**  
**DOVER (USA)**  
Denny Hamlin  
Joe Gibbs Racing (Toyota Camry)

**INDY NXT**  
**BARBER MOTORSPORTS PARK (USA)**  
Jacob Abel  
Abel Motorsports

**INTERNATIONAL GT OPEN**  
**ALGARVE CIRCUIT (PRT)**  
**Race 1** Fabian Schiller/Anthony Bartone  
GetSpeed Performance  
(Mercedes-AMG GT3 Evo)  
**Race 2** Mikael Grenier/Al Faisal Al Zubair  
GetSpeed Performance  
(Mercedes-AMG GT3 Evo)



For full results visit [motorsportstats.com](https://motorsportstats.com)



# Marquez shines as Bagnaia leaves his mark

**MOTOGP**  
**JEREZ (ESP)**  
**27/28 APRIL**  
**ROUND 4/21**

“Just like old times,” Marc Marquez beamed as he reflected upon a maiden MotoGP grand prix podium with the Gresini Ducati team, while showing off rubber marks left on him by Francesco Bagnaia. After starting from pole position, the rider of the #93 bike couldn’t convert this to a first win since 2021. But he came very close in a Spanish Grand Prix battle with factory Ducati ace Bagnaia that will go down in history as one of the best staged at Jerez.

The sprint race on Saturday was chaos: 15 riders crashed across 12 laps as unsighted damp patches wreaked havoc. Those to fall included Marquez, who was leading at the time, while Bagnaia was tangled up in an early collision with Brad Binder and Marco Bezzecchi. The experience made a for a wary start to the 25-lap grand prix.

While conditions were better on the Sunday, damp patches remained in places and Marquez, although he initially took the lead from pole, admitted that his falls the day before and two weeks earlier at Austin weighed heavily on him in those first laps. He soon found himself down in fourth after being passed by Bagnaia, Jorge Martin and Bezzecchi. Bagnaia thrived, leaping on lap one from fourth to second at Turn 6 with a daring double-overtake on Martin’s Pramac Ducati and Bezzecchi’s VR46 version.

But Martin, winner of the sprint, hit the front on lap two. Both he and Bagnaia then



quickly pulled away from Bezzecchi and Marquez. At the start of lap nine, the leading duo were already 0.8 seconds clear. But two laps later Martin crashed out at the Turn 6 hairpin in a “strange” fall that left him perplexed. By this stage, Bezzecchi had moved 0.8s clear of Marquez and, even though the former Honda hero found himself promoted to third by Martin’s fall, his charge looked stunted.

But it turns out the eight-time world champion very much did have the pace to challenge for the win, and across the 12th lap he began to reel Bezzecchi in. On lap 14, he moved through at Turn 6 and set about cutting down Bagnaia’s 1.2s advantage in front. The pair traded fastest laps on the 16th and 17th tours, and at the beginning of lap 20 Marquez was now only 0.5s in arrears after firing in another timechart-topping effort.

The battle shaping up was an intriguing proposition. Double world champion

Bagnaia on the latest spec factory bike versus the best rider of the past decade on the year-old variant; one looking for a third title, the other rebuilding his career having “come from the shit” of four years of injury and bad bikes. Both perhaps one day will find themselves as team-mates and both had already collided in 2024, in Portugal.

As the factory Ducati and Gresini garages held their collective breath, on lap 21 Marquez launched his GP23 up the inside of Bagnaia into the Turn 9 right-hander deep in Jerez’s packed-out stadium section. Bagnaia, stronger on the brakes here, ensured that Marquez ran wide enough for the Spaniard to keep the door ajar into Turn 10. Bagnaia struck back, and the pair connected but stayed mounted. Bagnaia kept a little more lean angle as Marquez checked up, and this was enough to give the Italian the lead into the next turn.

Marquez tried a repeat at Turn 9 next time around, but Bagnaia was too canny



Sparks flew over the Zarco and Espargaro crash, on and off track



Lean in:  
Bagnaia and  
Marquez go at it  
in their thrilling  
Jerez duel

ALL PICS: GOLD AND GOOSE  
**motorsport**  
IMAGES



to be fooled and let him run wide again. A new record fastest lap on the third-from-last circulation was a statement from Bagnaia, and he went on to become 2024's first repeat grand prix winner.

A jubilant Marquez celebrated second as if it was a win, while Bezzecchi returned to form to complete the podium from Alex Marquez (Gresini) and Brad Binder (KTM).

Austin winner Maverick Vinales struggled to ninth after the Aprilia's lack of pace in the wet let him down in qualifying. Fabio Quartararo put on an impressive dash to third in the sprint (which later became fifth due to a tyre pressure penalty), but from 23rd in the main race a repeat climb never materialised when arm pump woes brought about by the Yamaha's poor cornering left him slumped in 15th.

Eight riders failed to make the finish, including KTM wildcard Dani Pedrosa, while an emotional Johann Zarco (LCR Honda) found himself ejected by the race director after strongly criticising chief FIM steward Freddie Spencer for how the investigation into an incident with Aleix Espargaro – as well as many other things, reportedly – was handled.

LEWIS DUNCAN

## RESULTS MOTOGP ROUND 4/21, JEREZ (ESP), 27-28 APRIL (25 LAPS – 68.708 MILES)

POS	RIDER	TEAM	TIME
1	Francesco Bagnaia (ITA)	Ducati	40m58.053s
2	Marc Marquez (ESP)	Gresini Ducati	+0.372s
3	Marco Bezzecchi (ITA)	VR46 Ducati	+3.903s
4	Alex Marquez (ESP)	Gresini Ducati	+7.205s
5	Enea Bastianini (ITA)	Ducati	+7.253s
6	Brad Binder (ZAF)	KTM	+7.801s
7	Fabio Di Giannantonio (ITA)	VR46 Ducati	+10.063s
8	Miguel Oliveira (PRT)	Trackhouse Aprilia	+10.979s
9	Maverick Vinales (ESP)	Aprilia	+11.217s
10	Pedro Acosta (ESP)	Tech3 KTM	+20.762s
11	Raul Fernandez (ESP)	Trackhouse Aprilia	+23.508s
12	Joan Mir (ESP)	Honda	+23.584s
13	Alex Rins (ESP)	Yamaha	+28.452s
14	Takaaki Nakagami (JPN)	LCR Honda	+29.049s
15	Fabio Quartararo (FRA)	Yamaha	+32.015s
16	Stefan Bradl (DEU)	Honda	+41.433s
17	Luca Marini (ITA)	Honda	+43.323s
R	Augusto Fernandez (ESP)	Tech3 KTM	19 laps-clutch
R	Jack Miller (AUS)	KTM	17 laps-collision
R	Franco Morbidelli (ITA)	Pramac Ducati	17 laps-collision
R	Lorenzo Savadori (ITA)	Aprilia	11 laps-brakes
R	Jorge Martin (ESP)	Pramac Ducati	10 laps-crash
R	Johann Zarco (FRA)	LCR Honda	9 laps-collision
R	Aleix Espargaro (ESP)	Aprilia	9 laps-collision
R	Dani Pedrosa (ESP)	KTM	3 laps-crash

Winner's average speed 100.628mph.

Fastest lap Bagnaia 1m37.449s, 101.529mph.

**QUALIFYING 2** 1 M Marquez 1m46.773s; 2 Bezzecchi 1m47.044s; 3 Martin 1m47.381s; 4 Binder 1m47.730s; 5 Di Giannantonio 1m47.778s; 6 A Marquez 1m47.840s; 7 Bagnaia 1m47.962s; 8 Morbidelli 1m48.116s; 9 Bastianini 1m48.362s; 10 Acosta 1m48.528s; 11 Vinales 1m48.595s; 12 Espargaro 1m49.417s.

**QUALIFYING 1** Morbidelli 1m47.887s; Binder 1m47.949s; 13 Zarco 1m48.102s; 14 Oliveira 1m48.418s; 15 Miller 1m48.672s; 16 Pedrosa 1m48.699s; 17 R Fernandez 1m48.728s; 18 A Fernandez 1m49.229s; 19 Bradl 1m49.659s; 20 Mir 1m49.765s; 21 Savadori 1m49.860s; 22 Marini 1m49.978s; 23 Quartararo 1m50.100s; 24 Nakagami 1m50.245s; 25 Rins 1m50.302s.

**RIDERS' CHAMPIONSHIP** 1 Martin 92; 2 Bagnaia 75; 3 Bastianini 70; 4 Acosta 69; 5 Vinales 63; 6 M Marquez 60; 7 Binder 59; 8 Espargaro 39; 9 Bezzecchi 36; 10 Di Giannantonio 34.

**CONSTRUCTORS' CHAMPIONSHIP** 1 Ducati 133; 2 KTM 95; 3 Aprilia 82; 4 Yamaha 27; 5 Honda 13.



**NEXT  
REPORT**  
French GP  
May 16 issue



## RACE RADIO



**KENWOOD Autotel Digital Race Radio**  
Professional Team Radio System For All Budgets  
www.autotel.co.uk 26 years in Motorsport 0044 (0)1508528837

## INSURANCE



**Motorsport Insurance Specialists**  
Save money on your insurance  
reis.co.uk | 0115 965 1040

## MEMORABILIA

### UNIQUE COLLECTION - 63 YEARS OF AUTOSPORT

- > More than 3,150 magazines - 1960 to 2022 inclusive.
  - > Fantastic reference library for historian, author or journalist.
  - > Collection located in Melbourne, Australia.
  - > \$AUD 1 per magazine, plus packing and shipping.
- Call Chris on +61 471 370 224 or email [chris@caterhamcars.com.au](mailto:chris@caterhamcars.com.au)

## RACE PREPARATION



WWW.YBRACING.COM

## MEMORABILIA

### EXTENSIVE (VERY) COLLECTION OF MOTORSPORT MAGAZINES

- Motor Sport every month's edition from September 1959 to present.
  - Autosport every week's edition from September 1959 to 2015 then some weeks missing.
  - Numerous editions of Motor Racing and F1 magazines including some Australian Motor Sport Magazines from the early sixties
  - Stored in 13 Wooden Tea Chests, Collection from Derbyshire.
- Reluctant Sale £2500 O.N.O. - email [brian.stone@sky.com](mailto:brian.stone@sky.com)

## RACE PARTS

**Gearboxman.com**  
COMPETITION TRANSMISSION SERVICES  
Gearboxes & Axles for Road, Race, Rally and more  
Telephone: 01582 840008 Fax: 01582 840007

## TRAILERS &amp; TRANSPORTERS



WWW.WOODFORDTRAILERS.com

## RACE PARTS



**ARE DRY SUMP SYSTEMS**  
ARMSTRONG RACE ENGINEERING INC.  
WWW.DRYSUMP.COM (916) 652-5282

## RACE PARTS



**PartBOX**  
Performance and Tuning Parts  
Leading performance brands online  
www.part-box.com

## TRAILERS &amp; TRANSPORTERS



**RV SALES AND SERVICE**

## RACE PARTS

Passionate About Motorsport



www.jjcraceandrally.com

## RACE PARTS



Starting solutions for the professional motorsport industry  
www.arkracing.com  
Designed and developed for WEC, WRC, WRX, GP2, F1, F2, F3, Indycar, NASCAR, Rally 1 & 2, Race and Historic Motorsport  
T: +44 (0)845 557 7408  
E-mail via our websites contact form.



TO ADVERTISE IN AUTOSPORT  
CLASSIFIEDS PLEASE CONTACT  
OUR ADVERTISING SALES MANAGER

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





**motorsport**  
**JOBS**



UPLOAD YOUR CV



SET JOB ALERTS



APPLY FOR JOBS



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

SCAN HERE



Register at [motorsportjobs.com](https://motorsportjobs.com) today



**motorsport**  
NETWORK

Motorsport Jobs  
- A Motorsport  
Network Company





**BUSINESS INTELLIGENCE INTERN**  
Alpine F1 Team

Alpine F1 Team have a new opportunity as a Business Intelligence Intern to join our IT Team..

