

# F1 Lando Norris wins dramatic Miami GP

BRITAIN'S BEST MOTORSPORT WEEKLY

9 MAY 2024

# AUTOSPORT

## LANDO AT LAST!

McLaren ace beats Max  
in Miami for first F1 win

### PLUS

Lola's motorsport return

When Indycar outpaced F1 – at Silverstone

'It's not  
going to be  
his last'

MAX  
VERSTAPPEN



**CASTLE COMBE**



IN ASSOCIATION WITH  
**NOVA**  
Your aluminium all stars

# AUTUMN CLASSIC

**SAT 21 & SUN 22 SEPTEMBER 2024**



BRIAN JAMES



## LEGENDARY CARS SPECTACULAR RACING

**Display Passes,  
Exhibition Space  
and Discounted Public  
Admission for Clubs.**



**CASTLECOMBE**  
CIRCUIT

Chippenham, Wiltshire SN14 7EY  
T 01249 782417 [www.castlecomberacingclub.co.uk](http://www.castlecomberacingclub.co.uk)

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



**SATURDAY 1ST JUNE**  
Castle Combe Circuit

**Ticket, Exhibit and VIP Packages available  
online: [mastersofmotoring.com](http://mastersofmotoring.com)**



**MASTERS OF MOTORING LIVE  
PLUS TRACK TIME AVAILABLE & DISPLAYS!**





# Norris takes his chance on a good day for Formula 1

Congratulations to Lando Norris and McLaren. Norris has been good enough to be a grand prix winner for a long time, but Red Bull's race pace and reliability have meant few opportunities for anyone else. In Miami, a chance came along and Norris grabbed it. Everyone seemed pleased, too – even Max Verstappen! Lando is also the fourth winner of our Autosport BRDC Award to win a points-paying GP.

Some will argue that the win was lucky due to the timing of the safety car that gave Norris track position. But, as Alex Kalinauckas shows in our in-depth race analysis on page 16, Norris was already becoming a contender thanks to his impressive pace in the upgraded MCL38. It's likely that, without the safety car intervention, Norris would have been putting the pressure on Verstappen in the closing stages. Of course, catching is one thing and passing quite another, but let's not forget that it was Verstappen and not Norris who had a brief excursion off the road during last weekend's GP.

Red Bull and Verstappen remain hot favourites in 2024 but, if we can have a few more races like we had last weekend, interest in individual GPs will surely increase, which can only be a good thing.

Also important for F1 is where Adrian Newey ends up next (p4). Where he goes will have an impact on the future pecking order...

Elsewhere, we've used the excuse of a new exhibition at the Silverstone Museum to have fun looking back at the time Indycars came to the UK and outpaced F1 (p38), while Stefan Mackley talks to those behind the new Lola/Yamaha Formula E project (p44).



*Kevin Turner*

**Kevin Turner**  
Chief Editor

kevin.turner@autosport.com

**NEVER MISS AN ISSUE**

Special deals for Autosport p52

**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

Steven Tee/Motorsport Images

## PIT & PADDOCK

- 4 Red Bull bids to stop post-Newey exodus
- 6 Steiner plans to take Haas to court
- 8 Drugovich in Cadillac for Le Mans
- 10 Opinion: Alex Kalinauckas
- 13 Opinion: James Newbold
- 14 Opinion: Sam Hall
- 15 Feedback: your letters

## RACE CENTRE

- 16 Miami GP report and analysis
- 32 World of Sport: GT World Challenge  
Europe Sprint Cup; ELMS; NASCAR Cup;  
TCR World Tour; Super GT; F1 Academy

## FEATURES

- 38 When Indycar broke Silverstone records
- 44 Lola and Yamaha's motorsport return

## CLUB AUTOSPORT

- 55 Shaun Lynn to take over MRL
- 56 Drivers escape serious injury at Brands
- 58 Free Thruxton entry proves a hit
- 60 National reports: Donington Park;  
Brands Hatch; Thruxton; Castle Combe
- 66 Nova Motorsport's plans for the UK

## FINISHING STRAIGHT

- 70 What's on this week
- 72 From the archive:  
1958 British Empire Trophy
- 74 My favourite car: Jordan King

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





# PIT + PADDOCK

## Red Bull works to stop post-Newey exodus

### FORMULA 1

The Red Bull Formula 1 team is confident of retaining key personnel amid reports that talismanic designer Adrian Newey could be followed out of the door by other senior colleagues, including sporting director Jonathan Wheatley.

Last week it was announced that Newey would step away from Red Bull's F1 activities before becoming available for rival squads from March 2025. In the meantime, his focus will shift to finalising the RB17 hypercar. Newey leaves after an extremely successful 18-year stint at the Milton Keynes-based team, including four drivers' titles with Sebastian Vettel, three with Max Verstappen, and six constructors' crowns.

Newey has been heavily linked with a move to Ferrari, where he would be able to work together with seven-time world champion Lewis Hamilton for the first time in their careers, but the 65-year-old insisted that he would first enjoy a break from F1. "Formula 1 is all-consuming and I've been at it for a long time now," he told Sky Sports F1 at last weekend's Miami Grand Prix. "There comes a point where, as Forrest Gump said, 'I'm feeling a little bit tired'. I guess over the winter a little bit and then as events have unfolded this year, I thought I am in the very lucky position where I don't need to work to live. I work because I enjoy it and it felt now is a good time to step back, take a little bit of a break and take stock of life."

Newey's exit is seen by some of Red Bull's competitors as a sign that F1's dominant empire could be about to crumble amid internal power struggles, with McLaren CEO Zak Brown expecting "more dominos" to fall



as he revealed that Red Bull CVs are swirling around the F1 paddock. Verstappen played down Brown's comments as an effort to "stir things up" as rivals aim to benefit from its inner turmoil, although other teams in the paddock privately confirmed that more and more Red Bull personnel appear to be exploring the market.

Among them is Wheatley, who is known to harbour ambitions to become a team principal in F1. Sources have indicated that the 57-year-old has been in preliminary

talks with other squads. Autosport understands that Red Bull is relaxed about him sounding out other options before committing to a renewal of his contract.

Wheatley is one of several key Red Bull figures who have reportedly been of interest to rivals in recent months, while the team works to renew contracts of the technical staff that helped it achieve its current streak of success. Ferrari is known to have made frequent approaches for technical director Pierre Wache, but the Frenchman has







Is Newey thinking, 'Hmm, I could tidy that up a bit'?

SUTTON

signed fresh terms in recent months. Red Bull has also moved to secure the futures of head of aerodynamics Enrico Balbo and head of performance engineering Ben Waterhouse. Autosport understands that chief engineer Paul Monaghan is in similar talks after attracting interest elsewhere.

In the meantime, Red Bull has been hard at work to display public unity following the investigation into team principal Christian Horner's alleged inappropriate behaviour, and the rift between the Thai and Austrian sides of the business. Its 2026 engine partner Ford has reiterated its commitment to Red Bull despite recent events, while Red Bull boss Oliver Mintzlaff has also backed Horner in a *Bild am Sonntag* interview, saying Horner "only has the team's success in mind and is a very good CEO".

Elsewhere, struggling Alpine has snapped up former McLaren and Ferrari man David Sanchez as its new overarching technical director. Sanchez recently left McLaren after just three months, after concluding that his Woking remit was not as wide as he had in mind when first deciding to join over 12 months ago.

FILIP CLEEREN



Mario Andretti  
with Alonso at  
the Miami GP

## Andretti calls on US Congress to campaign for F1 admittance

### FORMULA 1

A dozen US Congress members have formally demanded answers from Liberty Media on why Formula 1 has blocked Andretti-GM's entry for 2026, while questioning the decision's antitrust legality.

Andretti's efforts to join F1 for 2026 were approved by the FIA, but F1 itself blocked its entry because it was not convinced that the American powerhouse could be competitive or add value to the series. But even as F1 kept the door ajar for a new bid in 2028, when GM marque Cadillac would be in a position to provide works engines, Michael Andretti's squad is not taking no for an answer and remains committed to its 2026 target.

Andretti's father, 1978 world champion and US racing legend Mario Andretti, appeared last week alongside Congress members on Washington's Capitol Hill demanding answers from F1's owners. Liberty Media CEO Greg Maffei was also sent a formal letter in which the bipartisan Congress members "express our concerns

with apparent anti-competitive actions that could prevent two American companies, Andretti Global and General Motors, from producing and competing in Formula 1.

"Participation of all Formula 1 teams including any American teams should be based on merit and not just limited to protecting the current line-up of race teams. This is especially true considering Formula 1's growing presence in the United States."

Republican Congressman John James, who represents the Michigan state in which GM is based, said to NBC: "From the outside looking in, one can ask: is this a money grab? Is Formula 1, is Liberty Media kicking the can down the road to get a more juicy deal for themselves, so that they can go from \$200million to \$1billion dollars extracted from Andretti-Cadillac?"

When approached for comment by Autosport, F1 referred to its previous statement on why Andretti was turned down for now: "Our assessment process has established that the presence of an 11th team would not, on its own, provide value to the championship. The most significant way in which a new entrant would bring value is by being competitive. We do not believe that the applicant would be a competitive participant."

Both Michael and Mario Andretti were on site at last weekend's Miami Grand Prix to further drum up support for their cause.

CHARLES BRADLEY

P16 MIAMI GP



Andretti would 'not provide value', says F1



# Steiner launches court action against Haas

## FORMULA 1

Ex-Haas Formula 1 boss Guenther Steiner has launched court action against the team over money he says he is owed.

In court papers lodged in Mecklenburg, North Carolina, which have had many details redacted, Steiner lays out his case that he should have been paid for commissions due to him in 2021, 2022 and 2023 and fell under the period covered by his most recent employment contract.

The court documents have not revealed the specifics of the commissions that Steiner says he is owed, but they could be linked to sponsor deals that he brought to the team, which he left at the end of last year after his contract was not renewed.

Furthermore, Steiner believes that Haas has not acted correctly, in light of

his employment contract being terminated, in continuing to use his image and brand, such as through merchandise sales.

The court document states that Haas benefited hugely from Steiner's presence in the Netflix *Drive to Survive* series, where he became one of its most popular figures. "Haas F1 was frequently featured in the series, and Mr Steiner's presence in the show drove more and more fans to Haas F1," it said. "This exposure was extremely valuable to the upstart racing team, particularly as it looked for additional revenue streams to support itself in the notoriously expensive Formula 1 environment."

"Haas F1 has no right to use Mr Steiner's name, image, and likeness or to exploit them in any form of media after the termination of his employment. Haas F1 has not compensated Mr Steiner



for its unauthorised use of his name, image, and likeness."

Haas is yet to issue any statement on the matter.

The team is also facing another stressful situation after Kevin Magnussen's accumulation of five licence

penalty points at last weekend's Miami GP took him to 10 for 2024, leaving the Dane just two away from a race ban. He also notched up three penalty points at the Saubai Arabian GP and two at the Chinese GP.

**JONATHAN NOBLE**

# Alonso alleges anti-Spanish steward xenophobia

## FORMULA 1

Two-time Formula 1 world champion Fernando Alonso feels that his nationality is influencing the way his on-track actions are being judged, and is speaking to FIA president Mohammed Ben Sulayem about the matter.

The Spanish Aston Martin star was handed a penalty after the Australian Grand Prix in March after his driving was determined to have led to an accident for the chasing Mercedes of George Russell. He was penalised again at last month's Chinese GP for contact with Carlos Sainz in the sprint race. And in last Saturday's

sprint race in Miami, Alonso was on the receiving end of Lewis Hamilton's aggressive move at the start, which led to a four-car melee also involving Aston team-mate Lance Stroll and McLaren's Lando Norris, with the stewards not apportioning blame.

Alonso initially alleged that Hamilton escaped sanction for the contact because he "isn't Spanish". And four hours later, after qualifying for Sunday's Grand Prix, he still felt the same way over how he is treated. "I do feel that nationality matters," said Alonso. "I need to make sure that there isn't anything wrong with my nationality or anything that can influence any decision. Not only for me, also for the future generation of Spanish drivers. They need to be protected."

The chat between the FIA president and Alonso took place on Saturday evening in the Miami paddock and, while Alonso was cagey on its contents, he said that Ben Sulayem was sympathetic.

**FILIP CLEEREN**





# Ferrari given weight and power hits

## WEC

Ferrari has received the biggest Balance of Performance hit in the Hypercar class ahead of this weekend's Spa round of the World Endurance Championship. The car that should have won at Imola last month will race with less power and more weight than three weeks ago.

The Ferrari 499P Le Mans Hypercar has had 12kg added to its minimum weight and its maximum power reduced by 4kW (5bhp) for Saturday's Spa 6 Hours. A minimum weight of 1060kg has been set for the car and maximum power of 506kW (678bhp).

The BoP adjustment follows Ferrari's dominant performance on home ground in the second round of the WEC. Its dominance failed to yield race victory after tactical errors when it rained with two hours remaining. It compares with 4kg gains for the Toyota GR010 HYBRID, Peugeot 9X8 2024 LMH and Porsche 963 LMDh. Toyota and Porsche have lost 1kW in maximum power and Peugeot 2kW.