**The Role:**

As Business Intelligence Intern, you will work closely with different departments to analyse data and generate insights that help to extract more performance from every department of Alpine F1 Team. Key responsibilities include:

- You will be responsible for designing and developing insightful reports and dashboards using PowerBI which address key business questions, as well as supporting and troubleshooting any existing solutions when there are ad hoc queries.
- Manage complex datasets, cleaning and validating data to ensure accuracy and reliability in the insights created.
- Explore how we leverage new technologies within our reporting infrastructure to enhance the capabilities of the solutions.
- Excellent business and communication skills are a preferred to define key business questions and to build reports that answer those questions.

**The Person:**

- Studying Bachelor or Master’s degree in a relevant field (CS, machine learning, mathematics, statistics) or equivalent experience.
- Experience with data visualisation tools (e.g., Power BI, Tableau, Qlik)
- Experience with data scripting languages (e.g. SQL, Python, R).
- Strong analytical skills with the ability to interpret complex datasets and draw meaningful insights.
- Knowledge of regression modelling, forecasting, or time series analysis

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



**HEAD OF CFD**  
Andretti Cadillac

Led by racing legend Michael Andretti, the team fields multiple entries in INDYCAR, INDY NXT, IMSA and Formula E.

**Job description:**

We have an opportunity for a Head of CFD to join the Andretti Cadillac Team at the new Silverstone Facility. In this role you will have key responsibility for delivering the required CFD capability for the team’s Aerodynamics department, through improvement to existing capabilities or the development of new methodologies. At Andretti Global, we aspire to be the absolute best in every aspect of our team. Team members are encouraged to challenge established thinking and share their ideas to create an environment where everyone can contribute to our shared success.

**Principal Accountabilities:**

- Technical lead for the CFD Methods and Process groups.
- Develop the CFD methodology, process, and tools to continuously improve predictive accuracy and efficiency.
- Work with Aerodynamicists and CFD engineers to deliver a fit-for-purpose CFD process which is adequate and responsive to the aerodynamic development needs.
- Delivery of robust, observable, testable & performant processes.
- Ensure that CFD simulations and analysis carried out within the department are aligned with the capability of the tools.
- Optimization, maintenance, and support of new and existing toolkits.
- Working and contributing across multiple disciplines of the CFD group; including process, external flows, internal flows, thermal modelling, and pipeline development.

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



**MARKETING EXECUTIVE**  
BARC

The British Automobile Racing Club (BARC) is one of the largest motorsport organisations in the United Kingdom, with a rich and illustrious history that spans more than 100 years.

**As the Marketing Executive you’ll be required to:**

- Plan, create and publish content across all the website, social media channels and print publications in line with the BARC overarching social media strategy
- Maintain and develop social channels within the group
- Support the implementation of a consistent style and tone of voice across all owned content produced by the BARC group

**The ideal candidate will have:**

- Proven experience in the management of social media channels
- Understanding of key social media channels and creative best practices.
- Ability to recognise and capitalise on social media trends.
- Clear understanding of social metrics and reporting.

**Experience:**

- Digital marketing
- Facebook Advertising
- Understanding of the Adobe suite
- Strong copywriting skills
- A creative flair for design and visual styling

**Job Type: Full-time:**

- Salary: £22,000 - £26,000

**Schedule:**

Monday - Friday

Weekend availability (days off in lieu)

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



**CONTROLS ENGINEER – WEC LMDH PORSCHE 963**  
JOTA

JOTA evolved from a simple idea; combining our passions for motorsport and technology to achieve excellence in our field.

Today we are determined to use our forward-thinking attitude to develop JOTA into one of the foremost endurance racing & engineering brands.

**Overview:**

The role involves working closely with the engineering department, this is a fulltime role based at our workshop in Kent,UK.

**Job Description:**

**Workshop :**

- Understand and optimise areas such as powertrain, differential, braking and energy management controllers.
- Pre and Post-event reporting.
- Data analysis to find performance gains in the cars with control systems, including drivability and overall lap time.
- Develop tools to improve efficiency track side and within data analysis.

**Trackside:**

- Ensure the steering wheel and background settings are correct prior and during on track running.
- Ensure legality on regulated parameters during running.
- Use data to analyse, optimize and define controls changes – TC, BBW, differential and Energy Management.

**Requirements:**

- High level of computer literacy.
- Good Communication.
- Ability to manage own time and tasks.

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





**RALLY TECHNICIANS**  
M-Sport

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

**The Role**

We're looking to appoint a number of Rally Technicians with expertise's and backgrounds in either Motorsport or Automotive to strengthen our busy Workshop and Event Teams. Responsible for the preparation of high-performance competition vehicles, our Rally Technicians deliver a consistently high level of performance whilst supporting a variety of rallying programmes. These include; WRC, Test Teams, ERC and BRC.

**The role and responsibilities include:**

- Build, setup and commissioning of competition cars.
- Ensuring a consistently high quality of build throughout.
- Supporting test and event activities.
- Assisting with fault diagnosis.
- Working closely with Engineers and Senior Technicians with development work.

**Who we're looking for:**

- We're looking for self-motivated team players with a positive and enthusiastic attitude.
- You should be educated to technician level and have a thorough understanding of motor vehicles and their systems.
- Ability to communicate effectively to all team members.

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



**RACE STRATEGIST - ELECTRIC RACING**  
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.

**Principal Accountabilities**

**Central Strategy:**

Responsible for contributing to maximising the strategy and sporting elements for the team to deliver the maximum number of points on track.

The responsibilities include:

- Leading the analysis, meetings and reporting with respect to qualifying and race strategies (both over race weekends and outside).
- Leading the development of strategy tools (either programming and developing internally or working with the software team to guide development).
- Leading the analysis of and tracking competitor performance live during sessions.
- Leading the analysis of and tracking attack loss and pit loss estimates live during sessions.

**Strategy Analysis & Operations:**

Responsible for contributing to strategy analysis and operational improvements, as required.

The responsibilities include:

- Leading ad-hoc analyses or operational investigations/reviews on strategy and sporting matters.
- Suggesting topics/areas of improvement and investigation.

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



**JUNIOR MODEL MAKER (NIGHT SHIFT)**  
Red Bull Racing

For many fans of Formula One, the sport exists between lights and chequered flag on a Sunday afternoon. It begins and ends with the exploits of the drivers on the track.

**Job Description:**

We have an exciting opportunity for a Junior Model Maker to join our Aerodynamics Model Shop at our Red Bull Technology Campus in Milton Keynes and our Wind Tunnel facility in Bedford.

Your impact:

The role will consist of preparation and fitment of parts to our Wind Tunnel model to tight deadlines and in accordance with the Test specification.

**You:**

- Previous experience within model part preparation and wind tunnel testing (within F1 would be advantageous)
- Have excellent communication skills and the ability to embrace new systems and processes
- Will be highly motivated, works well under pressure, and have a proactive approach to problem solving
- A high level of attention for detail

Not only is this a fantastic Junior Model Maker role, but it is also a fantastic team to work with here at Red Bull Technology. A good salary is just the start, there are many other benefits too such as our bonus scheme, private health care cover, life assurance scheme, workplace nursery scheme, company contributed pension scheme, on site gym & fitness classes, free daily food allowance, and a cycle to work scheme; but above all, the job satisfaction doesn't get any better than the feeling of making a real contribution to our championship winning grand prix cars

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



**ENGINEER - STRUCTURES**  
Williams Racing

Williams' core competencies are the design and development of racing cars to compete in the Formula One World Championship. As one of the world's leading Formula One teams, the company has secured 16 FIA Formula One World Championship titles since its foundation in 1977 and is now moving into an exciting era under new ownership defined by relentless innovation and living sustainable performance in every dimension.

**As a Structural Engineer you will:**

- Perform structural analysis of metallic and composite components using Finite Element Analysis (FEA) and hand calculation methods.
- Optimise existing designs to achieve mass reduction and performance gains.
- Contribute to design reviews, assessing structural viability of proposed new designs.
- Specify and observe structural proof tests, carried out within our Prototype and Test department, analysing the results and using them to improve FEA model correlation.
- Write reports summarising the analyses used to demonstrate structures are fit for purpose.
- Assist with the development of new analysis tools and improve the efficiency of existing calculation methods.

**What we are looking for from our future Structural Engineer:**

The successful candidate will have strong organisational skills and the ability to prioritise tasks and deliver results to agreed deadlines.

- Abaqus and ANSA or Hyperworks experience.
- Knowledge of fatigue analysis methods.

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



# Sytec Engineering

Competition MOTORSPORT

## THROTTLE LINKAGE KIT

Historic



Pt No.  
STLK 100  
**£71.00**  
+ VAT

### WEBER DCOE

40 ~ 45 ~ 48 ~ 50

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

Tel: +44 (0)1784 493 555

PRICES EXCLUDE VAT @ 20%

[www.glencoeltd.co.uk](http://www.glencoeltd.co.uk)



## Competition PUMPS

High quality, reliable, quiet  
Used by professionals

Tel: 01784 493 555

### MOTORSPORT

**OTP 020**  
(P3020.1) **£67.40**  
Replaces: Bosch 0580 254 909  
240 LTR/HR  
210 LTR/HR @ 3BAR

**OTP 979**  
(P3979.1) **£78.84**  
Replaces: Bosch 0580 254 979  
264 LTR/HR  
228 LTR/HR @ 3BAR

**OTP 044**  
(P3044.1) **£82.01**  
Replaces: Bosch 0580 254 044  
378 LTR/HR  
318 LTR/HR @ 3BAR

[www.glencoeltd.co.uk](http://www.glencoeltd.co.uk)

Email: [sales@glencoeltd.co.uk](mailto:sales@glencoeltd.co.uk)



## LISTA STORAGE SOLUTIONS FOR MOTORSPORT



### BENEFITS

+ Proven expertise  
Many years of experience equip-  
ping all areas of Motorsport

+ Modular design  
Universal modular system

+ Completely universal  
From a single mobile cabinet  
to full facility fit out

+ Top industrial quality  
10 Year guarantee

+ Customisation  
Define your exact  
requirements

CALL US NOW  
OR SEND AN E-MAIL  
01908 222333  
[info.uk@lista.com](mailto:info.uk@lista.com)

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

**LISTA**



Planned Ferrari **British GT** return left in pieces

# AUTOSPORT

## NATIONAL

CLUB RACING • HISTORICS • FEATURES

# Garage 59 is number 1 in Silverstone 500

Surprise win for Silver-Am pairing Smalley and Balfe



**GB4** prize fund for **Ginetta Junior** champion



Martin victorious for new **Carrera Cup** squad



Mustangs mighty at rain-hit **Santa Pod**



**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/ASPMAY24](http://www.autosportmedia.com/offer/ASPMAY24)

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 May 2024





JEP

# Crash stops Tempesta Ferrari from racing

## BRITISH GT

The return of the Ferrari brand to the British GT Championship was short-lived last weekend, as Alexander West's crash in first practice prevented the car from running in the Silverstone 500.

West touched the wet exit kerb at Aintree in the final minutes of the session, causing his 296 GT3 machine to spin into the barrier and damage the car's rear subframe. It meant the Tempesta team was unable to run the car, which would have been the first GT3 Ferrari to compete in a British GT race for four years after AF Corse contested much of the 2020 season with a 488.

"It's sad," said team founder and West's

co-driver Chris Froggatt. "I like Silverstone and I like the championship, so it would have been nice to have been in a competitive field again and who wouldn't want to see a Ferrari winning?"

"We just don't have the tools to be able to change the subframe here trackside. I know Alex is also disappointed and no one intends to finish a weekend like this – it's a shame."

Silverstone was due to only be a one-off outing for the team, as it competes full-time in GT World Challenge Europe under the supervision of AF Corse.

"The focus for us this year is trying to secure that entry for Le Mans," Froggatt added. "So, this is a sub-programme as it comes along, if it's available. It's not a

championship race for us, so it's not really impacted our greater goal."

Running at Silverstone would have still delivered important track time as the 296 is new for Tempesta this year and means Froggatt is now heading towards crucial GT World Challenge rounds with limited running in the car.

"It's always nice to get more kilometres to improve my understanding of the car for the season ahead," he said. "We've got the 24 Hours of Spa not far away and I don't have much running that I can do after that. This would have been a nice bit of driving and it was relevant because it's wet and I'm pretty sure Spa is going to be wet."

ED HARDY

## Harper concedes title defence all but gone

### BRITISH GT

Dan Harper has already conceded that a defence of his British GT crown appears unlikely after a difficult start to the season.

The Century Motorsport driver finished 17th at last weekend's Silverstone 500, leaving Harper and new co-driver Michael Johnston on just two points from the

opening three races.

It means they are 57.5 points behind championship leaders Shaun Balfe and Adam Smalley, while Century BMW team-mates Carl Cavers and Lewis Plato are point-less.

"The lack of speed is something we need to figure out," said Harper, who won last year's Silverstone 500. "We've tried a lot of stuff, went different ways with both cars



JEP

to try and find something that works, but nothing has.

"We haven't had a good start to the year and we're miles off where we want to be. It's amazing to think about a

championship but now it's already a big offset to the leader – we just need to focus on fixing what our problem is."

ED HARDY



## EX-BENTLEY BOSS MAKES RACING DEBUT IN A RADICAL

### RADICAL

Former Bentley Motors CEO Adrian Hallmark made his car racing debut in the Radical Cup UK at Donington Park last weekend.

Hallmark has recently left Bentley and will be taking over at Aston Martin later this year, a move that has altered his initial racing ambitions.

“My original plan was to race to get an International licence, so I could do Classic Le Mans in a Bentley,” he explained. “So I decided to have some fun while I got the signatures and race something modern. The original plan was scuppered when I left Bentley, but I decided to go ahead and race the Radical and get the licence for the future.”

Hallmark has some previous competition experience, having raced in motocross, and took a best result of 16th at Donington. “But I may think of Classic Le Mans in the future too, you never know,” he added.

Yamaha World Superbike boss Paul Denning also joined the Radical grid, finishing fourth after a strong opening race, but became an early casualty on his second outing. “I did a couple of races in an SR1 two years ago, but decided I wanted to do some more and bought an SR3,” he said.

PETER SCHERER



## Ginetta Junior champion to get £50,000 towards GB4 budget

### GB4

This year's Ginetta Junior champion will receive £50,000 towards their budget for a season of GB4 in 2025 as part of a new scholarship prize jointly offered by the single-seater series' organiser MotorSport Vision and Ginetta.

Since Ginetta's departure from the British Touring Car support bill last season, both categories feature at British GT events and several teams – including Elite Motorsport, Fox Motorsport and Preptech UK (their cars pictured above) – compete across the two championships. Two of this year's GB4 frontrunners, Alisha Palmowski and Finn Harrison, have also previously raced in Ginetta Junior.

“Ginetta Juniors has a long history of being the junior championship where drivers serious about trying to make it

to the highest level learn and put themselves on the talent map,” said MSV chief executive Jonathan Palmer. “Whether they end up in F1 or professional GT racing, the pedigree of the championship winners is outstanding.

“To reinforce that we are providing one of the biggest prize funds ever at this level, to make a substantial contribution to the budget they will need to start their single-seater career path with GB4. It is not just important but so exciting to be establishing a career pathway for the most successful drivers, providing what they need more than anything else – money!”

Ginetta chairman Lawrence Tomlinson added: “Ginetta has a long association with MSV, the aligned goals of the individuals behind the organisations make for a bright future in British junior motorsport.”

## Whorton-Eales makes last-minute Mini Challenge return

### MINI CHALLENGE

Former Mini Challenge champion Ant Whorton-Eales made a surprise return to the category for its season-opening round at Donington Park last weekend, describing it as being “like a school reunion” as he was back in action for the Jamsport squad.

Whorton-Eales won the Mini title with the team in 2018, but last raced a JCW in 2020. He was immediately on the pace at Donington and won the first race on the road before being demoted to second after

contact with fellow Mini conqueror Dan Zelos out of the final chicane. Whorton-Eales then finished fifth in race two.

“On Thursday evening, Mini Challenge said the Millers Oils Repsol car was available and asked if I wanted to drive it,” he said of the late deal. “I love my short oval racing, but it's nice to come back and have a play with Jamsport – a team I've won a lot with.”

Whorton-Eales exceeded his own expectations as he was initially only targeting a top-eight grid spot in qualifying. But he lined up fourth for the opener and



Champions Whorton-Eales (r) and Zelos battled hard in opener

blasted into the lead on the first lap. Despite his strong performances, Whorton-Eales insisted that his short oval action was his main focus and the Mini outing will remain a one-off.

STEPHEN LICKORISH



# Estonian Arnover leads the way amid Santa Pod rain

## DRAG RACING

An Estonian racer leads the Motorsport UK British Drag Racing Championship for the first time, after last weekend's Santa Pod opener was disrupted by rain.

Andres Arnover and his turbocharged Pro Modified Mustang upstaged Bobby Wallace's opening defence of his 2023 crown as the wet weather meant that qualifying positions alone determine 2024's early championship standings.

Wallace's unblown, nitrous oxide-boosted Camaro exhibited noisy muscle, but tyre shake left him marooned down the leaderboard. Instead, the race emerged as a tale of two turbo Mustangs. Arnover's and Jon Webster's 1967-model machines are superficially alike but different under the skin. Arnover's is American-built while Webster's is a product of his own Webster Race Engineering workshop located next to Santa Pod's main gateway.

Most racers will ease their new machines in steadily, but Webster's has matured unusually



CALLUM PUDGE/SANTA POD

slowly over a seven-year span of sporadic appearances. Saturday's last qualifying session produced a major advance. Paired with Arnover (above), the Webster Mustang delivered career-best figures of 5.909s and 247.67mph to qualify second behind the Estonian. France's Jean Dulamon clocked 5.956s for third.

By contrast, Arnover eschews the steady approach. In 2021, he dropped jaws at Sweden's Tierp Arena with Europe's greatest Pro Mod debut pass, 5.886s/248mph. Last weekend, a string of similar performances culminated in pole position at a career-best 5.840s. A later attempt yielded a fractionally slower elapsed time with a career-best speed of 252.41mph, a new Pro Mod track record for Santa Pod.

ROBIN JACKSON

# Martin's winning comeback after late Race Drive Carrera Cup deal

## PORSCHE CARRERA CUP GB

Will Martin made a winning return to the Porsche Carrera Cup GB at Donington Park last weekend after striking a late deal with the new Race Drive team.

Martin finished third in the 2022 standings, before switching to the equivalent North American series last year. He won three races en route to third in the points, but said attracting the necessary sponsorship to continue racing Stateside proved a challenge so he opted to return to UK motorsport.

He became the fifth driver for Dino Zamparelli's squad and qualified third, despite only shaking down the car a few days before the Donington event. Martin then went on to win the sole race in Leicestershire.

"We got a great opportunity with Eden Race Drive – I knew some of the people who were going to work there," he explained. "But we've had no pre-season testing – we got the car last weekend and shook it down on Tuesday, so they have done a fantastic job for a new team."

STEPHEN LICKORISH

Martin only shook the Porsche down for first time on Tuesday



PORSCHE

## DONINGTON DOUBLE DUTY

It was a hectic weekend for 2017 Mini Challenge Cooper class champion Matt Hammond at Donington Park as he dovetailed his late deal to race in the JCW category with Excel8 Motorsport with driving for the University of Derby crew in an SR1 in the Radical Cup UK. Hammond had only completed a couple of previous tests in the Radical and was still getting to grips with it in Leicestershire. But it was to prove a frustrating weekend as he swapped between the vastly different cars, taking a best finish of 10th in the Minis and fifth among the SR1s.

## XCEL ADDS TO F4 LINE-UP

UAE Formula 4 frontrunner Xcel Motorsport was up to two cars for its British F4 debut at Donington Park last weekend as the squad's former karter August Raber was a late confirmation. Raber took a best finish of 21st from the two races, while the previously announced Zack Scoular achieved 16th in race one.

## RJN DOWN TO ONE

RJN withdrew one of its McLaren 720S GT3s from the Silverstone 500 after Simon Watts crashed in Friday testing for the British GT weekend. An oversteer moment into the barriers at Stowe meant Watts and Alex Buncombe simply watched as Alex's brother Chris and Jann Mardenborough finished third in the sister car. It means Watts is yet to race in British GT this year after missing the Oulton Park season-opener due to other commitments. "Probably more me [at fault]," said Watts. "Rear end gave way, bit of overcorrection and it just shot – I'm dreadfully disappointed."

## HAMMOND RACES MG

*The Grand Tour* presenter Richard Hammond had his latest outing in his restored MGB at the Classic Sports Car Club's Oulton Park meeting last weekend (below). The car is the final one he drove on *Top Gear* before leaving the show, and he finished 20th in the Swinging Sixties contest in Cheshire, sharing with Anthony Greenhouse. The race was won by Steve Hodges' Lotus 7.



STEVE JONES



# Menzies targets hillclimb history as season starts

## BRITISH HILLCLIMB

The 77th season of the British Hillclimb Championship is due to get under way this weekend at Craigantlet in Northern Ireland, after waterlogged car parks and camping areas at Prescott meant the start of the campaign was delayed, as reigning champion Wallace Menzies bids to earn a place in hillclimbing history.

Menzies has won four titles on the bounce in his Gould GR59 and goes into the 2024 season as the favourite. If he can make it five, he will claim the record for the greatest number of consecutive titles, topping the four straight crowns taken by Ken Wharton in the early 1950s.

Though a fifth title would be an incredible accolade for Menzies, he argued that's not his main motivation. He said: "I've hillclimbed for 25 years because I really, really enjoy it and I love the sport and that's why I'm doing it."

However, Menzies knows it will not be easy as he faces a gaggle of quick rivals.



Though six-time champion Scott Moran has stepped back from competing in the BHC, others will take the fight to the flying Scotsman. Alex Summers had an up and down season in 2023 with his IndyCar-engined DJ Firestorm but has worked hard on the car through the winter and is determined to win run-offs at the very least.

From within the Gould ranks, young Matthew Ryder, sharing the car of Sean Gould, is perhaps the standout contender across a full season. Ryder has now shown his pace on some of the fastest hills and can take the fight to Menzies.

Gould is another fierce contender and anyone who holds the record at Shelsley Walsh can never be discounted. Will Hall has his GR59 working well after a learning year and has the pace to win run-offs, while former champion Trevor Willis loses out a little in the power stakes but will always turn in a virtuoso performance in his OMS 28.

Add in Dave Uren aboard his older but effective Gould GR55 and the best of the under two-litre pack, with drivers like Paul Haines, Richard Spedding and David Warburton, and the stage is perfectly set.

PAUL LAWRENCE

# Anglesey 24-hour C1 event cancelled for 2024



## C1 ENDURANCE SERIES

Organisers of the C1 Endurance Series have announced that this year's 24-hour event at Anglesey has been cancelled.