Ferraris looked good for win at Imola

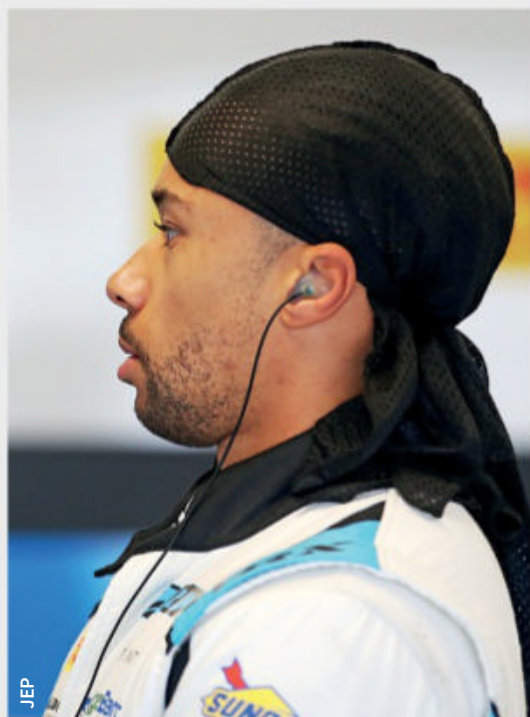
Every car in the Hypercar class will go to the grid heavier at Spa than at Imola with the exception of the Cadillac V-Series.R. The American LMDh remains at the lowest possible weight of 1030kg, and loses 1kW.

The swings in the BoP are less dramatic than between the season-opener in Qatar and Imola. Significant changes in weight and power for the Italian race were needed as a result of the introduction of the heavily revised Peugeot 9X8, a car much closer in performance profile than its predecessor

to the rest of the Hypercar field.

It is understood that a so-called platform change – the balance between LMH and LMDh machinery – has not been made. This would kick in if the gap between the fastest LMH and the fastest LMDh is above a certain percentage. The planned 'power gain' feature of the 2024 BoP system, which has been devised to more accurately balance the acceleration and maximum speeds, has yet to be introduced.

**GARY WATKINS**



## Mardenborough's Spa return

### SPA 24 HOURS

GT Academy winner Jann Mardenborough will make a return to international motorsport in the centenary running of the Spa 24 Hours next month after an absence of three seasons. The Briton will race an RJN Motorsport McLaren 720S GT3 Evo in the double-points round of the GT World Challenge Europe Endurance Cup, the same car in which he turned out for the recent British GT round at Silverstone.

Mardenborough, who raced only once between his release from Nissan's Super GT roster at the end of 2020 and

this year, will share the Pro-Am class entry in the 29-30 June race with the Buncombe brothers, Alex and Chris, and new RJN owner Simon Watts. The deal takes the 32-year-old back to the series in which he began his international career with RJN after winning Nissan's gamer-to-racer scheme in 2011.

"I'm grateful to be on the grid and to compete in this great race in its centenary year," said Mardenborough. "It's been a target of mine for a while and I'm pleased to be accomplishing it. I've got big ambitions, so it's time to get to work with the whole team."

**GARY WATKINS**

**AUTOSPORT**

## Get even more motorsport...

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



SUBSCRIBE



# Drugovich in Cadillac for Le Mans 24 Hours



## LE MANS 24 HOURS

Aston Martin Formula 1 test and reserve driver Felipe Drugovich will race for Cadillac at the Le Mans 24 Hours next month. The Brazilian's signing for the vacant seat at the Action Express Racing Hypercar squad was the surprise of a flurry of announcements ahead of the release on Monday of the completed entry list for the French enduro.

Drugovich has been brought in to race the Action Express Cadillac V-Series.R alongside full-season IMSA SportsCar Championship regulars Pipo Derani and Jack Aitken for the blue riband round of the World Endurance Championship on 15-16 June. The 2022 Formula 2 Championship title winner makes the move to Hypercar after taking his first steps in sportscar racing this year in the European Le Mans Series with the Vector Sport LMP2 squad.

Action Express team manager Gary

Nelson revealed that Drugovich had been "on our radar for a couple of years", and that he went to see him race in the ELMS before putting him in the simulator. "We took Felipe to a track test and we are very excited to take the next obvious step and enter Felipe alongside Pipo and Jack at Le Mans," he said.

Porsche confirmed its driver line-up for the additional 963 LMDh it will field at Le Mans. Nick Tandy and Felipe Nasr will, for the second year in a row, share the car with Mathieu Jaminet. Dane Cameron will act as reserve at Le Mans for the three Porsche Penske Motorsport cars.

Porsche factory driver Patrick Pilet has taken the seat in Vector's ORECA-Gibson 07 filled by Drugovich in the ELMS. The Frenchman, who will be making his 16th Le Mans start, will share the car with Stephane Richelmi and Ryan Cullen.

Fabio Scherer, part of the winning LMP2 line-up with Inter Europol Competition

last year, will drive for the British Nielsen Racing squad. IndyCar newcomer Kyffin Simpson was another addition to the line-up alongside the already-announced David Heinemeier Hansson.

Briton Alex Quinn will make his Le Mans debut with the AO by TF squad in the LMP2 pro/am sub-class. He will share its ORECA with Louis Deletraz and PJ Hyett.

Clement Novalak, British Formula 3 champion in 2019, will make his Le Mans debut with Inter Europol. The Frenchman is expanding his programme with the Polish team from the ELMS and will share with Jakub Smiechowski and Vlad Lomko, leaving no room for Tom Dillmann, who led the team to victory in last Sunday's European counter at Paul Ricard.

Ferrari's Daniel Serra has been placed with British LMGT3 squad GR Racing. He will share the Ferrari 296 GT3 with Riccardo Pera and team owner Michael Wainwright.

**GARY WATKINS**

## Perfect Misano hat-trick for Slater

### FORMULA 4

British single-seater golden boy Freddie Slater got his first full season in the Italian Formula 4 Championship off to the perfect start at Misano last weekend. The 15-year-old claimed all three pole positions and led all 54 racing laps on his way to a trio of race victories.

Slater was accompanied throughout, albeit at a respectful distance, by his Prema Racing team-mate Alex Powell. The

Jamaican-American Mercedes F1 protege started on the front row for all three races and chased Slater home each time.

Things were slightly more unpredictable among the high-quality 37-car field in the wake of Slater and Powell. In race one, it was US Racing-run Australian Gianmarco Pradel who completed the podium, before American team-mate Akshay Bohra did the honours in race two. HiYu Yamakoshi held third in the finale for Van

Amersfoort Racing before he was divebombed by Kean Nakamura-Berta, the Anglo-Japanese-Slovakian Alpine F1 junior completing a Prema 1-2-3.

"It's a mega weekend in the end," said Slater, part of the same ADD management stable as Miami GP winner Lando Norris. "We just put it all together. I could have pushed more in a few bits, but I'm here to rack the points up and win as many as I can, in the cleanest way possible."







### P32 BRANDS HATCH REPORT

**GT WORLD CHALLENGE EUROPE** Briton Tom Fleming took a class win on his GT3 debut at Brands Hatch last Sunday – without anti-lock brakes! The winner of the Ferrari Challenge world finals at Mugello last year took Silver Cup honours in race two on the opening weekend of the GT World Challenge Europe Sprint Cup with Eliseo Donno. “I was completely blind going into it,” said the 21-year-old of jumping into his AF Corse Ferrari 296 GT3 without ABS mid-race. “It was a learning weekend, but it has been mega.” **Photograph by Gary Hawkins**

## Quality entry as series kicks off

### FORMULA REGIONAL

The race to succeed Andrea Kimi Antonelli as king of the Formula Regional European Championship by Alpine begins this weekend at Hockenheim, with the first of 10 double-headers across 2024.

The series has once again attracted a quality field, with 33 drivers registered, among them plenty of F1-backed talent. One of them, McLaren-affiliated Brando Badoer (pictured), emerged as the unofficial ‘champion’ across the trio of two-day pre-season tests. The Italian F4 graduate, son of ex-F1 racer Luca Badoer, was second fastest overall at Barcelona, Paul Ricard and Hockenheim as he steps up with Van Amersfoort Racing.

Ferrari junior Tuukka Taponen, another to race in Italian F4 last season, was quickest at Ricard. The exciting Finn has already won the FRegional Middle East



DUTCH PHOTO AGENCY/FRECA

crown this year with R-ace GP, the team with which he is racing in FRECA.

Yet another Italian F4 alumnus, Australian James Wharton, topped the times at Barcelona with Prema Racing. The Italian team fields a strong line-up, with Brazilian Ferrari protege Rafael Camara – fifth in FRECA last year and the highest-placed driver staying on – and McLaren prospect Ugo Ugochukwu handling the other two cars.

Dane Noah Stromsted, lining up for his first full season of FRECA, led the way in the times at Hockenheim with Irish-run Race Performance Motorsport.

### NO CHANGES FOR BTCC

The British Touring Car Championship has kept to tradition by a) getting its calendar for next year out early, and b) keeping it exactly the same as before. The dates for 2025 were announced last week, with the 10 rounds following the same order as 2024 – and 2023. It runs from 26-27 April at Donington Park to the finale at Brands Hatch GP on 4-5 October.

### BARNARD BACK AT MCLAREN

British Formula 2 racer Taylor Barnard will get another shot at Formula E with McLaren in this weekend’s Berlin double-header, albeit with more notice than he got for his electric race debut last time out in Monaco. Veteran Sam Bird has undergone surgery on the broken bone in his left hand, sustained in a Monte Carlo shunt, leading to another call-up for 19-year-old Barnard.

### HABSBURG OUT OF SPA

Jules Gounon will again substitute for Ferdinand Habsburg in the Alpine Hypercar squad at this weekend’s Spa World Endurance Championship round. The Austrian is focusing on regaining fitness in time for the Le Mans 24 Hours in June. As expected, Harry Tincknell will miss the event to race the factory Ford Mustang GT3 at the Laguna Seca IMSA round, leaving Neel Jani and Julien Andlauer to drive the Proton Porsche 963 as a duo.

### NASCAR PLAN FOR BROWN

Australian Supercars championship leader Will Brown looks set to be the next driver from Down Under to make his NASCAR debut. The Queenslander (below) is in discussions with Chevrolet team Richard Childress Racing to contest the Sonoma road course round of the top-tier Cup Series on 9 June.



EDGE PHOTOGRAPHICS/MOTORSPORT IMAGES

**AUTOSPORT**

...with our print and digital bundle

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



SUBSCRIBE





# Norris answers his critics

*McLaren's star has become a grand prix winner at his 110th attempt, adding credibility to the approach he has always had and responding to the naysayers*

ALEX KALINAUCKAS

**I** could still see Max. And when you can see Max, there's hope." Lando Norris – the world championship's 114th race winner, excluding sprints – has a very engaging style. That comment came early in the post-race press conference at the Miami Grand Prix, Norris fresh from another podium appearance alongside Max Verstappen and Charles Leclerc. But on this occasion it was the first time he had visited the top spot in F1. So, of course he threw his first winner's trophy high in the air. Of course he refused to change out of his champagne-soaked overalls. Of course he delayed the presser by giving lengthy and effusive answers to the TV crews nestled outside within one of the Hard Rock Stadium's gigantic helix ramps.

When he did finally bounce into the room to join Verstappen and Leclerc, it was always going to be a long appearance. Leclerc had to sit through 20 minutes of questions to the other two. And while Verstappen got just two of the 10 floor questions asked in this 30-minute appearance, he contented himself to ribbing his winning friend whenever possible. Verstappen helpfully pointed out that Miami was a far superior place to party after a first F1 win, even without a raucous home crowd to see that maiden glory as Norris had ideally wanted at Silverstone.

The main takeaway from the winner was the relief that this achievement provides. Many F1 observers shared in Norris's

**"I freaking love it. It makes me smile more than anything, especially 'Lando No-Wins'"**

delight as it broke the Red Bull monotony once again in 2024 – something that looked unlikely when Verstappen led the race's opening phase. Columns lambasting the worsening of F1's sprint format were being conceived in those initial 22 laps...

Norris spoke as eloquently and vociferously as ever. Did the victory feel like a weight off his shoulders? We know how Verstappen, the master of emotional concealment, would have replied. "As much as I want to say no, it's a yes," said Norris.

Norris also dished out a detailed look into his psyche and his approach to life as an F1 star. He's already won fame and infamy (to the fragile few) for engaging with his critics on social media. He's not afraid to confront the odd clumsy tweet, or "go on Instagram and like all the comments of people abusing me".

"I freaking love it," Norris continued. "It makes me smile more

than anything, especially 'Lando No-Wins' [a tag previously used to discredit the Briton by the ill-informed]. That's become the thing. And yeah, for me to finally prove those people wrong and prove to people that didn't think I could go out and do it, it's put an even bigger smile on my face today. So, I thank all of them."

There were more specifics Norris wanted to address. How "a lot of people doubted" when "I said we could win races [in 2024]" – a comment made ahead of last month's Chinese GP; that his Shanghai sprint off from pole against Lewis Hamilton meant his critics felt he couldn't "perform under the pressure of leading the race"; and that "a lot of people talk crap about Sochi and the things which went on" in his losing of the 2021 Russian GP he'd long led ahead of Hamilton.

There were negative moments of Norris's weekend. His comments regarding a former US president facing four criminal cases and already found liable for sexual abuse were ill-judged, to say the least. Plus, on-track, he must share in the blame for falling from a dominant sprint qualifying position to starting the first race ninth and exposing himself to chaos in the pack. But these barely diminish Norris's Miami glory. It's something he has finally reached, having made the steps on elevating consistency and getting even better at in-race tyre management that he'd been targeting when Autosport spoke to him on his final visit to the McLaren factory of 2023. His efforts to "rid of a lot of my weaknesses" left him "more confident than ever", which is saying something given his irrepressible style and speed.