The British Racing & Sports Car Club-administered series has held a 24-hour race for

several seasons, originally beginning at Rockingham before switching to Silverstone in 2019.

Anglesey was set to host the event for the first time this year on 11-12 May but it has now been cancelled due to low entries.

A statement from C1 Club organisers read: "We

have taken this extremely difficult decision due to the entry numbers being much lower than hoped.

"Although we were confident of seeing some late entries, a few recent withdrawals have taken us to a level where the C1 Club could not financially run the event."

ANGELO R. DRIVE

An illustration for Zestino tires. It shows a blue truck with 'ZESTINO THE TRACK TYRE THAT GIVES YOU GRIP!' on its side. A person is pushing a trolley full of tires, with one tire falling off. The person says 'VROOM...VROOM! NEEEDDDOOW!!!'. To the right, a person is lying on the ground, saying 'WHOOOPS! I THINK WE NEED ZESTINO TYRES FITTED TO THIS TROLLEY!'. There are several tires scattered around.

**ZESTINO**

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

The logo for AAOIL, which is a circular emblem with 'AAOIL' and 'COMPANY LTD' around a central design.





## Shedden and Barker guide Lotus Elan to Spa Three Hours victory

### HISTORICS

Britons Ben Barker and Gordon Shedden, driving a 26R-spec Lotus Elan, overcame more powerful opposition to win the three-hour pre-1974 GT and touring car feature race at last weekend's 16th Spa Summer Classic event.

Shedden, a three-time British Touring Car champion, has a growing historic racing CV, which already includes two Spa Six Hours victories.

Another British Elan crew, John Tordoff and Andy Jordan, finished third in Sunday's race, in which four teams finished on the lead lap. The three-litre Porsche 911 RSs of Lars Rolner/Pierre-Alain Thibaut and Annette Rolner/Michael Holden were second and fourth respectively.

Germany's Rhea Sautter and Briton Andy Newall (Jaguar E-type) won their class in fifth overall, while Michael and Kallum Gray (E-type) and David Smithies/Chris Clarkson/Mark Pangborn (Shelby Cobra Daytona Coupe) finished eighth and 10th respectively.

The busy, small capacity class was won by Luke Wos/Andy Yool who finished a superb 22nd of the 41 finishers in the former's WOS Performance Turner GT.

Harry Barton/Ollie Reuben qualified Barton Racing's TVR Griffith on pole, but piston failure forced retirement after 20 laps. Also out of luck were 1995-96 Spa Six Hours winners Joe Ward/Chris Conoley, when Ward's TVR Grantura lost third and fourth gears 30 minutes in.

### RAIN PLAYS HAVOC

Heavy rain on Sunday not only resulted in one GB3 and one GB4 race not running at Silverstone, along with one contest of each of the British Touring Car support series at Donington Park, it also affected the British Automobile Racing Club-organised event at Cadwell Park, with seven Sunday races cancelled. A revised timetable was intended to give each series a single Sunday bout, but the two Mini 7 Racing Club categories opted against competing.

### HICKTON IMPRESSES

After opening his 2024 Mini Challenge Trophy account with a pair of wins at Snetterton last month, Harry Hickton took his father David's Opel Kadett GT/E Pre-'83 Touring Car for a spin at Cadwell last weekend. In a shortened session, Hickton qualified sixth overall on his first competitive outing in rear-wheel-drive machinery. He elected to start from the back but rose to eighth position before sitting out Sunday's rain-affected sequel.

### SUPERKART SUCCESS

Division 1 Superkart driver Lee Harpham consolidated his lead at the top of the British Superkart Racing Club Super Series with two wins at Cadwell Park last weekend. He powered away to win by over nine seconds from Tom Rushforth in race one. Rushforth led the sequel before a seized piston dropped him out, handing the win to Harpham. The F250 Mono class honours were shared by Paul Platt and Lee Plain. In the F125 class, Ella Stevens took a victory and leads the division.

### ANNIVERSARY CELEBRATION

Celebrating the 85th anniversary of the 750 Motor Club's formation and the 75th of its Austin 7-derived racing category, a bumper grid of 22 cars turned out for the first Historic 750 Formula gathering of the season at Brands Hatch (below). Each of the four classes, realigned for this season, were represented as John Village was again unbeaten in his self-built Village V2.



## Ley eyeing up additional TCR running

### TCR UK

TCR UK runner-up Alex Ley is weighing up a partial campaign in Britain or Europe alongside his primary programme in TCR Italy this year.

Teenager Ley won six races in two TCR UK seasons aboard a Hyundai i30 N. The Essex racer will now switch to the newer Elantra model run by crack squad Target Competition in TCR Italy, which begins at

Misano this weekend.

"I've had a great time in the UK for the last couple of years," said Ley. "But we've got some support from Hyundai to do Italy and it's another step forward to my goal, which is being able to race in the TCR World Tour. We've had a few test days so far, and the pace has been good."

Ley still has his i30, which was run by Daniel James Motorsport and hopes to increase his track

time by racing it as his other commitments allow.

Meanwhile, TCR UK race winner and also victor in the TCR Macau event, Max Hart, will compete with the Z-Speed Hyundai team and contest the TCR Asia series this season.

He said: "The top five finishers in the series will receive an entry for Macau in November and I can't wait to go back there!"

MARK PAULSON





## Balfe/Smalley dance through the rain to win

**SILVERSTONE**  
**BRITISH GT**  
**27-28 APRIL**

Garage 59 claimed a shock Silverstone 500 victory as various British GT teams were left ruing what might have been with costly errors preventing them from winning the three-hour event.

Shaun Balfe and Adam Smalley rose from fourth to take the chequered flag with their McLaren 720S GT3 Evo, just 5.3 seconds ahead of fellow Silver-Am runners Richard and Sam Neary, the father-son pairing having started 15th. Another Silver-Am crew crossed the line third, but Simon Orange and Tom Roche were then given a post-race penalty promoting Chris Buncombe and Jann Mardenborough, on

his return to British GT, onto the podium.

“[It was] all a bit of a blur,” said Balfe. “The priority was to be well placed in our category, so it was a real bonus and massive surprise so early in the season to be overall [winners] in GT3.”

Garage 59 initially appeared to have made a strategic error when, unlike others, the team failed to pit Balfe during the safety car start that took place because of the extreme wet conditions.

Balfe claimed the team had to “stick to” the strategy it had planned prior to the race, with 2 Seas also opting to do the same by keeping polesitter Kevin Tse out. When both cars pitted after 21 minutes, Maximilian Gotz, in for Tse, rejoined eighth, with Smalley 15th as their rivals lost less time under the safety car.

The advantage swung to Century Motorsport, as series debutant Dries Vanthoor and reigning champion Darren Leung had moved up the order into third and held the net lead aboard their BMW M4. Ahead, Blackthorn’s Giacomo Petrobelli and Paddock’s Mark Smith were yet to pit but they finally stopped and changed drivers after 80 minutes, when the weather forecast predictions proved wrong.

Instead of drying, rain continued to fall meaning both teams could no longer try and hold out for a switch to slick tyres as they had planned. Both cars dropped out of contention, and Century’s lead M4 proved dominant as Leung led second-placed Rob Collard by 37s approaching the final hour.

But disaster struck when Leung pitted for what should have been the final time and,

### OPTIMUM STRATEGY LANDS McLAREN CREW COMPREHENSIVE GT4 VICTORY

Optimum Motorsport boss Shaun Goff claimed that the “race was ours” after his team dominated from pole to take GT4 victory at last weekend’s Silverstone 500.

Jack Brown and Zac Meakin finished a staggering 1m40s clear of runners-up Jamie Day and Mikey Porter having impressed all weekend aboard their McLaren Artura GT4. Mahiki Racing’s Ian Duggan and Gordie Mutch trailed the Forsetti Aston Martin Vantage by just 3.2s to give Lotus its first podium since returning to British GT this year.

“We came here with a great car and the drivers have done a fantastic job,” said Goff. “We as a team have executed wins in this race

multiple times, so we enjoy the three-hour races, which sort of separate the men from the boys.”

The team didn’t endure a brilliant start, though, as Meakin dropped to fourth within five minutes of green flag running following a safety car start due to the wet conditions. But, with the pace of the McLaren, it was not a problem for long as Meakin quickly reclaimed third from Paddock Motorsport’s Blake Angliss.

An incident further back then caused a full-course yellow after 21 minutes when contact with a Century Motorsport BMW GT3 caused Harry George to spin into the gravel at the chicane. The battle for first suddenly took a turn as the Team CMR Ginetta G56 Evo was given a drive-through

penalty after Freddie Tomlinson was caught speeding under the yellow flag.

Tomlinson and team-mate Stuart Middleton therefore lost a chance of victory with Porter assuming control of the race, but Optimum’s pace was palpable as Meakin overtook the Forsetti driver in the second hour. The McLaren gradually increased its gap until the late safety car, where a fortunately timed pitstop put Optimum a lap above the rest of the GT4 pack within the last hour.

“It was very fortunate,” added Goff. “But the race was very strong for us and sometimes you lose out on those safety car situations. This time we lucked in quite a bit but take nothing away from the team and drivers.”





Radio problem cost  
Leung and Century

although everything appeared fine, a radio problem caused Leung to lose communication and he was unaware that Century had underfuelled his car.

Back out on track, Leung noticed his fuel hit a critical level and he was forced into an unscheduled pitstop. What looked to be a comfortable victory ended in them dropping out of the points, preventing Leung from becoming the Silverstone 500's first outright back-to-back winner.

Collard subsequently claimed the lead, but everything changed again with 50 minutes remaining when Mark Radcliffe went wide at Copse before his McLaren spun back into the path of Alex Martin's Lamborghini – that was victorious at the Oulton Park opener – putting both cars out.

A lengthy recovery under a safety car meant racing resumed with only 27 minutes left, with Garage 59 well placed as Smalley and the second McLaren of Marcus Clutton sat third and fourth. But they held a net 1-2 with both 2 Seas cars ahead still to make a final stop, and the pair went side-by-side at the restart. Their battling suddenly left a gap down the inside of Club, which Mardenborough seized upon to move ahead.

But the Briton's joy lasted for only three corners, as his RJN McLaren was hit from behind by Clutton, sending him into a spin. The incident allowed Smalley to move back



Mardenborough took  
podium on BGT return

ahead, while Neary Jr was immediately behind after a brilliant safety car restart.

Both drivers knew Clutton would get penalised, though, so offered little defence as the Garage 59 driver claimed the lead before serving a drive-through.

This left a two-way fight between Smalley and Neary Jr, but the Team Abba driver struggled to get within 2s as he claimed the McLaren "was just a lot quicker". He settled for second in his Mercedes, while Mardenborough's spin and Clutton's penalty paved the way for Roche to seemingly claim third. But, post-race, the Orange Racing machine was given a 35s penalty for overtaking under the safety car, dropping it from third to sixth.

RJN therefore claimed third ahead of Clutton/Morgan Tillbrook, while Ricky Collard and father Rob were fifth for Barwell. Petrobelli and Jonathan Adam crossed the line in seventh but were also given a post-race 30s penalty for not closing the door properly during refuelling. The Blackthorn Aston Martin therefore dropped to eighth, with Optimum's Andrew Gilbert and Fran Rueda being promoted a spot.

John Ferguson/Raffaele Marciello (RAM Racing BMW) and Ian Loggie/Phil Keen (2 Seas) completed the scorers, as Smalley and Balfe now lead the standings ahead of Donington Park in a month's time.