"This year I've been much better with just kind of keeping my mind focused and focusing on my job," he added. "I'm doing a good job. I'm fast and I'm executing things exactly how I want to do. All that hard work has paid off."

It was clear last December that Norris wasn't going to change his hyper-critical mindset. And indeed, Norris credits his mistake-owning attitude for exactly why he was finally able to shed his previous record of having the most F1 podiums without a win. Back to Nick Heidfeld that unwanted mantle goes...

"I'm still going to be that guy," he concluded. "I don't think that's going to change. That's my mindset. Everyone has their own way of doing things, their own approach, their own way that they talk to themselves and think, 'How can I approach today? How can I go out and do the best job?' For me, it's talking down at myself and kind of putting myself down because that's what works and I'm fine with that. In order to make myself the best man, the best driver, I have my way of doing things and I stick to that."

Fast, fearless, fighting his critics. That's Lando Norris, F1 race winner. 🏆

**P16 MIAMI GP REPORT**



# THE BEST WAY TO GET AROUND AT THE TRACK



## PURE

We want to support the motorsport industry with Pure Electric's internationally award-winning e-scooters: the Pure Air3, the Pure Advance and the Pure Flex series.

Use Autosport's exclusive discount code of **'AUTO24'** for **10% off any electric scooter** purchased before the end of June.  
Contact us via email for bulk orders:

[motorsport@pureelectric.com](mailto:motorsport@pureelectric.com)



Scan for more info

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



# RACE-KEEPER

**Race-Keeper Connect**  
**COMING SOON**  
• Dual Cameras • GPS  
• Accels • OBD-II  
• CAN data  
• Live Streaming  
[Race-Keeper.com](http://Race-Keeper.com)

**Video:**  
**Road-Keeper HD does that.**  
***So you can do this.***

The Road-Keeper HD video and data logger is used across the globe for

- Driving Experience Videos • Driver Coaching • Club Racing • Track Days
- Flight Schools • Rally and stage racing • Incident Dispute management

Request a Custom-designed Instant Video player for Your driving experience



- Two 1080p HD cameras with audio
- 10Hz GPS data
- Race-Keeper Auto record functions
- External Mic / Intercom options
- Rapid installation
- Use with Race-Keeper Comparo analysis app
- Lap and split times, track map, outing comparison
- 4K Video exports for sharing

Use discount code **ROK-ASM24**  
at checkout for system savings

Get your Road-Keeper HD today

at [www.Road-Keeper.com](http://www.Road-Keeper.com)

Connect with us: [info@race-keeper.com](mailto:info@race-keeper.com)

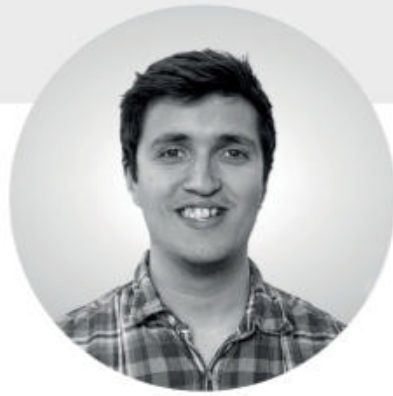
## RACE-KEEPER COMPARO



Scan here for info







# Jota's unheralded leader

*One year into Jota's journey in the World Endurance Championship's Hypercar class, Will Stevens is relishing his role in taking the fight to the factories*

JAMES NEWBOLD

**T**welve months is a long time in motorsport, and plenty has changed since the World Endurance Championship's last visit to Spa a little over a year ago. Although its Porsche 963 LMDh hasn't undergone the same kind of dramatic revamp as Peugeot's 9X8 Le Mans Hypercar, the same applies in the Jota camp. One year on from the debut of its Hertz-liveried customer 963, it has expanded to run two cars and achieved the programme's first outright podium in Qatar.

With five new faces to bed in, the significance of Jota's sole remaining driver from its first season in Hypercar has grown too. Certainly, the continuity provided by retaining Will Stevens has no doubt helped Jota's bid to add outright Le Mans glory to its three previous class successes. But senior team figures make it clear that the 32-year-old offers far more than simply a point of reference from 2023.

Stevens has won at least once in every WEC season he has contested for the Jota squad of Sam Hignett and David Clark since his 2016 debut. Back-to-back LMP2 victories that year, when Jota fielded G-Drive Racing's entry, started the ball rolling, and it continued in 2018-19 and 2019-20 when Jota raced under the Jackie Chan DC Racing banner. After being an integral part of its 2022 WEC title/Le Mans P2 double with Antonio Felix da Costa and Roberto Gonzalez, he also claimed P2 victory at Sebring's WEC season-opener last year but wasn't recognised with points.

The esteem with which Stevens is held by Jota couldn't be much higher. Hignett rates him among "my top sportscar drivers" and believes Stevens's role in the team's 2022 success was "down to Will more than anybody else". "Roberto and Antonio would say that as well," Hignett says. "He was the one that gelled the whole thing together and made it work."

Team principal Dieter Gass describes Stevens as "the natural leader in the #12 car with the experience he has in the team, and in endurance racing". Reflecting on his "very demanding" approach, the German observes: "He's always thinking and willing to improve. I would tend to say he's never happy. It's good because he's always pushing everybody in the team to do better."

Since his brief tenure in Formula 1 concluded with a best result of 13th to show for a trying 2015 at Manor, Stevens has quietly built a formidable reputation in sportscars. He dovetailed racing GTs with prototypes from the outset, claiming a first Le Mans class win in 2017 in GTE Am, and has been a Jota stalwart since his winning return to the squad for Sebring 2019. Aside from Le Mans that year and 2021, when Stevens skipped WEC to focus on the European Le Mans Series, Jota race engineer Olivier Berta has had Stevens in his car.

"I did a lot of racing for a lot of different teams, so I really had to

build my reputation up in sportscars, which hopefully I've done," Stevens explains. "Sam and David at Jota gave me an opportunity early on in sportscars and they've continuously believed in me. The differences in the team from then to now is huge, but the core group of people are still here. It's cool."

This was a factor in Stevens committing his future to Jota two years ago. He'd joined Wayne Taylor Racing for the 2022 IMSA classics at Daytona and Sebring, with a view to continuing into the

---

**"I like working with the same people, I think that brings a lot of performance"**

---

current GTP era. Plans to secure a full-time Acura gig in 2023 alongside racing Jota's 963 in the WEC were in the works but, when it became clear "it was sensitive to be driving two different cars" and he'd have to choose, Jota won out. It wasn't a difficult choice.

"I like working with the same people, I think that brings a lot of performance," Stevens says. "I honestly love being a part of this team. I feel super-comfortable, it's the happiest I've probably been in my career. Hopefully I'll continue for many more years."

His hope is shared by the team. Hignett notes that Stevens doesn't use his status as a Jota stalwart to his advantage and praises him for being "always very honest". Stevens acknowledges: "Because I know the car, I try to share my knowledge with everyone in the team. We need to help each other to improve the package."

It's in his technical application that Stevens, also the test and development driver for McLaren's F1 team, believes is "where I feel strong". Despite limited car development, constant systems updates mean the goalposts are always moving and technically minded drivers can make a difference: "As drivers, we have to push the engineering in a direction where we want to go from a balance perspective. That's the part of it that I also enjoy."

Stevens relishes his leading role and stepping up to the plate for the big occasions – as at Spa last year when he split the factory Porsches in qualifying without so much as a pre-event test. "I've always believed that I can do the job at this level," he reasons. "It's taken a while to get to this position, but now I hope I can still prove that I'm meant to be here."

Few would dispute that. But most importantly, nobody at Jota doubts it for a moment. "The respect he's got from everybody – drivers, team owners, engineers – in the paddock is immense," adds Hignett. "This is his home really." ❧





# What's after F1 Academy?

*The right next step for the frontrunners in Formula 1's female-only single-seater support series is a question that's crucial for the concept's success and credibility*

SAM HALL

**W**ith the F1 Academy now two events into its seven-round second season, a pecking order is beginning to appear, and this means one of the biggest questions will begin to be asked for title contenders – what next?

For inaugural champion Marta Garcia, the reward was a fully funded Formula Regional European Championship by Alpine drive with Prema Racing, the team with which she had completed her victorious campaign (although she has now transferred into the sister Iron Dames operation). But given that FRECA is officially recognised by the FIA as a regional Formula 3 category, questions were inevitably asked as to why the Spaniard would be competing in that series and not FIA F3. After all, it would surely be in Formula 1's best interest to have kept her in a paddock where all eyes would have been on her.

Posed the question as to why a seat had not been guaranteed for the F1 Academy champion, with no such commitment this term either, F2 and F3 CEO Bruno Michel says: "It's a very big question because we want to make sure that when a female driver arrives into Formula 3, she is ready to do a proper job. If she is not, it is going to send the wrong messages, and that is exactly what we want to try to avoid."

"The reason that F1 Academy is doing such a great job is that we understand now that female drivers haven't had in the past preparation as heavy and as continuous as their male counterparts. That is a fact. Now, with F1 Academy, with the fact that Susie [Wolff] is doing a great job to try to create big hype for young female kart drivers and trying to push them up in the category, I think the level of preparation and the quantity of female drivers that we have is going to change. Marta could have gone to F3 this year but I guess that Marta being in Formula Regional is probably better preparation for her."

This response becomes particularly interesting when looking back at the confirmation of Garcia's FRECA drive, which read: "This announcement underlines F1 Academy's commitment to prepare drivers for a higher level of competition and support their progress up the single-seater ladder. Each season F1 Academy will work in close collaboration with the F1 Academy teams to support its winner in progressing up the motorsport ladder."

Autosport understands that the decision on which series the champion will be promoted to is a combined effort, with F1 Academy, their team and the driver all having input. But the fact that FRECA teams are permitted to expand to four-car efforts if they run a top-three driver from the previous F1 Academy season, such as Prema has with Garcia and ART Grand Prix has with runner-up Lena Buhler, is strong motivation to move drivers in that direction.

This change is, sadly, not an option in F3 – a point made abundantly clear by Michel, who commented when speaking about the requirements for Andretti to join the F3 grid. Team owner Michael Andretti has expressed a desire to be in F3 in order to bolster his F1 effort, but Michel said that expanding beyond the current number of cars was "completely out of the question".

But there are reasons for the F1 support championship to be confident of landing at least one F1 Academy graduate next year.

**"We want to make sure that when they get to F3, they are going to do a proper job"**

In the case of championship leader Abbi Pulling, although she is essentially running a dual F4 campaign encompassing F1 Academy and British F4, her Rodin Motorsport team currently has no representation on the FRECA grid, meaning it would be a significant undertaking to place her there.

Secondly, current second-place runner Doriane Pin is also running a dual single-seater campaign, but that second series is FRECA, which means that a step up to F3 would more likely be her destination should she win the funding for a campaign.

Finally, although F3 is not openly courting F1 Academy talent, this should not be mistaken for a lack of interest, as Michel made clear while expressing his admiration for the work of managing director Wolff. "What I would love is the day that we have a female driver coming from F1 Academy in one year, two years, I don't know... is that at some point we can have female drivers qualifying well because, at the end of the day, that is the key in Formula 3 today. And if you can qualify in the top 12, you can be on pole position on Saturday, which would be absolutely fantastic. It would give a message which would be absolutely amazing."

"That is what we are working on with Susie and we are following up extremely carefully to see when the drivers will be ready. We are looking also at the season this year in F1 Academy and it is very interesting to see how the girls are progressing, and let's hope, because I am sure that at some point and with the proper preparation we will have a female driver that can compete with the males. There is no doubt about that."

"But the preparation is completely key and it has to be done properly to make sure that we don't send the wrong message." ❄

**➔ P37 MIAMI F1 ACADEMY REPORT**



# YOUR SAY

*I want to thank all involved for adapting to the adverse conditions.  
There was clearly a lot of work going on behind the scenes*

**RICHARD NEWELL**

## The best of British motorsport

Wow. What a day at Donington Park. Action, excitement, drama... and that was just me trying to park my car. Jokes aside, the racing was as entertaining as ever (BTCC report, 2 May). From Tom Ingram's double win to Aiden Moffat's defensive drive to victory in the final race. The support series were equally impressive, with the final Legends race being the perfect way to conclude the day.

More importantly, I want to thank all involved for adapting to the adverse conditions. Excellent crowd and traffic control. Trenches dug in double-quick time to manage excess water flow. There was clearly a lot of work going on behind the scenes. We were kept up to date on everything through the circuit's social media channels and their excellent commentary.

The only disappointment was the online criticism. Unfair comparisons to the fully operational East Midlands Airport (next door). Because landing aeroplanes on a runway is so similar to a pack of cars barrelling towards Redgate? And rose-tinted looks back to previous eras when 'proper drivers' would go out in the wet.

Safety must come first for competitors and spectators. As entertaining as an out-of-control vehicle or superior drive against rivals is, most people come to these events to see quality motorsport throughout the field. That's what the event organisers gave us. What started off as a very damp day full of doubt ended as great start to the BTCC season under a fantastic sunset. Bravo!

**Richard Newell**

**By email**

## When qualifying was solely about speed

The page of analysis of Charles Leclerc's ability, or loss of, to extract a pole lap from his Ferrari was indeed very interesting (Opinion, 18 April). But wasn't it so much better when practice, as it was then known, ran down the clock to the final minutes and we all watched for our personal single-lap heroes such as Jimmy, Ronnie, Gilles etc to put in that flyer to see who was simply the fastest, not who had prepared their tyres better...

I recall watching Keke hang everything out at Silverstone when his only temperature preparation was to stamp out his ciggy... and even more standing with Peter Windsor and Nigel Roebuck



down at Club when Nigel approached in his Ferrari in the final seconds and simply turned in without a hint of a touch of the brake pedal. All three of us took a step backwards in the full and certain knowledge that we were about to witness, or be involved in, a plane crash! Qualifying was better then...

**David McLaughlin**

**By email**

## Is F1 still 'not political'?

I seem to recall much being made of how Formula 1 is 'not political' when the FIA defended its ban on drivers making statements or taking part in political displays at F1 events. The rationale seemed to be that the sport didn't want to be seen taking sides.

Perhaps the FIA and Liberty would like to explain how this squares with Donald Trump (a candidate in the upcoming presidential election and otherwise holding no office of state) being not only invited to the Miami Grand Prix, but being given guided tours by the head of the FIA and pitlane publicity? The highlights from this are already featuring in his campaign.

If the sport has decided it wants to be political after all, then so be it, but let's have a level playing field on this topic and stop treating everyone like fools.

**David Ryan**

**Bradford**

## HAVE YOUR SAY GET IN TOUCH


**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



# RACE CENTRE

An overjoyed –  
and relieved –  
Norris savours his  
crowd-surfing  
celebration





FORMULA 1

# LANDO FINALLY GETS WHAT HE DESERVES

*After 15 podiums without a victory, Lando Norris became a grand prix winner – and he outpaced Max Verstappen to do so*

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport**  
IMAGES





**H**e stank of champagne. Lando Norris, bouncing into the press conference room in the bowels of Miami's Hard Rock Stadium, was soaked in Formula 1 glory. After taking a famous first grand prix win in Miami's third race weekend, he'd wanted "to keep all my champagne on me". A quick Lewis Hamilton-style change to a more glamorous outfit was eschewed, Norris resplendent in the already sweat-steeped overalls he'd worn for 57 boiling laps last Sunday.

For 31 of those, he led. As he crossed the line to finally take the chequered flag at the head of an F1 pack after 124 attempts – sprints and all – he clinched McLaren's first GP win since that famous day he had backed off behind Daniel Ricciardo at Monza in 2021. His Sochi near-miss to Hamilton next time out was 57 race weekends back; Oscar Piastri's triumph in the Qatar sprint barely seven months ago.

Norris selected that moment as the "one opportunity" to win he'd definitively missed in all that time since the 2021 Russian GP. But it was another episode involving his Australian team-mate that went a long way towards securing this long-awaited victory. The mid-race safety car swung the contest irreversibly in Norris's favour – that cannot be denied. But there were three additional factors that combined to make him a victory contender even without fate finally shining back upon him, 952 days since the Sochi sun had disappeared in that devastating rainstorm.

### 1. Piastri's pass on Leclerc proves pivotal

The driver who had the second highest Miami GP laps-led total, inevitably, was Red Bull's Max Verstappen. He ended the day with 22 tours at the head of the pack. But for just the fifth time in the past 29 F1 weekends, he didn't lead the last. And he nearly didn't reach the end of the first, either.

Verstappen, starting from his second pole of the weekend, shot clear off the line, swinging right when the lights went out. This turned out to be unnecessary, since his front row partner Charles Leclerc was slow away. As the Ferrari hit wheelspin "as soon as I let [off] the clutch", in the words of Leclerc, Sergio Perez in the other Red Bull stole to the far right, close to the pitwall that Donald Trump had plodded by just minutes earlier, then braked tight on the inside.

But like Hamilton in the sprint, Perez found "offline there was no grip and I ended up locking", and his Red Bull slid straight on. Perez, who was cleared of a false start after he appeared to possibly be over the yellow line at the front of his grid box, came so close to wiping out his team-mate.

In fact, Verstappen said afterwards that he'd spotted "a scratch on my diffuser", which he put down to Perez. But he might have been seeing something else, rather important...

Having missed Verstappen, Perez's mighty momentum forced Carlos Sainz in the other Ferrari and Norris to check up on the outside line, the Spaniard having to move so much that he wanted Perez penalised. The momentum lost by Sainz and Norris meant that Leclerc recovered back to second, while Piastri powered through in the ensuing sweeps to run third.



TRENTITZ

## "AS SOON AS HE SAW THERE WASN'T MUCH TO DO AFTER THE FIRST LAP, HE STARTED TO SAVE HIS TYRES"

Verstappen ended lap one with a 1.4-second advantage – Leclerc already missing DRS. Then the Ferrari was soon started to slide, and this contributed to Verstappen's lead creeping up to 1.8s by the end of lap three – and foreshadowed what was to come for Leclerc.

The next time around, Piastri, who had been armed with DRS since it was activated on lap two, made his move. He sent it up the inside of Leclerc from a fair way back at Turn 17 at the end of the back straight and set off after Verstappen, who had just locked up at the tight right-hander. Leclerc clung on in front of Sainz, although more regularly wayward than his team-mate.

Sainz indicated that he wanted to be allowed past, but Ferrari team principal Fred Vasseur – who would charmingly gatecrash McLaren's post-race celebration picture on the stadium's NFL field to soak Norris in yet more champagne – said nothing of this afterwards.

Piastri's pass actually brings two subplot elements into play for



Sainz sizes up Piastri ahead of ding-dong battle for fourth

SUTTON





Norris's win. One was, as McLaren team principal Andrea Stella explained, Norris seeing "Oscar overtaking a Ferrari", and so "he got like, 'Wow, we are actually there today.'" Incentivised by his team-mate's efforts 4.3s and four places ahead – Perez had rejoined from Turn 1 in front of Norris – the Briton was, critically, also driving in a manner that would later pay him back.

"His race management was very mature," Stella said of Norris's efforts at this point. "As soon as he saw there wasn't much to do after the first lap, he started to save his tyres because he knew his race would come."

But by lap 14, with Verstappen 2.8s to the good over Piastri up ahead, Norris was all over the rear of Perez's Red Bull. At this moment, the eventual winner was 8.2s off the lead.

Norris pressured Perez, but in the end Red Bull made things easier for him by calling the Mexican in to move off the medium tyres – all the frontrunners had started on this compound – and take hards. This was lap 17, after which Norris was instructed to "go after him [Sainz] rather than protect against Perez" by his engineer Will Joseph, a call with which Norris readily agreed.

Leclerc came in two laps later, having been repeatedly instructed to decide on pitting in the opposite way to Piastri, who had not been able to move clear of DRS range to the pursuing Ferraris. The first time Leclerc was told to "box opposite McLaren", he was then ordered to stay out by his engineer Xavi Marcos.

When he did stop, Leclerc rejoined between the Mercedes pair on their split strategies and not a factor in the lead fight. Ahead, Piastri had moved 3.4s clear of Sainz, the early leaders all upping their pace in the expectation that they'd soon all be on the hard tyres.

Before Verstappen made that change on lap 23, the second more important factor in Norris's victory challenge arrived. >>

## QUALIFYING



Qualifying at the Miami Grand Prix was all about anti-climax – on both days. On Friday, the surprise pace of McLaren disappeared as sprint Q3 began. On Saturday, it became obvious that everyone had peaked before their final fliers.

Max Verstappen had led on a 1m27.241s after the first runs, the world champion feeling that his car was "more connected, more predictable" with Red Bull's set-up tweaks after his (relative) handling woe in the sprint race. Just 0.141 seconds behind sat Charles Leclerc, the Ferrari driver continuing his impressive turnaround from his gaffe in FP1. They were followed by Carlos Sainz.

On the final runs, Verstappen led the frontrunners around. He shot to a 0.084s improvement in the first sector, which would stand as the session's best. But by the end of the second sector he was 0.189s down on his personal best, and never recovered the lost time.

But Leclerc and Sainz couldn't exploit Verstappen's failure to top his provisional pole effort. Leclerc essentially matched his time from the first Q3 runs, but a wild wobble exiting Turn 8 revealed how hard he was pushing. And, with what Pirelli chief engineer Simone Berra called "peaky" soft C4s on the rougher, aged track surface this year, going over the limit of the rubber just meant surface overheating that never came back under control and much reduced grip.

It was this that did for Lando Norris on Friday afternoon, and he even tried the mediums for his first Q3 run to try to find "more consistent behaviour", said

**"It's just super-unpredictable. It's not really fun to drive like that"**

Berra, with the two compounds only "a couple of tenths of difference" apart in pace rather than the 0.6-0.7s that had been expected. Norris switched back to softs for the final run and slotted into fifth behind the improved Sergio Perez.

The overheating had cost Verstappen and the Ferrari pair on their second runs. Leclerc was struggling so much out of Turn 11 and around Turn 12 that it seemed like he'd backed off, before he was so sideways through the first part of the chicane that he obviously hadn't. Still, Leclerc charged, but to no avail – his second run 0.558 slower than his first. With Sainz ending up 0.545s slower than his own personal best, Verstappen's second pole of the weekend was secure.

"It's just super-unpredictable, quite frustrating," Verstappen said afterwards. "It's not really fun to drive like that. I can't tell you what went wrong [on the second lap] because I did the same thing and then you come out of corners and you suddenly lose one tenth or whatever. Some qualifying you go in saying, 'OK, I can improve here and there', the tyres are quite consistent and you can just push. Here it feels like you have no idea really what you're going to get."



## SPRINT RACE

While Verstappen leads the field, Hamilton spots a gap down the inside...



TRENITZ

Max Verstappen was unhappy with the car balance Red Bull had arrived at with its set-up choices for sprint qualifying, finding the handling was “too much oversteer”. Indeed, he was surprised to top that session ahead of Ferrari’s Charles Leclerc, who was rather more impressive in qualifying 0.1 seconds off pole than he had been in spinning early in FP1 and getting stranded on track with an overheated clutch.

Both should have been headed by Lando Norris, but McLaren’s session-leading pace disappeared in SQ3 with overheating soft tyres (the previous sessions Norris topped were completed on the medium rubber).

Verstappen didn’t have good clutch “engagement” off the line at the start of the 19-lap contest, and so had to cover off Leclerc into the

**“The gap yo-yoed tantalisingly before Verstappen eventually moved clear to win by 3.4s”**

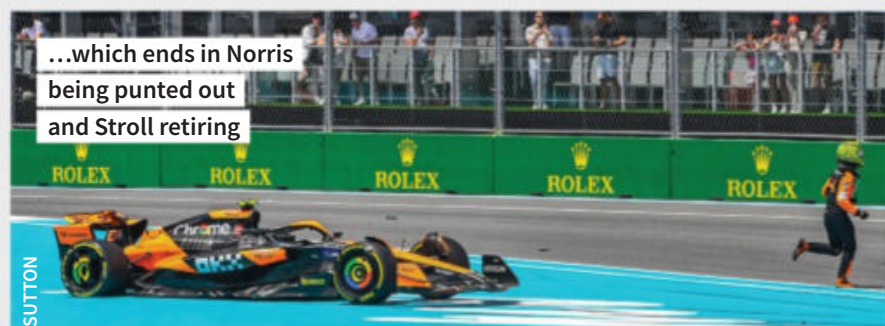


...and inserts himself into the melee of battling Aston Martins...

SUTTON

right-hand Turn 1. Leclerc “didn’t want to take too many risks” and instead switched to seeing off Sergio Perez. He, in turn, fell behind Daniel Ricciardo’s RB. Further back in the pack, Lewis Hamilton steamed down the inside line, having spotted a gap, but slid past the apex and forced Fernando Alonso into Lance Stroll’s leading Aston Martin – the pair already close and possibly set to collide anyway. The melee eventually put Stroll into Norris and deposited the McLaren with much debris in the run-off; the Aston limped to the pits to retire.

The safety car was called out while the track was cleared, leading the pack through the pits twice. Once racing did finally get going on lap four, Leclerc tried to get DRS but failed, and Verstappen shot clear. He pulled the gap out to



...which ends in Norris being punted out and Stroll retiring

SUTTON

2.3s before it closed again to 1.9s. Leclerc felt “we had a bit of a tyre advantage” with new mediums compared to Verstappen’s used ones, but was “mostly struggling with dirty air”. The gap therefore yo-yoed tantalisingly before Verstappen eventually moved clear to win by 3.4s.

Perez repassed Ricciardo with a DRS blast down the meandering back straight to Turn 11 on lap five, with Ricciardo then putting in an effective race-long defence against Carlos Sainz to seal fourth. Oscar Piastri followed them closely to sixth.

Nico Hulkenberg took seventh for Haas, which owed much to the controversial tactics of his team-mate Kevin Magnussen. The Dane had gained massively with the start chaos from 14th, then nicely gone around Hamilton’s outside at Turn 4, and so was running eighth with “good pace” behind Hulkenberg until the German “cut the chicane and I lost

the DRS [on lap six in an incident that was not investigated]”.

Magnussen then had Hamilton in close attention before Magnussen too cut the chicane. In staying ahead, the stewards decided this was leaving the track and gaining an advantage, so slapped Magnussen with a 10s time addition. But his defence against Hamilton in subsequent moves – at Turn 12 on lap 11 and Turn 11 on lap 14, which had them both off and allowed Yuki Tsunoda to jump Hamilton – earned two more of the same sanction. Magnussen also got a 5s penalty for additional track limits abuse.

On lap 15, he allowed Tsunoda and Hamilton past. The Mercedes then passed the RB late on the brakes at Turn 11 on the last lap, before Hamilton was handed a 20s converted drive-through for speeding in the pitlane during the safety car and so lost the final point, dropping to 16th.