ED HARDY

## RACE RESULTS

### GT3

(70 laps) **1 Shaun Balfe/Adam Smalley (McLaren 720S Evo, below)**; 2 Richard Neary/Sam Neary (Mercedes-AMG Evo) +5.339s; 3 Chris Buncombe/Jann Mardenborough (McLaren); 4 Morgan Tillbrook/Marcus Clutton (McLaren); 5 Rob Collard/Ricky Collard (Lamborghini Huracan EVO2); 6 Simon Orange/Tom Roche (McLaren). **Fastest lap** Maximilian Gotz (Mercedes) 2m12.234s (99.65mph).

**Pole** Kevin Tse/Gotz. **Starters** 22.

**Points** **1 Balfe/Smalley 59.5**; 2 Collard/Collard 53; 3 Alex Martin/Sandy Mitchell (Lamborghini) 40; 4 Ian Loggie/Phil Keen (Mercedes) 39; 5 Neary/Neary 31; 6 Mark Radcliffe/Tom Gamble (McLaren) 30.

### GT4

(66 laps) **1 Jack Brown/Zac Meakin (McLaren Artura)**; 2 Jamie Day/Mikey Porter (Aston Martin Vantage AMR Evo) +1m40.453s; 3 Ian Duggan/Gordie Mutch (Lotus Emira); 4 Charles Dawson/Seb Morris (Mercedes-AMG); 5 Marc Warren/William Orton (Aston Martin); 6 Erik Evans/Marco Signoretti (Ford Mustang). **FL** Nathan Harrison (Lotus) 2m23.212s (92.01mph). **P** Brown/Meakin. **S** 19. **Points** **1 Day/Porter 67**; 2 Brown/Meakin 64.5; 3 Dawson/Morris 61; 4 Warren/Orton 45; 5 Duggan/Mutch 30.5; 6 Evans/Signoretti 28.



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

Forsetti was left to take a comfortable second and, with it, the lead in the drivers' standings. Behind, Mahiki completed its late podium charge with seven minutes left, after Mutch overtook championship contender Seb Morris's Team Parker Mercedes around the outside of Stowe.

Morris later said he provided little defence because he "was just so happy to have the car in one piece" and bag the points for fourth alongside Charles Dawson. The second Forsetti machine of Marc Warren and William Orton finished fifth as Academy Motorsport's Ford Mustang of Marco Signoretti and reigning GT4 champion Erik Evans completed the top six.

ED HARDY



Brown and Meakin  
were never troubled



Macintyre won second race but only just from Ugochukwu and Kucharczyk

# Hitech GP's Kucharczyk and Macintyre come out on top

SILVERSTONE  
GB3  
27-28 APRIL

Hitech GP duo Tymek Kucharczyk and Will Macintyre both scored victories on a weekend of challenging weather conditions for the GB3 field at Silverstone. Kucharczyk took a double pole in a damp qualifying and the Polish racer led the opening contest while his team-mate Macintyre lost second at the start to Elite Motorsport's McKenzie Cresswell.

Kucharczyk pulled out a two-second advantage by the halfway stage and then romped further clear to take a maiden GB3 victory by almost 8s, as Cresswell faded with graining front tyres in the cold temperatures, but still finished 1.5s clear of Macintyre.

"I've been waiting for it since last year, there's no better way than to get my first win by that kind of margin, it proves it was worth the work and sacrificing a lot of things," said Kucharczyk.

Having passed Hitech's Gerrard Xie at the start, Rodin Motorsport's Louis Sharp, who entered the event as

championship leader, challenged Macintyre into Copse on lap three but suffered a slow exit. That allowed his team-mate Ugo Ugochukwu to draw alongside and take fourth into Maggotts, but the New Zealander immediately wrestled the position back with the pair almost making contact entering the Hangar Straight.

Xie soon challenged Ugochukwu into Brooklands before completing the overtake two corners later at Woodcote as he came home close behind Sharp in fifth. Elite's Jarrod Waberski caught and passed James Hedley late on for seventh while John Bennett was pipped to ninth by Formula 3 race winner Martinus Stenshorne, who was making a GB3 cameo for Chris Dittmann Racing to learn the circuit ahead of a return later this year.

Persistent heavy rain on Sunday morning led to the second contest being rescheduled until later in the day, when conditions had improved, with all drivers fitting wet tyres on a damp but drying circuit. Kucharczyk and Cresswell were slow away from the front row and lost out to Macintyre and Ugochukwu, who both made good starts from a slightly drier left-hand side of the grid.

Macintyre initially pulled out a 1.5s lead before being caught late on by both Ugochukwu and Kucharczyk, but he held on to take his second GB3 win, with 0.679s separating the top three at the chequered flag. "I was managing the gap and then made a mistake with two laps to go, which enabled them to catch up,"

## GB3

**Race 1 (both 10 laps) 1 Tymek Kucharczyk;** 2 McKenzie Cresswell +7.855s; 3 Will Macintyre; 4 Louis Sharp; 5 Gerrard Xie; 6 Ugo Ugochukwu. **Fastest lap** Kucharczyk 1m53.367s (116.24mph). **Pole** Kucharczyk. **Starters** 22.

**Race 2 1 Macintyre;** 2 Ugochukwu +0.180s; 3 Kucharczyk; 4 Cresswell; 5 Sharp; 6 Jarrod Waberski.

**FL** Kucharczyk 2m05.572s (104.94mph). **P** Kucharczyk. **S** 22.

**Points 1 Sharp 122;** 2 Ugochukwu 113; 3 Macintyre 112 (below); 4 Cresswell 101; 5 Kucharczyk 92; 6 John Bennett 90.



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

First win for Kucharczyk in GB3 came in opener



said Macintyre. "[The win] means a lot, it's boosted my confidence going into the rest of the championship."

Cresswell finished a further 2.5s behind after resisting an early challenge from Sharp, who initially lost out to Waberski before reclaiming fifth at Village. Waberski held onto sixth despite a thrilling three-wide battle into Brooklands with Bennett and Hedley, the latter sweeping around the outside to grab seventh. Xie finished ninth ahead of Josh Irfan after making a slow start from fourth on the grid.

Sunday's revised schedule resulted in the partially-reversed grid race being postponed until later in the season, leaving Sharp with a nine-point lead heading into June's third round at Spa.

STEVE WHITFIELD



# Three winners from Ginetta Junior thrillers

**SILVERSTONE**  
**BRSCC**  
**27-28 APRIL**

Ginetta Junior served up three spectacular contests at Silverstone, each producing a different winner, with Preptech UK's Henry Joslyn prevailing in a race-long battle to win the opener.

He held off Isaac Phelps early on before eventually conceding the lead at Abbey, while Charlie Hart also tried to join his Elite team-mate in the fight before dropping behind Chase Fernandez. Joslyn reclaimed first at Copse and, after squeezing back up the inside at Stowe, Phelps was tapped sideways from behind by Fernandez and lost ground. Hart reclaimed second as a sideways moment from Joslyn on the final lap gave him a sniff of victory, but Hart had to settle for his fourth runner-up spot of the season as Fernandez completed the podium.

The first part of a rain-soaked race two took place behind the safety car, with Marcus Saeter (R Racing) wrestling second away from Phelps once racing commenced. He then engaged in a lead battle with Hart, who ran wide at Brooklands and lost out on the next lap to Phelps and Joslyn. Phelps made contact and spun as he tried to pass Saeter, who then sailed to victory while Hart profited from Joslyn's final-lap error at Luffield to yet again finish second.

R Racing's Ethan Jeff-Hall climbed from fifth on the grid to take a comfortable triumph in the final contest after a three-way lead battle with Saeter and Joslyn.

Fortec driver Linus Granfors twice came from behind to take a dominant double victory and the points lead in the GB4 Championship, with the first contest producing one of the series' most exciting races to date.



The Swede was involved in a frenetic early lead squabble with Elite Motorsport's Finn Harrison, while Alisha Palmowski stormed from fourth to hunt the pair down. Granfors eventually prevailed into Maggotts before pulling clear for a crushing victory by seven seconds ahead of Palmowski. Behind, Hillspeed-supported privateer Marcus Luzio charged from 11th on the grid to score a remarkable podium finish following an epic late scrap with Harrison.

Granfors took an even more commanding triumph in the sequel ahead of first-time podium finishers Harrison and Leon Wilson, while Palmowski recovered from a grid stall and a clash with KMR Sport's Chloe Grant to take fourth. Grant's team-mates Harry Burgoyne and Brandon McCaughan were both hampered by 10s penalties for jumping the start.

After taking a debut victory at Oulton Park, PalmerSport Ginetta Scholarship winner James Nicholas continued the dream start to his racing career in the Ginetta GT Academy at Silverstone. He dominated Saturday's opener ahead of Harry Gamble and Luke Shaw, while a jumped-start penalty cost Thomas Balfe second.

Having initially lost the lead to Gamble in a very wet race two, Nicholas moved back ahead after his rival got sideways. Gamble sneaked through again exiting Brooklands for the final time, but Nicholas fought back at Luffield to complete a double triumph.

"The first [win] was amazing but that one at the end was tight, that felt good especially in the rain," said Nicholas. "I can't believe what's going on, I don't know what to say anymore."

**STEVE WHITFIELD**



## WEEKEND WINNERS

### GINETTA JUNIOR

**Race 1** Henry Joslyn

**Race 2** Marcus Saeter

**Race 3** Ethan Jeff-Hall

### GB4

**Races 1 & 2** Linus Granfors

### GINETTA GT ACADEMY

**Races 1 & 2** James Nicholas

### GINETTA GT CHAMPIONSHIP

**Race 1** Luke Garlick

**Race 2** Conner Garlick

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





## Martin tops tight Porsche fight

### PORSCHE CARRERA CUP GB

When just a quarter of a second separated the top 10 in Porsche Carrera Cup GB qualifying, it was clear that some close racing was in prospect at Donington Park. But things got a little too close for comfort at times during a dramatic season-opener.

Single-seater convert Matthew Rees laid down a marker by topping that tight tussle for pole and the Team Parker man just about maintained his lead at the start, fiercely resisting series returnee (see News) Will Martin's attempts to get by. However, the man on the move was former British Touring Car racer George Gamble, who propelled his Century machine from sixth to third.

Gamble sought to continue his progress after a caution period as he dived down the inside of Sid Smith at Redgate. But the move sent them both slightly wide and Martin saw a chance to capitalise to make it three abreast into the Craner Curves. Gamble was pincer in the middle and the almost inevitable

contact launched him into the air and sent Smith spinning. Yet Martin and Gamble were able to continue and moved into first and second when Rees ran wide at the Old Hairpin. As Rees rejoined, his team-mate Stephen Jelley was unfortunately caught out and crashed heavily at Schwantz, meaning another safety car was needed.

When the barriers were eventually fixed, Martin pulled clear to take a win for Dino Zamparelli's Race Drive squad on its series debut as Gamble had to battle a severely wounded car. With a broken radiator, splitter and steering askew, Gamble was relieved to just hold the chasing pack at bay. "My radiator was leaking onto my tyres during the race – I was lucky to finish," he said.

Those battling Gamble included his team-mate Angus Whiteside, the Pro-Am runner incredibly taking an overall podium, which ensured that despite there only being one Porsche contest in Leicestershire, due to the rain, there were no shortage of talking points.

**STEPHEN LICKORISH**

## Unexpected stars for first Mini event

### MINI CHALLENGE

Ant Whorton-Eales and Lewis Selby were surprise frontrunners during the Mini Challenge's Donington Park weekend – for different reasons. The 2018 champion Whorton-Eales was only announced with Jamsport on Friday (see News) but was immediately on the pace, while a brilliant tyre call from Directors Cup entrant Selby enabled him to take his first race win since 2017.