**ALEX KALINAUCKAS**



Ricciardo kept the Ferrari of Sainz at bay to take fourth place

TRENITZ



## 2. Verstappen's chicane mistake has consequences

On the 21st lap, Verstappen clattered into the Turns 14/15 chicane after the rear end of his Red Bull snapped sideways as he hit the first apex. Verstappen knocked off the orange kerb marker bollard inside the second part of the sequence, and this made its way through his RB20 before falling out from underneath the rear wing as he rounded Turn 16 and headed onto the long back straight.

The bollard rolled onto the racing line when Piastri swept by, so race control activated the virtual safety car system on lap 23 because of its perilous position. The massive gap between Verstappen and Valtteri Bottas at the rear of the field meant that there was enough time for a marshal to pluck up the damaged cone and clear the scene.

For a moment this might have handed Verstappen a big advantage, but the clearance was so rapid that the leader was only running through Turn 16 again when the VSC ended. Nevertheless, Red Bull called him in at the end of that tour to make his switch to hard tyres.

After this, through all that was to come, Verstappen felt his handling on the white-walled rubber "was quite a disaster". He put this down to never really feeling "comfortable the whole weekend" with his car balance on any compound.

"Just low grip, just very tricky balance in the low-speed," he said of his second stint. "I couldn't really lean on the rear, while in the high-speed I was understeering a lot. So, when you have these two issues, you cannot also balance it out because you're chasing two different things. I was just driving to the grip that I had and it was not a lot."

Red Bull team boss Christian Horner explained post-race that the kerbstrike and bollard bashing had "actually done quite a lot of damage to the underside of the car".

"It was a reasonable amount of the area around the left-rear floor," Horner added. "There's a reasonable amount that's missing and you can see it awfully flexing as well, so it certainly wouldn't be helping [Verstappen's handling balance]."

When Horner's comments were put to Verstappen in the post-race press conference, where he'd begun by auto-piloting himself into the winner's seat before laughing off his gaffe, the Dutchman disagreed on the assessment.

"It didn't feel different, so I don't know," he replied, his expression souring with each word.

But in Red Bull's post-race press release, Verstappen, who by the time it was drafted had completed his engineering debrief, conceded: "When we took the car back to the garage, we also found that the floor was damaged and had a hole in, which could have been picked up from hitting the cone."

While Verstappen was starting his 'disastrous' second stint, Piastri was scooping up this GP's other four laps in the lead, before he led Sainz – from 2.7s ahead – into the pits to get their hard tyres.

And so, finally, Norris led. But it was what happened next that transformed the race's narrative. On lap 28, Kevin Magnussen attacked Logan Sargeant at Turn 1 over 18th place. The Williams driver defended on the inside and the pair raced around Turn 2. Magnussen still hadn't given up the fight and, when his American rival swung right, the



## "I'VE NOT DONE MANY SAFETY CAR RESTARTS FROM THE FRONT FOR A GOOD AMOUNT OF YEARS"

inevitable contact pitched Sargeant off backwards and into retirement in the barriers behind Turn 3.

The real safety car was called out this time, with Norris just past the pit entry when the neutralisation was called. But the 24-year-old, repeatedly forgetting to turn his radio off to the deadpan Joseph at this stressful moment, was able to come in the next time round. The minimum delta speed proscribed by the suspended conditions meant his near 20s lead over Verstappen was preserved.

Norris could even pit for his hard tyres and rejoin ahead of the safety car, which then picked up Verstappen and co before waving them past, ensuring that Norris didn't gain a lap inadvertently. Thankfully, that meant there was still a contest to be won, with Norris leading Verstappen back up to racing speed at the start of lap 33.

He hit the gas at the Turn 18 kink, which the drivers don't even recognise as a real corner. Given Red Bull's typical straightline prowess, that meant Verstappen had plenty of time to mount an attack on the outside of Turn 1, as Norris defended the inside. "I've not done many safety car restarts from the front for a good amount of years," Norris later said. "Yeah, just a bit rusty! As long as I defended well into Turn 1 and kept the lead in Turn 1, I was quite confident I could go from there."

And that's exactly what he did. "I had to push fairly hard just for a lap," Norris said of how he broke DRS range to Verstappen on the restart. "And then I could kind of relax a little bit. I had fresher tyres [six-lap younger hards], my pace was very good in clean air and Max for >>



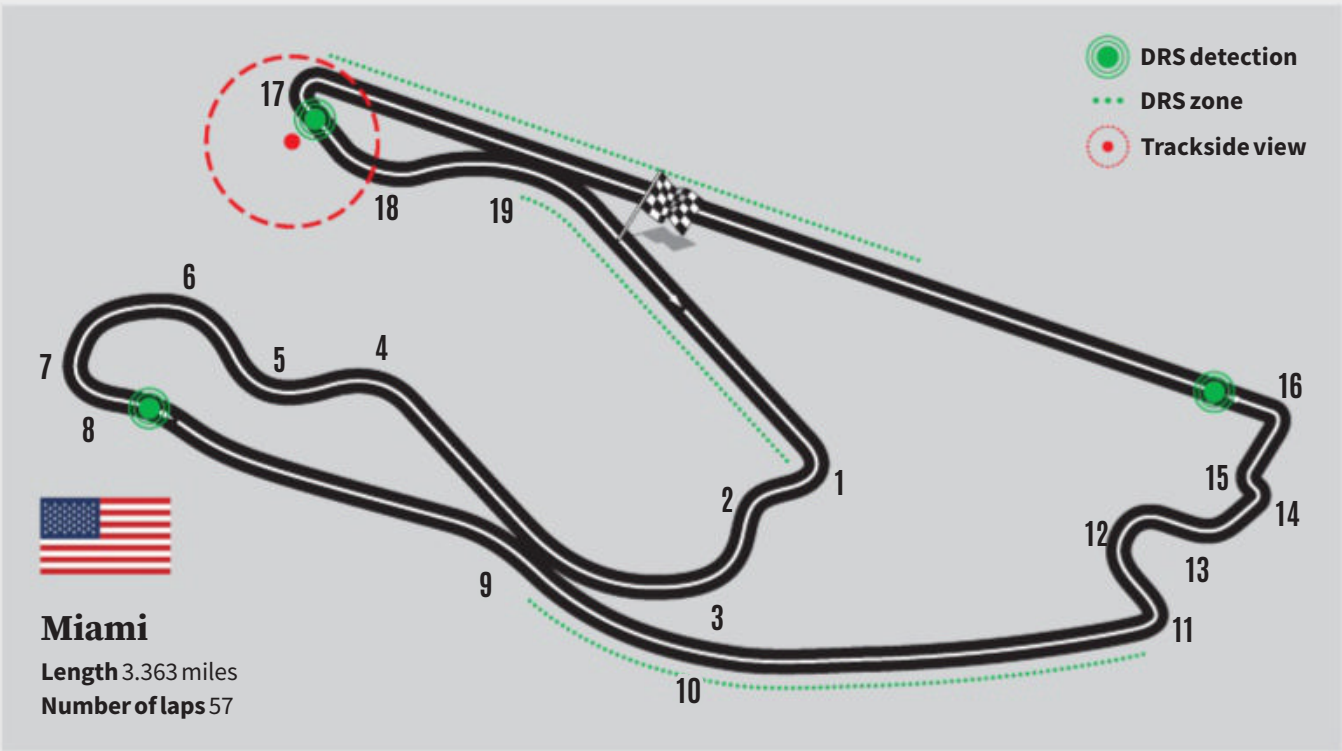


TRACKSIDE VIEW



The view hides the delight to come. Basically underneath a sprawling grandstand, the end of the Miami International Autodromo unfurls before us. Across the track, screens hide the back straight's end, where the drivers arrive at 200mph. Thus, you hear them first – before they burst out at Turn 17's apex. It's a low-key setting on the Formula 1 calendar, but we're not going to be moving for FP1's duration. There's simply too much to see.

First up, line variety piques our interest. Oscar Piastri and Lewis Hamilton are going deep past the apex, then sweeping left late and so hugging the wall beneath our feet. On the two times he comes by before a spin at the other end of the track's main straight caps his session, Charles Leclerc is much tighter – bouncing on the kerbs, his SF-24 oscillating wildly as it's pushed unexpectedly wide. Yuki Tsunoda bounds between the two lines – one lap very deep, the next tighter towards the kerbs. But no matter what, his RB is snapping as the power comes down, requiring urgent corrections. The Williams and Alpine drivers are consistent in between the two extremes, as is Carlos Sainz in the sole remaining Ferrari and George Russell, too. Lando Norris is going regularly even wider than Piastri.



**“In a class of one is Fernando Alonso. He’s on the wide line from the off”**

The challenge here is twofold. First, the drivers must use the massive traction factor to heat their tyres ahead of flying laps on the tricky surface, but not overdo it and so find the overheating limit that’s tripping the teams up so easily this year. A change in the conditions sums up the scale of this dark-art task, as a brief spell of cloud cover interrupts the blazing sun with 25

minutes left. When it moves on, Nico Hulkenberg leads a small train of drivers deep and nearly into the vast run-off area far to our left.

Max Verstappen has a surprisingly tricky time here. Twice he ends up sailing into the run-off – his left-front locking briefly. Then, on what will be the lap that nets him FP1’s top spot, he’s unsettled by Lance Stroll’s Aston Martin coming through Turn 17 a few seconds ahead and so misses the apex and must run deep towards the wall. But Verstappen still ends up quickest because – unlike Sergio

Perez – he can chuck the RB20 in and live with a lively rear, without needing the steering snaps that rob his team-mate of momentum.

In a class of one is Fernando Alonso. He’s on the wide line from the off, but simply gets closer to the wall than any of his rivals. As Tsunoda and co tidy things up, Alonso’s more perilous line means the thrills keep coming. But he’s seemingly in command, bar one snap that lights his rears and has him stepping off the gas to avoid spinning. Stunning.

**ALEX KALINAUCKAS**



the first time all race was not in clean air, so I had the advantage and I could control things fairly well.

“I pushed for the first bit, my engineer was giving me updates on the gap and I felt like I was cruising and extending the gap, and I didn’t feel like I had to do anything more. I didn’t have to push too much the first lap or two [after the restart], and then I could be fairly comfortable. [But] I was still pushing because I wanted to open the gap.”

In the end, that winning margin sat at 7.6s, with Norris explaining that he hadn’t followed through on an attempt to set fastest lap on the final tour because “I was imagining Andrea on the pitwall, like, ‘No, Lando, please!’”

Leclerc chased Verstappen home gamely, with Sainz fourth on the road, but penalised – and boosting Perez ahead – for his second clash with Piastri, which dropped the Australian down the order.

But could Norris have won even without the safety car’s help?

### 3. Norris had Verstappen-bothering pace even without assistance

This is an interesting question. Norris’s MCL38 had the full complement of major updates McLaren had taken to Miami – remembering that awful run here 12 months ago with the first

**“HE WAS SO COMFORTABLE. HE KEPT SAYING, ‘GUYS, I’M GOOD, THE TYRES ARE GOOD, STAY CALM, KEEP GOING’”**

iteration of the MCL60. The extra “downforce we added” with these new parts, according to Stella, provided enough of a boost that the Woking team felt it “needed to be less demanding from a rear wing point of view, which is never too efficient” on a track with such a combination of corners and straights.

Stella, wearing a pin honouring late McLaren sporting director, advisor and 2003 Indianapolis 500 winner Gil de Ferran, revealed post-race that his team had also “consciously decided to set up the car to maximise low-speed performance, so the decent performance we had in low-speed is not necessarily because of the characteristic of the package.” Really, the MCL38 still doesn’t like such stuff.

Along with the Red Bull’s damage and older tyres, this all explains how Norris was able to tear into Verstappen on his 24-lap run to home, mainly with gains in the opening sector and then essentially matching or pulling away further through the remaining parts of the lap.

But what is just as important to any consideration of Norris’s victory potential without a safety car intervention is his pace



Norris was in full control ahead of Verstappen on run to the flag

TEE



SBLOXHAM

Verstappen had nothing but praise for good mate Norris for winning drive

from much earlier in the race.

“We were pulling away, but not like it should be,” Verstappen said of his time in the lead on the medium tyres, which Piastri had been notably able to peg around the three-second mark before the Red Bull’s service. “Once we made the pitstop, and I heard what lap times the McLarens were doing, I was like, ‘Wow, that’s pretty quick’...”

Indeed, Norris’s times on medium rubber that had done 23 laps were on average 0.25s quicker than Verstappen could manage with new hards. “He was so comfortable,” Stella said of Norris’s pace before the safety car. “He kept saying, ‘Guys, I’m good, the tyres are good, stay calm, keep going.’”

“So, I think it would have been very interesting to see how long we could have gone, but there were no plans to pit as long as he was able to achieve green sectors and as long as his lap times were competitive with the people that had pitted on hards. If you have 25-lap younger tyres, you are in condition to seriously attack the cars ahead even if overtaking is difficult.”

This is a big factor in why Norris could have found it difficult to contend for victory, even with his tyre advantage. As Horner put it: “There wasn’t a huge amount of overtaking in the race, certainly in the top 10, so it would have all depended on where he came out after his pitstop, which would have been third or fourth.”

That would have meant overtaking “two Ferraris, a Red Bull, Oscar”, reflected Norris. “It would have been tough.”

But since his average advantage might have continued for another 25 laps – Pirelli sources indicated that the medium was capable of lasting competitively for a total of 50 on this low-degradation surface – Norris likely would have come close to erasing the gap by which he trailed Verstappen before he pitted and the race then so changed. Even an earlier stop would likely have still meant he emerged second, with enough pace to chase down the triple world champion.

And there would have been a massive tyre-life offset and a hobbled Red Bull. Enough for this to surely go down as a first F1 victory taken, not given. ✿

**NEXT  
F1 REPORT**

Emilia Romagna GP  
23 May issue





SBLOXHAM

## HAMILTON RESCUES SIXTH AMID MERC HARD-TYRE STRIFE

Mercedes boss Toto Wolff pointed to hard-tyre struggles as the root cause of the team's low-key weekend in Miami, from which Lewis Hamilton's sixth place proved to be its high-water mark.

The Briton undid his qualifying arrears to team-mate George Russell to finish ahead, although progress was stunted when the seven-time champion got stuck behind Sergio Perez's Red Bull while the two cars completed the second stint of the GP on medium tyres.

Hamilton, who qualified eighth, battled with Nico Hulkenberg in the opening phase on the hard tyre, eventually prevailing to move up to seventh, and then put a move on Yuki Tsunoda after the safety car following a switch to the mid-range Pirelli compound.

"The car struggles with the hard tyre, not getting any grip off it, and you could see there was not a lot of pace," Wolff explained. "On the medium there was much more grip, especially on the second stint with Lewis – he seemed to be quicker than Perez and that was the only benchmark on the medium."

As a result of Perez's opening-corner wide moment at the start, Russell had to check up and dropped to 10th after starting seventh. He passed Tsunoda in the opening stint, but the Japanese reclaimed position by pitting under the safety car. Russell found that he could not fight back on the hard tyre, and finished eighth.



ALL PHOTOGRAPHY

motorsport IMAGES

HONEY

## We need to talk about Kevin: Magnussen racks up the penalties

Four time penalties in the Miami sprint set the tone for Kevin Magnussen's weekend, which he felt were "well deserved" in his aggressive defence against Lewis Hamilton in a bid to help protect team-mate Nico Hulkenberg's points-scoring efforts.

The Dane cut a chicane and went off-track to keep Hamilton behind, which he admitted were "stupid tactics" in Haas's pursuit of valuable championship points, but nonetheless helped Hulkenberg seal seventh in the 19-lap Saturday race. Through those excursions, he earned a trio of 10-second penalties, with a further five added for avoidable contact, but more followed in the grand prix after his lap-28 crash with Logan Sargeant.

In attempting to pass the Williams driver at Turns 2-3, Magnussen hooked Sargeant's right-rear wheel with his left-front and posted the Floridian into the wall to produce the safety car. That was worth another 10s penalty, but that

wasn't quite it – Magnussen then took to the pitlane under the safety car but did not change his tyres, which comes with a 20s penalty for the presumed potential disruption to others. Post-Miami, Magnussen now has 10 points on his licence – another two will result in a race ban.

Irritated by Magnussen's sprint race tactics, McLaren team principal Andrea Stella felt that his obtuse defence should be considered bannable offences. "We have a case of behaviour being intentional in terms of damaging another competitor and this behaviour is perpetuated within the same race and repeated over the same season," Stella said. "How can penalties be accumulative? They should be exponential. It is not five plus five plus five equals 15. Five plus five plus five equals maybe you need to spend a weekend at home with your family and reflect on your sportsmanship – and then go back. It is completely unacceptable."



TEE

1

Alpine scored its first world championship point of 2024 courtesy of Esteban Ocon's 10th in the Miami GP



Q&A

FERNANDO ALONSO  
ASTON MARTIN DRIVER

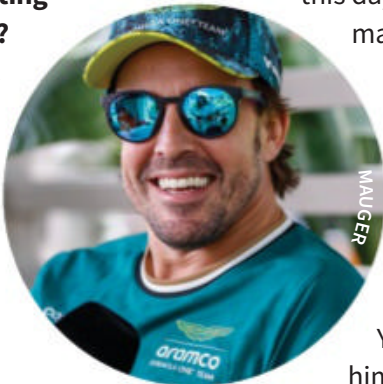
Did starting on the hard  
tyre pay off?

Definitely. I think we were lucky with a safety car today, that really helped our race. Starting on the hard, maybe we were thinking to stop a little bit later, but the safety car came in that lap and we took the opportunity. The full safety car bunched everyone else, and we were with the mediums, the others were with a hard. We had a little advantage there. All in all, we were lucky with the strategy and with the safety car. A little bit better in the race, compared to

quali, but we still need to improve our pace.

Did you enjoy fighting  
your way through?

Yeah, good battles. Esteban [Ocon], very hard fighting as well. As always, he's a racer, but always with respect. I really enjoyed today the fight with him. It is the first point for Alpine, which I'm happy as well for them, Esteban drove really well to take that point, so well done to them. Well done to



Lando. First win after so many podiums – I'm really happy for him. Hopefully he'll remember this day. The first of many wins.

Did you  
chat with  
Mohammed  
Ben Sulayem  
about  
penalties?

Yeah, I spoke with him yesterday. He's always on board on every opinion that the drivers have, he knows that we are the ones driving the cars and that we can have some suggestions

on things. There are a couple of points that we need to address as a sport, he always listens to us. Let's see if we make F1 a better sport and a little bit more consistent.

Everyone's happy for Lando...

He's a nice kid. He's a nice man, and a very talented driver. I know him very well. We did Daytona 24 Hours in 2018 together. He started in McLaren as a test driver when I was there. We both live in Monaco, we see each other sometimes there in the city, travel together sometimes as well. And after so many podiums I think he deserved this win.



SAINZ AND STROLL  
ARE PENALISED  
POST-RACE

Carlos Sainz was hit with a five-second penalty after the race for his lap-39 contact with Oscar Piastri at Turn 17, when he went deep into the corner to pass the Australian.

The Ferrari driver had already been frustrated by an earlier attempt to pass Piastri around the outside at Turn 11, a move the Australian repelled to leave Sainz to take to the run-off, which the Spaniard felt was befitting of a penalty if Piastri did not return the position. Instead, his eventual pass was punished after the front wing of Piastri's McLaren was broken by the Ferrari's sliding rear, forcing a nose change.

Lance Stroll also earned a trip to the stewards' office for his pass of Alex Albon off-track at Turn 2, which was considered worthy of a 10s addition to his race time.

Tsunoda shines as RB makes big  
step in battle behind the big five

The RB team took a decisive step forward in the constructors' championship in Miami, scoring 12 points to pull clear of Haas in the battle for sixth overall – half of which came from Yuki Tsunoda's star turn to score seventh in the 57-lap GP.

Tsunoda was a key beneficiary of the lap-28 safety car, because he had been able to extend his medium tyre stint up to that time and took the free stop for the hard compound to sit seventh at the restart. He was unable to resist Mercedes driver Lewis Hamilton for much longer than a lap and dropped to eighth, but was soon promoted a position when Oscar Piastri pitted with damage. He subsequently maintained strong race pace to ensure George Russell never had a chance to threaten.

Daniel Ricciardo looked to have turned over a new leaf with his run to fourth on the grid for the sprint, which he converted despite mounting pressure from Carlos



Sainz to claim his first points of 2024, but struggles with grip in qualifying culminated in a Q1 exit, which he never recovered from. The early Saturday pace had mystifyingly disappeared and Ricciardo was unable to squeeze much out of the hard tyres at the start – and was caught in a lower-midfield DRS train from which he failed to break free.





# GREEN MEANS GO AT THE RACING GREEN



**F1®**  
**2024**  
**6/7th**  
**July**

With a festival vibe, elevated inner track views, street food and simulators all included, take your family right to the heart of the action at the 2024 F1® Qatar Airways British Grand Prix.

**GET THE RACING GREEN PACKAGE**  
**NOW FROM £445 + VAT**



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

**MATCH.**  
HOSPITALITY



# DRAWING BOARD

GIORGIO PIOLA

**MIAMI SPEC**

## AERO OVERHAUL CONTRIBUTES TO McLAREN SUCCESS

McLaren declared no fewer than 10 new items in its Miami GP pre-event upgrade notes, presenting a significant overhaul to its MCL38's aerodynamic package – one that greased the wheels for its first grand prix victory since 2021.

A new front wing set those changes off, underpinned by a redefined mainplane that “results in a significant improvement of flow control” and works in tandem with the new front suspension and brake duct geometry. The team knew that through enhancing its

downforce output, it could extract more performance through the lower-speed areas of the track, giving it the chance to match Red Bull's times in the fiddly second sector at the Miami circuit.

According to team principal Andrea Stella, the added downforce allowed the team to run a slightly lower-downforce rear wing to improve its efficiency, giving it a bit more straightline speed along the stretch between Turns 16 and 17. Nonetheless, Stella remained cautious, stating that “it would be completely unrealistic to think that what we have seen here is the updated picture of competitiveness. I think here Red Bull didn't get the most out of their package.”

**JAKE BOXALL-LEGGE**

**OLD SPEC**

## THE FULL SCOPE OF McLAREN UPDATES

Further additions to the MCL38 included a new floor, which has been completely revised and features a new edge wing. This complemented a new sidepod inlet shape that has been widened and shortened to expand the undercut below, new associated sidepod bodywork and engine cover, updated rear suspension geometry, rear brake ducts, and a reduced-load beam wing to slash drag and improve the DRS effect.

It was a significant undertaking to dial in the full suite of parts within the confines of a sole practice session, and McLaren hedged its bets by giving Oscar Piastri a ‘lite’ version of the upgrades to benchmark its improvements, which did not include the sidepod or floor upgrade. The Australian will receive the new package in its entirety at Imola later this month.

“Let me pay proper credit to Oscar, the gap

**OLD SPEC**

**MIAMI SPEC**

**McLAREN OVERHAULED ITS SIDEPOD PACKAGE FOR MIAMI**

he had to Lando in qualifying is smaller than the difference of the package he had,” Stella enthused. “He wasn't the happiest in the bottom of his heart [when told he'd not get the full set of

updates] but at no point he said, ‘Oh, but why?’. He understood the reasoning and he was immediately supportive.”

**JAKE BOXALL-LEGGE**



20 Ricciardo #3  
1m28.617s

19 Zhou #24  
1m28.824s

18 Magnussen #20  
1m28.619s

17 Sargeant #2  
1m28.487s

16 Bottas #77  
1m28.463s

15 Alonso #14  
1m28.427s

14 Albon #23  
1m28.413s

13 Ocon #31  
1m28.371s

12 Gasly #10  
1m28.324s

11 Stroll #18  
1m28.222s

FREE PRACTICE		
POS	DRIVER	TIME
1	Verstappen	1m28.595s
2	Piastrri	1m28.700s
3	Sainz	1m28.711s
4	Russell	1m28.784s
5	Stroll	1m28.817s
6	Perez	1m28.868s
7	Hamilton	1m29.012s
8	Tsunoda	1m29.056s
9	Ocon	1m29.163s
10	Gasly	1m29.175s
11	Ricciardo	1m29.178s
12	Magnussen	1m29.189s
13	Hulkenberg	1m29.314s
14	Albon	1m29.393s
15	Zhou	1m29.445s
16	Norris	1m29.495s
17	Bottas	1m29.636s
18	Sargeant	1m29.891s
19	Alonso	1m30.023s
20	Leclerc	1m32.099s

WEATHER Sunny, air 30-31C track 51-54C

SPRINT QUALIFYING		
POS	DRIVER	TIME
Q3 1	Verstappen	1m27.641s
2	Leclerc	1m27.749s
3	Perez	1m27.876s
4	Ricciardo	1m28.044s
5	Sainz	1m28.103s
6	Piastrri	1m28.161s
7	Stroll	1m28.375s
8	Alonso	1m28.419s
9	Norris	1m28.472s
10	Hulkenberg	1m28.476s
Q2 11	Russell	1m28.343s
12	Hamilton	1m28.371s
13	Ocon	1m28.379s
14	Magnussen	1m28.614s
15	Tsunoda	no time
Q1 16	Gasly	1m29.185s
17	Zhou	1m29.267s
18	Bottas	1m29.360s
19	Sargeant	1m29.551s
20	Albon	1m29.858s

WEATHER Sunny, air 30C track 46-48C

RACE QUALIFYING		
POS	DRIVER	TIME
Q3 1	Verstappen	1m27.241s
2	Leclerc	1m27.382s
3	Sainz	1m27.455s
4	Perez	1m27.460s
5	Norris	1m27.594s
6	Piastrri	1m27.675s
7	Russell	1m28.067s
8	Hamilton	1m28.107s
9	Hulkenberg	1m28.146s
10	Tsunoda	1m28.192s
Q2 11	Stroll	1m28.222s
12	Gasly	1m28.324s
13	Ocon	1m28.371s
14	Albon	1m28.413s
15	Alonso	1m28.427s
Q1 16	Bottas	1m28.463s
17	Sargeant	1m28.487s
18	Ricciardo	1m28.617s
19	Magnussen	1m28.619s
20	Zhou	1m28.824s