Whorton-Eales showed no signs of rustiness as he surged into the lead on the opening lap of the first contest, while reigning champion Dan Zelos was up to second and began to put his fellow Mini master under pressure. He had just edged ahead at Coppice when a roll for Albert Webster at the Old Hairpin brought out the red flags and Zelos had to try to breach AW-E's defences again.

He challenged into the chicane on the final tour and there was contact between the pair, with Whorton-Eales just holding on. But he was deemed to have gained an unfair advantage and was demoted behind Excelr8's Zelos.

The second race was held in drying conditions and NAPA/Alliance driver Selby was the only one to make the bold move to swap to slicks. It proved an inspired decision and he stormed through to take the lead from Zelos and won by over 22 seconds, a new series record. Impressive debutant Tom Ovenden was third, while a gearbox issue cost a charging Lydia Walmsley a potential podium.

**STEPHEN LICKORISH**

## Fairclough rockets into early lead

### BRITISH F4

Deagen Fairclough was the star of the opening British Formula 4 round with a victory and a reversed-grid second place.

Rodin pair Alex Ninovic and James Higgins topped qualifying with a pole apiece, but Fairclough speared in between them at the start of the opener and built an ever-increasing lead. Only amid a brief sprinkle of rain did the superb Fairclough lose any ground, and his Hitech car took the flag over five seconds clear of Higgins.

Australian Ninovic dropped to fourth

behind Hitech's Reza Seewooruthun early doors, but a trip onto the grass exiting the chicane for the Dorset driver promoted Ninovic and Yuanpu Cui (Argenti).

Ninovic will have to wait for a later event to take up his pole, with rain causing the postponement of race three. Instead, the only Sunday race was the reversed-grid stanza, in which Fairclough stormed from ninth to fourth in two laps. A stout defence from Jack Sherwood (Rodin) left Fairclough too much work to do once he claimed third.

Up front, Alex Berg led Mika Abrahams, but the Fortec-run son of ex-Osella F1



victim Allen copped a 5s penalty for track-limits offences, allowing Abrahams to complete a Hitech double and promoting the fast-closing Fairclough to second.

**MARCUS SIMMONS**



# Lulham is a real-world master

## RADICAL CUP UK

There was no disputing who the pacesetter from the Radical Cup UK opener was as Chris Lulham marked his return to real-world racing with two dominant victories. The Valour Racing driver is part of Max Verstappen's Esports team but was back in real-life action for the first time since a 2019 British Formula 4 outing. However,



Lulham did not have things all his own way in race one. Jason Rishover dived between front-row starters Lulham and Kristian Brookes into Redgate and proceeded to defend from Lulham, who admitted he did not get his Hankook rubber to temperature on the green-flag lap in the freezing cold. Eventually, Rishover's robust defences were breached on lap eight of 27 as Lulham surged ahead as they encountered traffic in the Craner Curves, with Brookes also sweeping through. From there, Lulham was untroubled and won by 15 seconds. "That was pretty intense," he said. "It was a bit of a wake-up call – the real-world racing was much more aggressive than sim racing." Lulham then led throughout race two, despite a lengthy safety-car period as a telehandler got bogged down in the Donington Park mud, and receiving contact from Brookes when Lulham left it very late to accelerate away on the restart.

STEPHEN LICKORISH

# Frenetic racing from Legends

## LEGENDS CARS ELITE CUP

Jack Parker, Will Gibson and Andy Bird were the standout drivers from a weekend of frenetic Legends racing, although Gibson, in particular, endured some wildly contrasting emotions. Parker appeared happiest after Saturday's bouts, having won the first two on the road but was demoted to fourth in the opener after shenanigans at McLeans. His heat two win followed the top four entering the chicane together on the last lap, with Parker emerging ahead from Robert Barrable. Bird and Gibson were beneficiaries of Parker's penalty but, while Bird soared up to third in heat two, Gibson was sent out. However, the reigning champion's

fortunes improved in the final as he rocketed from 18th into the lead on the opening lap and never looked back. Gibson was again triumphant at the second attempt to run Sunday's opening heat – the first red-flagged after Robin Fountain spectacularly rolled approaching the chicane. But Gibson suffered more misery in the fifth contest as he ran wide from the lead at the Old Hairpin before contact put him out. Instead, the Legends racers saved their best battling to the end, with Tyler Read and Connor Mills having a super scrap that Parker and Jamie Moylan joined on the final tour. As the top two delayed each other, Parker nipped ahead at Coppice to enjoy more success.

STEPHEN LICKORISH



## RACE RESULTS

**PORSCHE CARRERA CUP GB**  
**(22 laps) 1 Will Martin;** 2 George Gamble +3.242s; 3 Angus Whiteside; 4 Charles Rainford; 5 Andrew Rackstraw; 6 Josh Malin. **Fastest lap** Martin 1m06.392s (107.31mph). **Pole** Matthew Rees. **Starters** 23.  
**Points 1 Martin 13;** 2 Gamble 10; 3 Rainford 8; 4 Rackstraw 6; 5 Malin 4; 6 James Wallis 3.

**MINI CHALLENGE**  
**Race 1 (7 laps) 1 Dan Zelos;** 2 Ant Whorton-Eales; 3 Jamie Osborne; 4 Tom Ovenden; 5 Bradley Gravett; 6 Lewis Selby. **FL** Gravett 1m14.359s (95.81mph). **P** Marlo Cordell. **S** 20.  
**Race 2 (16 laps) 1 Selby;** 2 Zelos +22.257s; 3 Ovenden; 4 Dominic Wheatley; 5 Whorton-Eales; 6 Osborne. **FL** Selby 1m16.457s (93.18mph). **P** Ovenden. **S** 20.  
**Points 1 Zelos 94;** 2 Selby 90; 3 Ovenden 80; 4 Osborne 78; 5 Gravett 68; 6 Wheatley 67.

**BRITISH FORMULA 4**  
**Race 1 (16 laps) 1 Deagen Fairclough;** 2 James Higgins +5.453s; 3 Alex Ninovic; 4 Yuanpu Cui; 5 Reza Seewooruthun; 6 Jack Sherwood. **FL** Fairclough 1m04.779s (109.98mph). **P** Higgins. **S** 22.  
**Race 2 (17 laps) 1 Mika Abrahams;** 2 Fairclough +2.880s; 3 Sherwood; 4 Higgins; 5 Ninovic; 6 Alex Berg. **FL** Fairclough 1m04.937s (109.71mph). **P** Joel Bergstrom. **S** 22.  
**Points 1 Fairclough 46;** 2 Higgins 33; 3 Ninovic 30; 4 Abrahams 22; 5 Sherwood 20; 6 Cui 12.

**RADICAL CUP UK**  
**Race 1 (27 laps) 1 Chris Lulham;** 2 Kristian Brookes +15.500s; 3 Jason Rishover; 4 Paul Denning; 5 Luke Hilton; 6 John Macleod. **FL** Lulham 1m05.397s (108.94mph). **P** Lulham. **S** 24.  
**Race 2 (23 laps) 1 Lulham;** 2 Hilton +4.338s; 3 Brookes; 4 Macleod; 5 Chris Preen; 6 Peter Tyler. **FL** Lulham 1m05.818s (108.24mph). **P** Lulham. **S** 23.

**LEGENDS CARS ELITE CUP**  
**Race 1 (8 laps) 1 Andy Bird** (below); 2 Will Gibson +0.070s; 3 Jamie Moylan; 4 Jack Parker; 5 Nick Price; 6 Peter Barrable. **FL** Parker 1m21.694s (87.21mph). **P** Dylan Woodcock. **S** 28.  
**Race 2 (8 laps) 1 Parker;** 2 Robert Barrable +0.020s; 3 Bird; 4 Oli Schlup; 5 Matt Knight; 6 Tyler Read. **FL** R Barrable 1m20.898s (88.06mph). **P** Stephen Treherne. **S** 26.  
**Race 3 (7 laps) 1 Gibson;** 2 Moylan +5.088s; 3 Parker; 4 Read; 5 Robin Fountain; 6 P Barrable. **FL** Parker 1m20.686s (88.30mph). **P** Chris Needham. **S** 28.  
**Race 4 (8 laps) 1 Gibson;** 2 Bird +0.168s; 3 Connor Mills; 4 Schlup; 5 Moylan; 6 Parker. **FL** Mills 1m20.723s (88.26mph). **P** Fountain. **S** 25.  
**Race 5 (8 laps) 1 Parker;** 2 Read +0.132s; 3 Moylan; 4 Bird; 5 Mills; 6 Schlup. **FL** Parker 1m20.515s (88.48mph). **P** Mills. **S** 21.



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



# Pollard gets his wings for maiden F1000 victory



Past Formula Vee master  
Pollard prevailed in finale

## BRANDS HATCH 750MC 27-28 APRIL

Different victors across F1000 and BMW 116 triple-headers and new Hot Hatch and Clio Sport winners were highlights as the third tranche of 750 Motor Club championships kicked off at Brands Hatch in bitterly cold and, on Saturday, exceedingly wet conditions, which inevitably triggered stoppages and safety cars aplenty.

Following a sea change in the racing tyre supply landscape, the motorcycle-engined

Jedi F1000 chassis are on American Hoosier slicks this term, leaving teams to get on top of narrower fronts, wider rears and taller profiles, requiring ride height and gearing changes. Another complication is that competitors are still relying on dwindling stocks of Avon wets. Despite heavy precipitation on Saturday afternoon, then overnight, remarkably all three races were dry. And they were crackers!

Five drivers slugged it out for pole, defending champion Tom Gadd bumping double Formula Vee conqueror Craig Pollard by 0.011 seconds with his 44.903s final shot. Previous champ Rob Welham,

Dan Gore, triple RGB king Matt Higginson and Chaz Highton were within 0.420s. Welham trumped the front row at Saturday's start and resisted Pollard and Gore to the chequer. Higginson aced Sunday morning's stanza from Pollard and Gore, under attack from Gadd when a rear suspension joint failure fired the latter off exiting Graham Hill Bend.

Pollard outran Higginson, Gadd and Gore brilliantly last time out to score his first slicks-and-wings victory and eke a points lead. Gore rounded Gadd audaciously at Druids for third on the final lap, but Gadd retaliated into Clearways where a brush of tyres spun the disgruntled Gore into the gravel. Fourth-placed Highton's 45.182s (96.24mph) fastest race lap may prove the Indy circuit's best of the year.

Saturday's dry BMW 116 Sprint race fell to young Mack Priestwood, from Matthew Highcock and Will Abraham, who lapped inside a minute. Peter Keen won the treacherously soggy sequel from Priestwood, Highcock and another rapid teenager Ethan Hall.

Highcock and Priestwood made the running in Sunday's 90-minute enduro, in which only four of the 40 cars failed to finish. Their tactics of making both mandatory 60s pitstops in quick succession and dodging trouble (there were three safety car interludes, one for Michael Lavery's late roll in the gravel after Graham



Highcock (l) headed huge  
116 Trophy enduro field





**BEST BATTLE: TYPE R TROPHY TUSSLE** The Type R Trophy is a popular showcase for Honda's iconic high-revving Civic EP3 Type R models, which do not show their age. During last weekend's 750 Motor Club championship opener on Brands Hatch's Indy circuit, Luke Emmons (leading, above), Matthew Duffell, Andrew Idoine and Andrew Cooper are seen battling in the thick of the 27-strong pack.



Rivett's Lotus shed parts and was disqualified from AFRC



Kirkpatrick brothers again starred in Mighty Minis

Hill Bend) proved perfect. Two seconds apart at the chequer, Highcock – bonnet flapping after a fastener popped – and Priestwood were hotly pursued by exemplary sportsman Anthony Seddon. First shared car was seventh-placed James Hone's, started by recent Brands TCR winner Callum Newsham.