WEATHER Sunny, air 29-31C track 48-51C

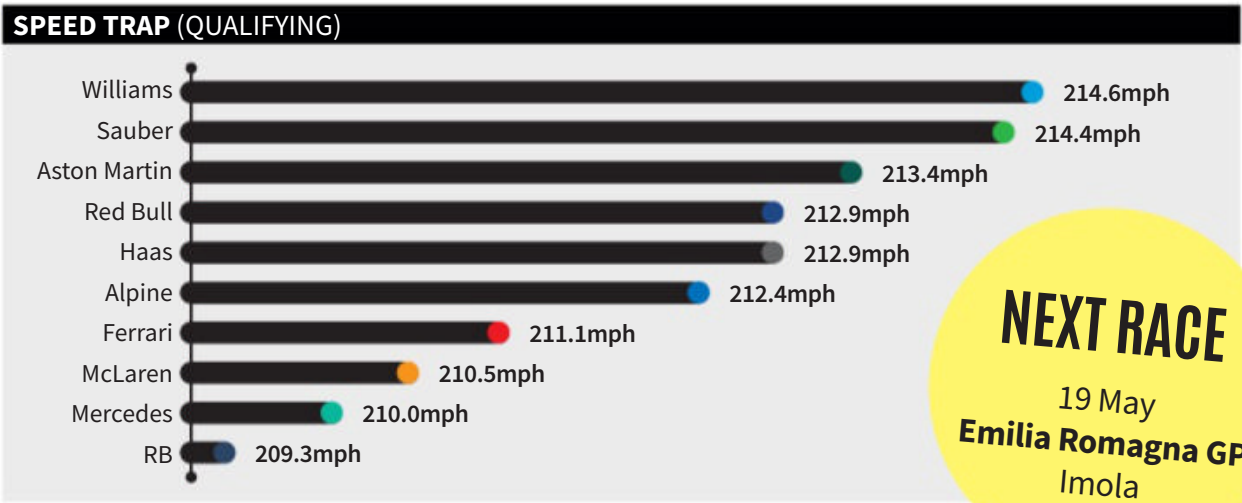
SPRINT RACE 19 LAPS – 63.80 MILES					
POS	DRIVER	FINISH TIME	LED	TYRE	FASTEST LAPS
1	Verstappen	31m31.383s	19	Mu	1m30.415s
2	Leclerc	+3.371s		Mn	1m30.807s
3	Perez	+5.095s		Mu	1m30.921s
4	Ricciardo	+14.971s		Mn	1m31.505s
5	Sainz	+15.222s		Mn	1m31.568s
6	Piastrri	+15.750s		Mn	1m31.393s
7	Hulkenberg	+22.054s		Mu	1m31.963s
8	Tsunoda	+29.816s		Sn	1m31.844s
9	Gasly	+31.880s		Mn	1m32.148s
10	Sargeant	+34.355s		Sn	1m32.192s
11	Zhou	+35.078s		Mn	1m32.131s
12	Russell	+35.755s		Mu	1m32.173s
13	Albon	+36.086s		Mn	1m32.223s
14	Bottas	+36.892s		Mn	1m32.462s
15	Ocon	+37.740s		Mn	1m32.218s
16	Hamilton	+49.347s		Mu	1m31.830s
17	Alonso	+59.409s		Mu, Mu	1m32.355s
18	Magnussen	+1m06.303s		Mu	1m32.113s
R	Stroll	1 laps-accident damage		Mu	
R	Norris	0 laps-accident		Mu	

WEATHER Sunny, air 29-31C track 46-47C

WINNER'S AVERAGE SPEED 121.427mph  
FASTEST LAP AVERAGE SPEED 133.897mph



SUTTON/MOTORSPORT IMAGES



SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	136	1	1
2 Perez	103	2	2
3 Leclerc	98	2	2
4 Norris	83	1	3
5 Sainz	83	1	2
6 Piastrri	41	4	5
7 Russell	37	5	3
8 Alonso	33	5	3
9 Hamilton	27	6	7
10 Tsunoda	14	7	8
11 Stroll	9	6	9
12 Bearman	6	7	11
13 Hulkenberg	6	9	9
14 Ricciardo	5	12	11
15 Ocon	1	10	13
16 Magnussen	1	10	13
17 Albon	0	11	12
18 Zhou	0	11	16
19 Gasly	0	12	12
20 Bottas	0	14	10
21 Sargeant	0	14	17

CONSTRUCTORS' CHAMPIONSHIP	PTS
1 Red Bull	239
2 Ferrari	187
3 McLaren	124
4 Mercedes	64
5 Aston Martin	42
6 RB	19
7 Haas	7
8 Alpine	1
9 Williams	0
10 Sauber	0

QUALIFYING BATTLE			
Verstappen	6	0	Perez
Hamilton	1	5	Russell
Leclerc	3	2	Sainz
Leclerc	1	0	Bearman
Norris	5	1	Piastrri
Alonso	4	2	Stroll
Gasly	1	5	Ocon
Sargeant	0	5	Albon
Ricciardo	1	5	Tsunoda
Zhou	0	6	Bottas
Magnussen	1	4	Hulkenberg

Events removed when one driver in a team could not record a representative time for reasons outside their control. Excludes sprint qualifying sessions

WINS	FASTEST LAPS
Verstappen 4	Leclerc 2
Norris 1	Verstappen 2
Sainz 1	Alonso 1
	Piastrri 1

POLE POSITIONS	
Verstappen	6



STARTING GRID

10 Tsunoda #22 1m28.192s	8 Hamilton #44 1m28.107s	6 Piastri #81 1m27.675s	4 Perez #11 1m27.460s	2 Leclerc #16 1m27.382s
9 Hulkenberg #27 1m28.146s	7 Russell #63 1m28.067s	5 Norris #4 1m27.594s	3 Sainz #55 1m27.455s	1 Verstappen #1 1m27.241s

GP RESULTS ROUND 6/24 (57 LAPS – 191.58 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lando Norris (GBR)	McLaren-Mercedes	1h30m49.876s	31	Mn, Hn
2	Max Verstappen (NLD)	Red Bull-Honda RBPT	+7.612s	22	Mn, Hn
3	Charles Leclerc (MCO)	Ferrari	+9.920s		Mn, Hn
4	Sergio Perez (MEX)	Red Bull-Honda RBPT	+14.650s		Mn, Hn, Mu
5	Carlos Sainz (ESP)	Ferrari	+16.407s		Mn, Hn
6	Lewis Hamilton (GBR)	Mercedes	+16.585s		Hn, Mu
7	Yuki Tsunoda (JPN)	RB-Honda RBPT	+26.185s		Mn, Hn
8	George Russell (GBR)	Mercedes	+34.789s		Mu, Hn
9	Fernando Alonso (ESP)	Aston Martin-Mercedes	+37.107s		Hu, Mu
10	Esteban Ocon (FRA)	Alpine-Renault	+39.746s		Mn, Hn
11	Nico Hulkenberg (DEU)	Haas-Ferrari	+40.789s		Mn, Hn, Mn
12	Pierre Gasly (FRA)	Alpine-Renault	+44.958s		Mn, Hn
13	Oscar Piastri (AUS)	McLaren-Mercedes	+49.756s	4	Mn, Hn, Mu
14	Zhou Guanyu (CHN)	Sauber-Ferrari	+49.979s		Mn, Sn
15	Daniel Ricciardo (AUS)	RB-Honda RBPT	+50.956s		Hn, Mu
16	Valtteri Bottas (FIN)	Sauber-Ferrari	+52.356s		Sn, Hn, Mn
17	Lance Stroll (CAN)	Aston Martin-Mercedes	+55.173s		Mu, Hu, Mu
18	Alexander Albon (THA)	Williams-Mercedes	+1m16.091s		Mn, Hn, Sn
19	Kevin Magnussen (DNK)	Haas-Ferrari	+1m24.683s		Hn, Mn, Mn
R	Logan Sargeant (USA)	Williams-Mercedes	27 laps-accident		Mn, Hn

WEATHER Sunny, air 29-30C track 45-47C

WINNER'S AVERAGE SPEED 126.554mph FASTEST LAP AVERAGE SPEED 133.573mph.

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Piastri	1m30.634s	-	43
2	Albon	1m30.849s	+0.215s	55
3	Perez	1m30.855s	+0.221s	55
4	Sainz	1m30.928s	+0.294s	55
5	Norris	1m30.980s	+0.346s	55
6	Leclerc	1m31.084s	+0.450s	56
7	Hamilton	1m31.233s	+0.599s	54
8	Verstappen	1m31.261s	+0.627s	48
9	Stroll	1m31.588s	+0.954s	57
10	Tsunoda	1m31.682s	+1.048s	55
11	Alonso	1m31.727s	+1.093s	55
12	Magnussen	1m31.774s	+1.140s	33
13	Russell	1m31.921s	+1.287s	43
14	Hulkenberg	1m31.941s	+1.307s	56
15	Zhou	1m31.991s	+1.357s	56
16	Ocon	1m32.037s	+1.403s	51
17	Gasly	1m32.055s	+1.421s	56
18	Bottas	1m32.098s	+1.464s	55
19	Ricciardo	1m32.122s	+1.488s	57
20	Sargeant	1m33.452s	+2.818s	15

RACE BRIEFING

SPRINT GRID PENALTIES

**BOTTAS** three-place penalty for driving unnecessarily slowly and impeding Piastri  
**ALBON** required to start from the pitlane – car modified under parc ferme conditions

SPRINT PENALTIES

**OCON** 10s penalty and one licence point for an unsafe release and collision with Leclerc  
**MAGNUSSEN** three 10-second penalties and three licence points for leaving the track and gaining a lasting advantage, plus a 5s penalty for leaving the track without justifiable reason multiple times  
**HAMILTON** drive-through penalty converted to 20s addition for speeding in the pitlane

GP GRID PENALTIES

**RICCIARDO** three-place penalty for overtaking under safety car conditions at Chinese GP

GP PENALTIES

**MAGNUSSEN** 10s penalty and two licence points for causing a collision with Sargeant  
**STROLL** 10s penalty for leaving the track and gaining a lasting advantage  
**MAGNUSSEN** drive-through penalty converted to 20s addition for entering the pits during a safety car period and not changing tyres  
**SAINZ** 5s penalty and one penalty point for causing a collision with Piastri

LAP CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	Verstappen	Leclerc	Sainz	Perez	Norris	Piastri	Russell	Hamilton	Hulkenberg	Tsunoda	Stroll	Gasly	Ocon	Albon	Alonso	Bottas	Sargeant	Magnussen	Zhou	Ricciardo
G	1	16	55	11	4	81	63	44	27	22	18	10	31	23	14	77	2	20	24	3
1	1	16	81	55	11	4	44	27	22	63	18	14	10	31	23	2	20	24	77	3
2	1	16	81	55	11	4	27	44	22	63	18	10	14	23	31	2	24	77	20	3
3	1	16	81	55	11	4	27	44	22	63	18	10	14	23	31	2	24	77	20	3
4	1	81	16	55	11	4	27	44	22	63	18	10	14	23	31	2	24	77	20	3
5	1	81	16	55	11	4	27	44	63	22	18	10	14	23	31	2	24	77	20	3
6	1	81	16	55	11	4	27	44	63	22	18	10	14	23	31	2	24	77	20	3
7	1	81	16	55	11	4	27	44	63	22	18	10	14	23	31	2	24	77	20	3
8	1	81	16	55	11	4	27	44	63	22	18	10	14	23	31	2	24	77	20	3
9	1	81	16	55	11	4	27	44	63	22	18	10	14	23	31	2	24	77	20	3
10	1	81	16	55	11	4	44	27	63	22	18	10	14	31	2	24	77	23	20	3
11	1	81	16	55	11	4	44	27	63	22	10	14	31	18	24	2	20	3	77	23
12	1	81	16	55	11	4	44	63	22	31	14	27	24	10	20	3	18	23	2	77
13	1	81	16	55	11	4	44	63	22	31	14	24	20	3	27	10	18	23	2	77
14	1	81	16	55	11	4	44	63	22	31	14	24	20	3	27	10	18	23	2	77
15	1	81	16	55	11	4	44	63	22	31	14	24	20	3	27	10	18	23	2	77
16	1	81	16	55	11	4	44	63	22	31	14	24	20	3	27	10	18	23	2	77
17	1	81	16	55	4	11	44	63	22	31	14	24	20	3	27	10	18	23	2	77
18	1	81	16	55	4	44	63	22	31	11	14	24	20	3	27	10	18	23	2	77
19	1	81	55	16	4	44	63	22	11	31	14	24	20	3	27	10	18	23	2	77
20	1	81	55	4	44	16	63	22	11	31	14	24	20	3	27	10	18	23	2	77
21	1	81	55	4	16	44	63	22	11	31	14	24	20	3	27	10	18	23	2	77
22	1	81	55	4	16	44	63	22	11	31	24	14	3	20	27	10	18	23	2	77
23	81	1	55	4	16	44	63	22	11	24	3	27	31	14	10	18	23	2	20	77
24	81	55	4	1	16	44	11	22	24	3	31	63	14	27	10	18	23	2	20	77
25	81	55	4	1	16	44	11	22	24	3	31	63	14	27	10	18	23	2	20	77
26	81	55	4	1	16	11	44	22	24	3	63	31	14	27	10	18	23	2	20	77
27	4	81	55	1	16	11	22	24	44	63	3	31	14	10	27	18	23	2	20	77
28	4	1	16	81	55	11	22	44	63	24	31	14	3	10	23	27	18	77	20	
29	4	1	16	81	55	11	22	44	63	31	14	10	23	24	3	27	18	77	20	
30	4	1	16	81	55	11	22	44	63	31	14	10	23	24	3	27	18	77	20	
31	4	1	16	81	55	11	22	44	63	31	14	10	23	24	3	27	18	77	20	
32	4	1	16	81	55	11	22	44	63	31	14	10	23	24	3	27	18	77	20	
33	4	1	16	81	55	11	22	44	63	31	14	10	23	24	3	27	18	77	20	
34	4	1	16	81	55	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
35	4	1	16	81	55	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
36	4	1	16	81	55	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
37	4	1	16	81	55	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
38	4	1	16	81	55	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
39	4	1	16	55	81	11	44	22	63	31	14	10	23	24	27	3	18	77	20	
40	4	1	16	55	11	44	22	63	31	14	10	27	23	24	3	18	77	20	81	
41	4	1	16	55	11	44	22	63	31	14	10	27	23	24	3	18	77	20	81	
42	4	1	16	55	11	44	22	63	31	14	10	27	23	24	3	18	77	20	81	
43	4	1	16	55	11	44	22	63	31	14	10	27	23	24	3	18	77	20	81	
44	4	1	16	55	11	44	22	63	31	14	10	27	23	24	3	18	77	20	81	
45	4	1	16	55	11	44	22	63	31	14	10	27	23	24	18	3	77	20	81	
46	4	1	16	55	11	44	22	63	31	14	27	10	23	24	18	3	77	81	20	
47	4	1	16	55	11	44	22	63	31	14	27	10	23	24	18	3	77	81	20	
48	4	1	16	55	11	44	22	63	14	31	27	10	23	18	24	3	81	77	20	
49	4	1	16	55	11	44	22	63	14	31	27	10	23	18	24	3	81	77	20	
50	4	1	16	55	11	44	22	63	14	31	27	10	23	18	24	3	81	77	20	
51	4	1	16	55	11	44	22	63	14	31	27	10	23	18	24	3	81	77	20	
52	4	1	16	55	11	44	22	63	14	31	27	10	18	24	23	3	81	77	20	
53	4	1	16	55	11	44	22	63	14	31	27	10	18	24	3	81	77	20	23	
54	4	1	16	55	11	44	22	63	14	31	27	10	18	24	81	3	77	20	23	
55	4	1	16	55	11	44	22	63	14	31	27	10	18	24	81	3	77	20	23	
56	4	1	16	55	11	44	22	63	14	31	27	10	18	24	81	3	77	20	23	
57	4	1	16	55	11	44	22	63	14	31	27	10	18	81	24	3	77	20	23	