Twenty-five years since he was Hot Hatch champion, breaking a 23-year layoff and racing a front-wheel-drive car for the first time, Steve 'Largespeed' Polley surprised himself by qualifying son Ryan's regular Honda Civic Type R on pole on his return. Shay Kavanagh dominated all three races in his 2.4-litre K24-engined Civic EP3, though. Polley split Kavanagh and his SK Motorsport team-mate Mohamed Benlaadar's sister car in the first and third legs, but fell to seventh in Sunday's wet opener in which Tate Taverner (Civic) and series sampler Adam Brown (Ford Fiesta ST150) completed the podium.

Much of the interest lay within fiercely competitive class scraps. David Walsh (Civic) and Paul Warren (BMW Compact) won B and C twice each. Rivals excelled in the difficult middle stanza, Liam Pauling (Renault Clio Cup) shading Walsh by 0.316s and young Joshua Hilton (Compact) beating Warren. William Bartup (Citroen Saxo) kept Warren honest in the third encounter.

Charles Shelbourn (197) snared pole for Saturday's Clio Sport race and converted

it to a convincing maiden gold over past master Jack Kingsbury, who had Justin Griffiths, 182 graduate Chris Lawrence and Darren Ransom queued up behind at the finish. Stephen Richardson pipped Peter O'Connor among the 182s, watched by Chris Page. Sunday's wet race was restarted when Kingsbury careered off the Brabham Straight and smote the tyre wall in the compression before the timing line. Shropshire aero engineer Griffiths won the restart in his beautifully turned out Clio 200 by 0.7s from Ransom, pursued by Lawrence and Shelbourn. Richardson doubled-up among the earlier models, again harassed by O'Connor.

Defending champ Joe Jessup won the first Type R Trophy race from Matt Wilkins and Daniel Chapman. Sporting a stove-in driver's door – walloped by Martin Bugg, avoiding snaky poleman Don De Graaff, an incident that stopped the opener within seconds – Trafford King looked to have its wet sequel sealed. Unfathomably, however, he, Jessup and Chapman overtook a sluggish backmarker as the safety car was called and Wilkins was accorded victory.

Adam Lockwood's sole win in last season's Toyota MR2 finale secured the crown and his form continued in both of Sunday's openers. Polesitter Neil Stratton and quadruple champion Shaun Traynor shared the podiums, Traynor advancing to second in the later race. Behind the

## WEEKEND WINNERS

**F1000**

**Race 1** Rob Welham

**Race 2** Matt Higginson

**Race 3** Craig Pollard

**116 SPRINT TROPHY**

**Race 1** Mack Priestwood

**Race 2** Peter Keen

**116 TROPHY**

Matthew Highcock

**HOT HATCH**

**Races 1, 2 & 3** Shay Kavanagh  
(Honda Civic Type R)

**CLIO SPORT**

**Race 1** Charles Shelbourn (197)

**Race 2** Justin Griffiths (200)

**TYPE R TROPHY**

**Race 1** Joe Jessup

**Race 2** Matt Wilkins

**TOYOTA MR2**

**Races 1 & 2** Adam Lockwood (Roadster)

**HISTORIC 750 FORMULA**

**Races 1 & 2** John Village (Village V2)

**ARMED FORCES RACE CHALLENGE**

**Races 1 & 2** Mark White (Honda Civic Type R)

**MIGHTY MINIS**

**Race 1** David Kirkpatrick (Super)

**Race 2** Neven Kirkpatrick (Super)

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

Roadsters, Ben Rowe crafted a fine Mk2 class-winning fourth initially. A blown head gasket forced his retirement from race two, in which Andrew Ruthven outmanoeuvred Daniel Bryant, Tim Heron, Sam Harper and Vere Oldridge for top honours.

John Village was apologetic for speedy getaways in Sunday's Historic 750 Formula races, but needed them for Swiss visitor Juerg Schneider (Arthur JSG) narrowed the gap in spirited tussles with Lyndon Thruston (HCS) and Gregg Catton (Dison). The finale was stopped early with Ben Boulton's Centaur beached at Clearways.

The Armed Forces Race Challenge brought capacity multi-marque grids. Alex Rivett's Honda-powered Lotus Motorsport Elise blitzed the first, despite shedding its roof and engine cover, but failure to heed multiple meatball flags meant exclusion. Mark White was promoted to victory, from David Russell (BMW E36) and Alexander Smith (Honda Integra). Russell chased White's Civic home again later.

The Kirkpatrick brothers won a Mighty Minis race apiece in their 1293cc Supers. David benefited on Saturday, leading Greg Jenkins and Ian Slark over the line after reigning champion Neven retired with a fractured rear brake pipe. Neven, from row four, led by Paddock on Sunday, when Olly Samways repeated his 1275cc class success.

**MARCUS PYE**



# Smith denies Colburn maiden Miglia victory

**CADWELL PARK**  
**BARC**  
**27-28 APRIL**

Three-time Mini Se7en champion Jeff Smith denied Ben Colburn a first Mini Miglia victory in a thrilling contest on Saturday at Cadwell Park, where Sunday's action was hit by heavy rain.

Colburn hung on around the outside of polesitter Smith through Coppice, then capitalised on the inside line for the long right-hander at Charlies. The duo traded the advantage with almost identikit passes at Park on laps three and four, before exchanging the lead another three times. They ran side by side on the final lap before Smith got ahead into Gooseneck. Colburn was ready to strike back but Smith's defence – which earned a warning from the clerk – held sway.

Ian Curley initially ran third before an excursion dropped him back, handing Aaron Smith the position and Kane Astin – who lost ground to the leaders when he ran wide at Barn – fourth. Sunday's scheduled race was one of seven – including both Mini Se7en thrashes – on the programme to fall victim to persistent rain through the night and following morning.

Front-wheel-drive forced induction twice held sway over cubic capacity pushed from behind in Classic Thunder. Running treaded rubber on his supercharged Honda Civic, Josh Lawton didn't face the difficulty getting his tyres up to temperature that the slick-shod runners did in the cold. Lawton powered to pole and quickly opened a four-second lead over Mike Cutt's BMW M3 E36 in the opener, securing a maiden victory when a safety car for dislodged barriers was upgraded to red flags.

Cutt jumped Lawton as Sunday's wet race began, mistakenly treating the safety-car



Winner Smith leads  
Colburn in Miglias

start as the usual side-by-side rolling start. That earned a 10s penalty so, when the turbocharged Audi A3 of Nick Vaughan closed him down – after overtaking Lawton into Mountain – no pass was necessary for Vaughan to secure victory. Cutt fell only to second, with Lawton focused on fending off those behind.

The leading Blue Oval Saloons and Pre-'93 Touring Cars proved evenly matched in their combined contest. BOSS pacesetter Piers Grange, who lost temperature in his Ford Escort Mk2's slicks after a safety car, just held off Pre-'93 winner Stuart Waite's BMW M3 on Saturday. Waite had mugged Ian Bower's similar car exiting Charlies just before the interruption. With Sunday's race looking doubtful, Grange had departed before it took place. Waite won comfortably, while a spin left Bower third in Pre-'93 behind Terry Davies. Gary Prebble (Honda Civic EG) twice took concurrent Pre-'03 honours.

Champion Stephen Primett romped to

victory in the Pre-'83 opener and looked set for a double until his Mk1 Escort's Pinto power dropped onto three cylinders. That allowed Nick Williamson's Rover SD1 to take a maiden win in just its second meeting. Primett held second as others struggled with wet tyres on a drying track.

In the sole Pre-'66 race, Ian Thompson's Lotus Cortina swept to a dominant 23s maiden victory in treacherous conditions, while Billy Kenneally (Ford Anglia) lost second to a broken throttle cable on the final lap. Dan Lewis (Mini) and Adrian Oliver (Hillman Imp) – from 14th on the grid – completed the podium.

Mark Ridout's relatively straightforward second Coupe Cup win contrasted with his victory in an eventful opener. Polesitter Ridout immediately slipped to third, then was among those delayed by Paul Lawrie's spin. But he picked his way through to pass leader Darren Banks after debutant Dan Munro's Hyundai expired from the lead.

Harry Smith extended his Junior Saloons victory streak to three on Saturday, but only after Josh Salvadorai was penalised for performing practice starts. The second race was abandoned after a hefty shunt, then Smith was finally beaten in the finale after some argy-bargy with Jonathan Moore, who claimed a maiden win.

A very wet qualifying session left three-time MG Owners' Club champion Steve McDermid down in seventh, but he charged to victory, aided by polesitter Jack Chapman retiring from the lead when his engine cut out. Kris Tovey was untroubled in the 2CV opener but handed his car over for race two, in which Andrew Bull emerged victorious from a last-lap sort-out.

**MARK PAULSON**



Thompson was dominant  
in wet Pre-'66 thrash





## WEEKEND WINNERS

### MINI MIGLIA

Jeff Smith

### CLASSIC & HISTORIC THUNDER

**Race 1** Josh Lawton (Honda Civic EG)

**Race 2** Nick Vaughan (Audi A3)

### BOSS/PRE-'93 & PRE-'03 TOURING CARS

**Race 1** Piers Grange (Ford Escort Mk2)

**Race 2** Stuart Waite (BMW M3 E36)

### PRE-'83 GROUP 1 TOURING CARS

**Race 1** Stephen Primett (Ford Escort Mk1)

**Race 2** Nick Williamson (Rover SD1)

### PRE-'66 TOURING CARS

Ian Thompson (Lotus Cortina)

### COUPE CUP

**Races 1 & 2** Mark Ridout

### JUNIOR SALOONS

**Race 1** Harry Smith

**Race 2** Jonathan Moore

### MG OWNERS' CLUB

Steve McDermid (ZR 170)

### 2CVs

**Race 1** Kris Tovey (below)

**Race 2** Andrew Bull

### BRITISH SUPERKARTS

**Races 1 & 2** Lee Harpham (MS Kart-Harvey VM)



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



**ALLEN ON TRACK** One-time Blue Oval Saloon champion Olly Allen has returned to the series this year in a Ford Fiesta Mk6. Allen has replaced his successful Zetec-powered Mk3, and the 2.5-litre Duratec-motivated Mk6 with self-developed aero was on its second gearbox and third engine while contesting only its fourth race weekend. But it all came good on the Grantham racer's home circuit. Allen qualified second in BOSS and finished in the same position, then won the category the next day.



**SPRINT BAKER GOES RACING** Multiple All-Circuit Sprint champion Nigel Baker made a second racing appearance in his spaceframe Ford Escort Mk1. Baker used a 1300L shell to build the car for sprinting with an all-aluminium 1700cc Crossflow engine. Before taking it racing this year, a full rebuild included new motivation via Ford's Zetec-derived ST170 engine and a Rotrex supercharger. "I'd always wanted an Escort, and I used to have a brand-new Mexico in '74," said the former short oval racer.



**JANICKI'S WIDE MOVE** Two years after a heavy Brands Hatch shunt, Classic Thunder racer James Janicki rejoined the fray in his Nissan Skyline R32. Alongside the repairs, Janicki took the opportunity to develop the back end to better handle the power of what was originally a four-wheel-drive car. It now sports a rear wing from an SHP Ford Escort RSR and wider arches for 12-inch slicks. "I wanted to try to improve the grip," Janicki said. "It wasn't intended to be fully rear-wheel drive originally."



# FINISHING STRAIGHT



## MotoGP's latest feels like a step backwards



### VIDEO GAME REVIEW MOTOGP 24

Available on PC, PlayStation, Switch and Xbox  
RRP £59.99

Following 11 successive years of MotoGP game development, you would think by now that Italian developer Milestone had learned how to create a perfect motorcycle simulation. Yet, while the new *MotoGP 24* video game adds several fan-requested features, the execution somehow means it feels like a retrograde release.

Included are the riders, teams, tracks and rules from the current real-world season. Prior novelties such as flag-to-flag races, ride height devices and competitive online multiplayer features transfer across. They are joined by a fresh stewarding system that hands out penalties to the entire field and a rider transfer market in the main career for the first time.

The surfeit of content, modes and challenges is ample, making this the most complete MotoGP title ever. This does not mean that on track the experience is absorbing, sadly.

For some, the doyen of motorcycle gaming is the *MotoGP 21* release. We suspect this will remain the case. While the contemporary title has enhanced visuals and worthy additional features, the top-class bikes ride with all the panache of an ex-footballer on *Strictly Come Dancing*.

The divisive lengthy braking zones remain, as does a lazy weight transfer, especially when transitioning between a sequence of radii. What rubs post-race salty sweat into the wounds are your on-track rivals, who seemingly operate on a nimbler physics system than you. Turn 6 to 8 at Kazakhstan's Sokol venue is a case in point, where your computer-controlled competitors can seemingly pivot with greater ease.

Not only can they seemingly navigate turns with greater precision, but their

erratic behaviour is the racing's malaise. This is down to an 'adaptive' AI system that is meant to learn as you progress and provide closely matched rivals. It needs refinement, and quickly.

On opening laps, they behave like a herd of sheep, allowing you to easily breeze by. On certain corners, they can take unorthodox lines, or on wet out-laps simply all crash at the same corner. They rarely manage to overtake you without thumping into your rear tyre. Occasionally, the game will show the rider in second place as being in 22nd. The learning agent is anything but subtle, either. We had instances where the opening laps were too easy, building a lead of nearly 10 seconds, only to finish 12th as rivals suddenly learn Bagnaia-style abilities within six laps.

You can find an enjoyable race, but consistently doing so is the main challenge, and staying upright on the premier-class machines is a chore – thank goodness for the time-bending rewind feature.

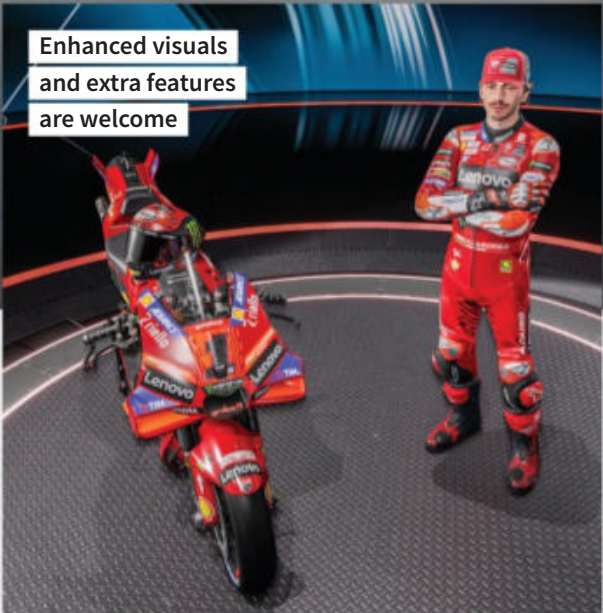
Packaged around the races is the aforementioned career mode where you take yourself from the entry-level teams to overall MotoGP glory. Progression is enhanced this year, as after each season other riders also switch teams, retire or receive promotion – a feature that Formula 1 games have long touted that has been sorely missing here. Aside from some of the transfers being illogical – Takaaki Nakagami to Ducati – this is a welcome addition, although strangely it comes at the cost of being able to create your own fictional team, which no longer exists.

The latest stewarding system is yet

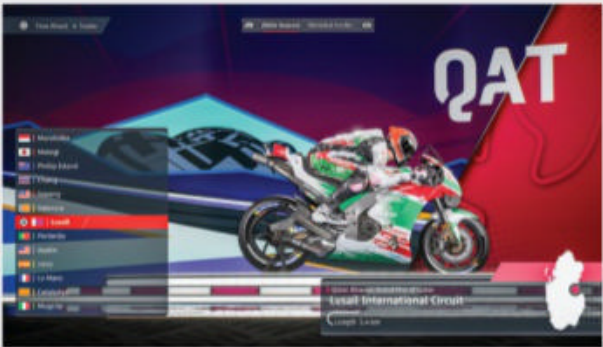




Cumbersome riding style and work-in-progress feeling take the shine off



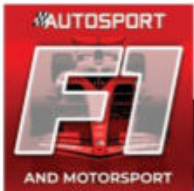
ALL PICS: MOTOGP 24



another new feature that is nearly worthy. Seeing other riders receiving warnings for contact and cutting corners is much more authentic than previous iterations. Finesse wouldn't go amiss, though, when a rider blocks your line in qualifying, only for you to receive a long lap penalty for impeding. More egregious, however, is that unlike in the real world, running wide at corner exit is allowed. This opposes the actual sport, where touching the green can lead to the stripping of podium placings.

The visuals are class-leading, split-screen multiplayer is welcome and you can create pretty crash helmet designs to share online. *MotoGP 24* is hamstrung, however, by competitor performance that feels like a work-in-progress project and a riding style that can be cumbersome. Consequently, this doesn't compel as much as it should.

THOMAS HARRISON-LORD



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



Miami Grand Prix preview

Bryn Lucas is joined by Filip Cleeren and Jake Boxall-Legge to discuss the upcoming Miami Grand Prix, as well as all of the off-track goings-on since last time out, including Nico Hulkenberg's Sauber switch for 2025 and Adrian Newey's expected departure from Red Bull.



WHAT'S ON

INTERNATIONAL MOTORSPORT

**Miami Grand Prix**  
F1 World Championship  
Round 6/24  
Miami, USA

3-5 May  
**TV Live** Sky Sports F1,  
Sat 1600, Sun 2055

**TV Highlights**  
Sky Sports F1, Mon 0030,  
Channel 4, 0940

**F1 Academy**  
Round 2/7  
Miami, USA

4-5 May  
**TV Live** Sky Sports F1,  
Sat 1850, Sun 1800

**GT World Challenge Sprint Cup**

Round 1/5  
Brands Hatch, UK  
4-5 May  
**TV Live** Sky Sports F1,  
Sun 1030, 1515

**Super GT Series**  
Round 2/8  
Fuji, Japan

3-4 May  
**TV Live** on  
Motorsport.tv, Sat 0515

**European Le Mans Series**  
Round 2/6

Paul Ricard, France  
5 May

**NASCAR Cup**  
Round 12/36  
Kansas, USA  
5 May  
**TV Live** Premier Sports 2,  
Sun 1930

**NASCAR Trucks**  
Round 10/23  
Kansas, USA  
4 May

UK MOTORSPORT

**Thruxton 750MC**  
4 May  
5Club MX-5, 750 Formula,  
BMW Car Club, CALM  
Porsche, Ma7da,  
Sport Specials

**Silverstone HSCC**  
4 May  
Allcomers, Classic FF1600,  
Derek Bell Trophy

**Brands Hatch MSVR**  
4-5 May  
Britcar Trophy, CMMCS  
(Super Saloons/Tin Tops/  
Intermarque Silhouettes),  
Equipe Libre, Miata  
Trophy, New Millennium/  
Turbo Tin Tops  
**TV Live** on  
YouTube.com

**Donington Park MSVR**  
4-5 May

Ferrari Club Classic,  
Gerry Marshall Trophy,  
Historic Touring Car  
Challenge, HRDC  
(Allstars/Classic Alfa  
Challenge, Jack Sears  
Trophy), Pall Mall Cup,  
Pre-'63 GT, Pre-war  
Sportscars, Woodcote  
Trophy/Stirling Moss  
Trophy

**Croft BRSCC**  
4-5 May  
BMW Compact Cup,  
Evolution Trophy,  
Fiesta ST150, Fun Cup,  
Supersport Endurance Cup  
**TV Live** on  
via brscc.co.uk

**Castle Combe CCRC**  
6 May  
CCRC (FF1600, Hot Hatch,  
Saloon), Dave Allan  
Trophy, Modified Ford,  
Sports 2000

**Cadwell Park CTA**  
6 May  
Racing Hondas

**British Hillclimb Championship**  
Round 1/14  
Craigantlet, NI  
4 May





**A**drian Fernandez wasn't short of top quality team-mates during a successful career in US open-wheel racing. But it's from his later chapter in sportscars that he chooses his favourite team-mate. The Mexican singles out compatriot Luis Diaz after three years together in the American Le Mans Series culminated in the LMP2 title for his own Fernandez Racing operation in 2009.

That year's success in the Acura ARX-01b, against a slim field as the global financial crisis took its toll, isn't the key factor in Fernandez's choice. He regards his time with Diaz as "probably the three most fun years I have ever had in racing", with Diaz central to that. Fernandez recalls that Diaz, 14 years his junior, was a team player who was willing to listen and, helpfully for endurance racing, could use the same seat as his boss.

"We had a fantastic relationship," says Fernandez, who had "total freedom" in his choice of a co-driver. "He's a very fun guy and a very underrated driver. Luis Diaz is probably one of the best drivers in my car I ever had. The team was really gelled together and we were very strong in these long races."

Sure enough, they bucked conventional wisdom by not using a third driver for the Sebring 12 Hours in 2007, but finished third overall and second in class in their



first race sharing a car. As well as being "very consistent and very reliable" on the track – which was no surprise to Fernandez given Diaz finished runner-up in the 2005 and 2006 Grand-Am standings – he was a hit off it too.

"We had a lot of fun outside the race track with sponsors and the commitments we had at that time with Lowe's," says Fernandez. "Our sponsors loved him; he was a very hard-working guy inside and outside the race track."

Fernandez reckons he "could have just continued to drive with Luis for many years more" without the financial crisis that prompted him to close his team at the end of 2009, but wouldn't change anything about their partnership. He adds: "He was so solid as a team-mate and a great personality, just extremely enjoyable."

**JAMES NEWBOLD**



Motorsport Network Media UK Ltd,  
151 Wardour Street, London, W1F 8WB  
**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 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**

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

**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**

**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

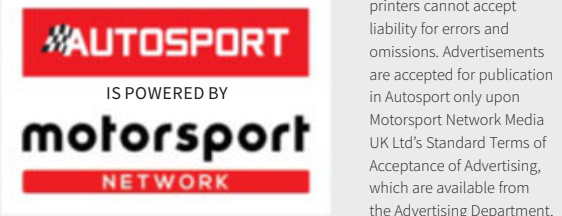
**RECRUITMENT**  
Head of Motorsport Jobs **James Robinson**  
[james.robinson@motorsport.com](mailto:james.robinson@motorsport.com)

**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, 151 Wardour Street, London W1F 8WB, 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, 151 Wardour Street, London W1F 8WB. 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**  
Head of Content **Mike Spinelli**  
Editorial Director **Travis Okulski**  
Editor in Chief **Rebecca Clancy**

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).



**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, 151 Wardour Street, London W1F 8WB

© 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.



## NATIONAL MOTORSPORT COVERAGE

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

## SMART INSIGHT, PUBLISHED DAILY

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



## NO ADS, MORE PERFORMANCE

A faster, premium,  
ad-free website experience.



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

**AUTOSPORT.COM/PLUS**



# From Enthusiast to Expert



NATIONAL  
MOTORSPORT  
ACADEMY  
Race Team

## Accelerate Your Motorsport Career

Study a range of online courses including;

- ✚ BSc (Hons) Motorsport Engineering
- ✚ MSc Advanced Motorsport Engineering

Visit us at [motorsport.nda.ac.uk](https://motorsport.nda.ac.uk) to learn more



[motorsport.nda.ac.uk](https://motorsport.nda.ac.uk)