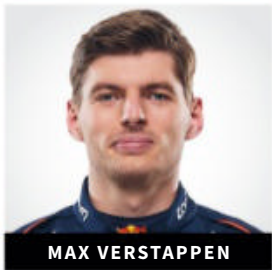


# MIAMI GP DRIVER RATINGS

*Norris's impressive breakthrough victory isn't quite enough to rate maximum points, while Magnussen doesn't cover himself in glory*

JAKE BOXALL-LEGGE

## RED BULL



MAX VERSTAPPEN

Started **1st** — Result **2nd**

**8** Lost win in GP, but not too displeased with second. Sprint qualifying pole and race win were routine, although with smaller margins than usual. Avoided Perez contact at start of GP but Turn 14 slip put bollard on track and caused damage. Could not keep pace with Norris after safety car.



SERGIO PEREZ

Started **4th** — Result **4th**

**5** About a millimetre away from taking his team-mate out after first-corner lock-up. Lost positions and got stuck behind Sainz until pitting. Struggled with tyre warm-up, which meant it took time to overtake slower cars, but absorbed Hamilton pressure well for over 20 laps.

## MERCEDES



LEWIS HAMILTON

Started **8th** — Result **6th**

**7** Threw the kitchen sink at Perez over final stint despite carrying older tyres but had to concede defeat. Spent weekend being frustrated by Haas drivers, which reflects Mercedes' current pace along with his SQ2 exit. Sprint-race pitlane speeding costs him here.



GEORGE RUSSELL

Started **7th** — Result **8th**

**5** Spent weekend in Nowheresville, and neither instance of qualifying ahead of Hamilton was converted. Lost positions at start of both races, although sprint descent was assisted by first-lap fracas and maintained by DRS train. GP pace barely better, with "no grip" on hard tyre.

## FERRARI



CHARLES LECLERC

Started **2nd** — Result **3rd**

**8** Turn 16 spin in practice almost derailed whole weekend but atoned with two front-row starts, despite minimal track time. Converted second in sprint, but missed overall race pace and struggled to contain Piastri in first half of the GP. Got close to Verstappen by the end.

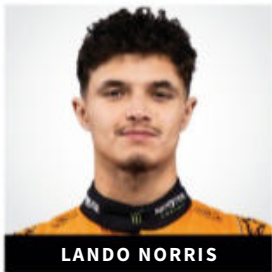


CARLOS SAINZ

Started **3rd** — Result **5th**

**5** Arguably got frustrated by Piastri battle, and later caused the McLaren's front-wing damage for which he was penalised. Shaded by practice-less Leclerc in qualifying; looked to have better race pace for a spell, but couldn't press it into action. Couldn't break down Ricciardo in the sprint.

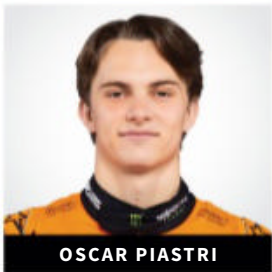
## McLAREN



LANDO NORRIS

Started **5th** — Result **1st**

**9** Sublime performance, and looked like a natural race leader. Unlucky to be knocked out in sprint, but everything else was well managed. Going after Sainz rather than react to Perez was right call, and pulled clear of Verstappen when it mattered. Sprint quali fumble costs a 10.



OSCAR PIASTR

Started **6th** — Result **13th**

**8** Electric opening to GP led to stint in second, where he kept pace with Verstappen. Eventually gazumped by Ferraris, and Sainz's Turn 17 challenge cost Piastri through subsequent nose change. Recovery understandably stunted by McLaren nerves, mandating risk-free passes.

## ASTON MARTIN



FERNANDO ALONSO

Started **15th** — Result **9th**

**6** Commendable recovery drive after Q2 exit and being outqualified by team-mate Stroll. Made up two positions at the start, but progress stalled on encountering the Alpines. Aggressive in his Ocon pass late on to double his points and get something for off-pace Aston.

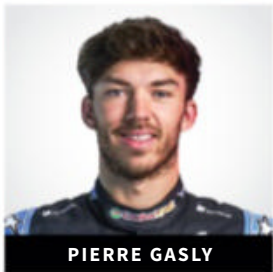


LANCE STROLL

Started **11th** — Result **17th**

**4** Did well to outqualify Alonso but failed to capitalise on it, with pallid race drive. Took 10s penalty for passing Albon off-track after finishing 13th on the road. Hurt by safety car timing and came out next to Hulkenberg, but the German made more progress than the Aston driver.

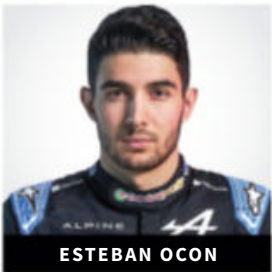
## ALPINE



PIERRE GASLY

Started **12th** — Result **12th**

**6** Won battle against Ocon in opening laps but lost overall war thanks to safety car timing – reckoned his own strategy was better in a conventional race. Battled well with Alonso early doors too, which he put down to upgrades. Rescued ninth in sprint race after SQ1 exit.



ESTEBAN OCON

Started **13th** — Result **10th**

**7** Collected Alpine's first point of 2024 after surviving very close-quarters battle with team-mate Gasly. Dropped to 15th, but shook out ahead of Gasly and others through VSC opportunism. Battled valiantly against Alonso, but could not resist the Aston Martin driver's Turn 11 pass.





WILLIAMS



Started 17th — Result R

6 Unlucky to be taken out by Magnussen, as home race had been otherwise solid. Finishing 10th in sprint was highlight after outqualifying Albon, and was a whisker away from making Q2 for GP. Hard-tyre pace comparable with Albon's before the clash that took him out of the race.



Started 14th — Result 18th

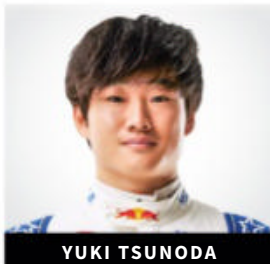
4 Turn 11 lock-up cost him among lower midfield cut and thrust, although floor damage exacerbated situation. Long stints failed to pay off and grip was at a premium. Poor sprint qualifying out of his control, and managed to break into Q2 for Sunday race, but nothing seemed to work in race trim.

RB



Started 20th — Result 15th

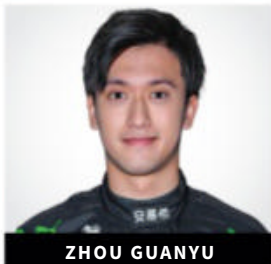
6 His sprint efforts are doing a lot of heavy lifting here. Showed he's still capable of excellence through converting fourth on the grid after breaking into SQ3, but GP qualifying underlined a Jekyll and Hyde weekend. Last-corner slip cost a chance at Q2, and got mired in DRS trains thereafter.



Started 10th — Result 7th

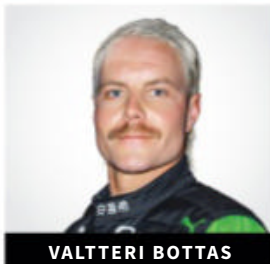
8 Quietly impressive, and did not look out of place battling with likes of Hamilton and Perez. Broke into Q3 for GP, pounced on a safety car stop, and pulled away from Russell to cement his progress. Single flying lap in SQ2 curtailed sprint efforts, but got a point despite losing battle with Hamilton.

SAUBER



Started 19th — Result 14th

5 Stuck at the back of the grid, so benefited from longer medium-tyre stint and safety car stop. Gamble to break DRS train in lower midfield with softs didn't quite pay off after getting stuck behind Albon. Outqualified Bottas for the sprint, but could not dispatch Sargeant in the Saturday race.



Started 16th — Result 16th

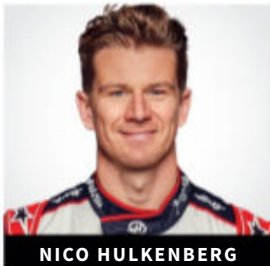
4 Took a punt on a wild strategy that didn't really work out; soft tyres to start was always going to limit potential, and safety car timing killed off any points hopes. Loses out here for a poor start that put him behind Zhou, even after outqualifying his younger team-mate by almost 0.4s.

HAAS



Started 18th — Result 19th

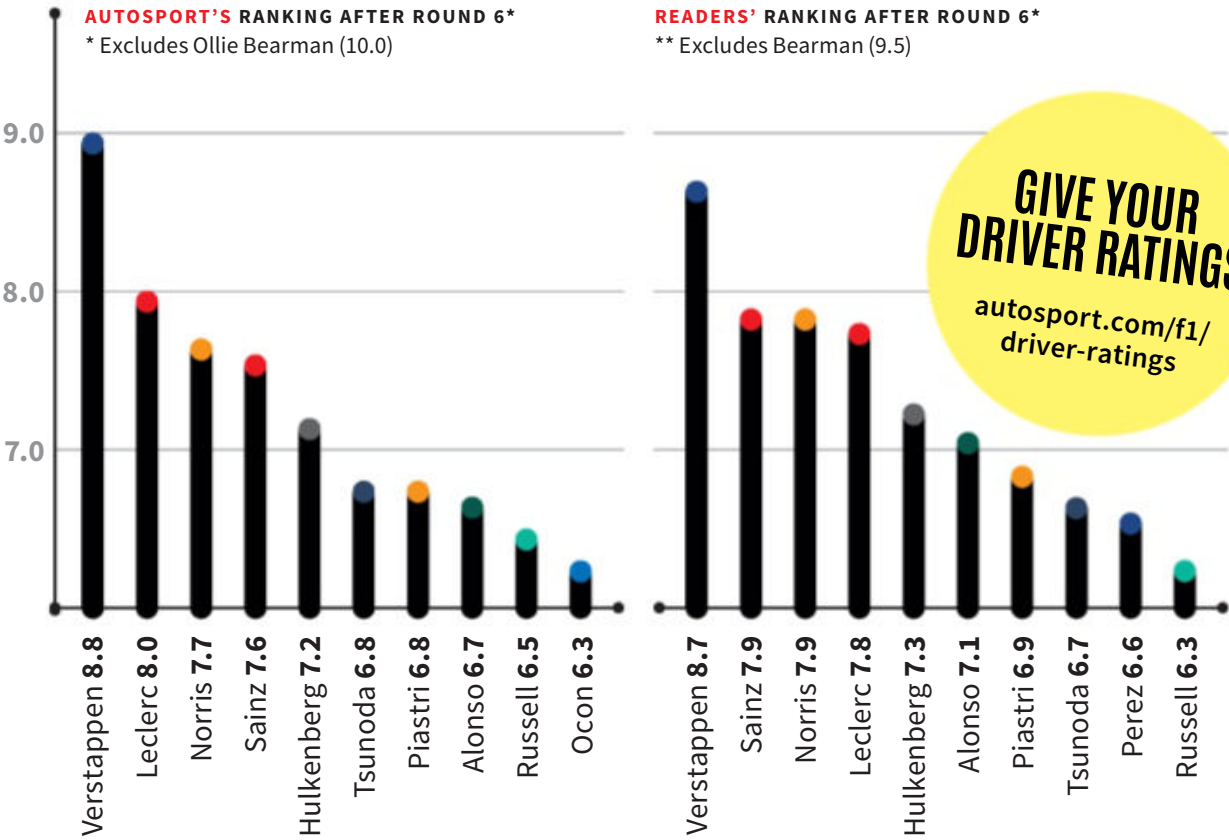
1 Dreadful. Racked up penalties left, right and centre in the sprint, and decided to carry on in the same vein during the full race. Over-aggressive driving led to multiple incidents, left a wheel in against Sargeant at Turn 2 to produce the safety car, and picked up another penalty.



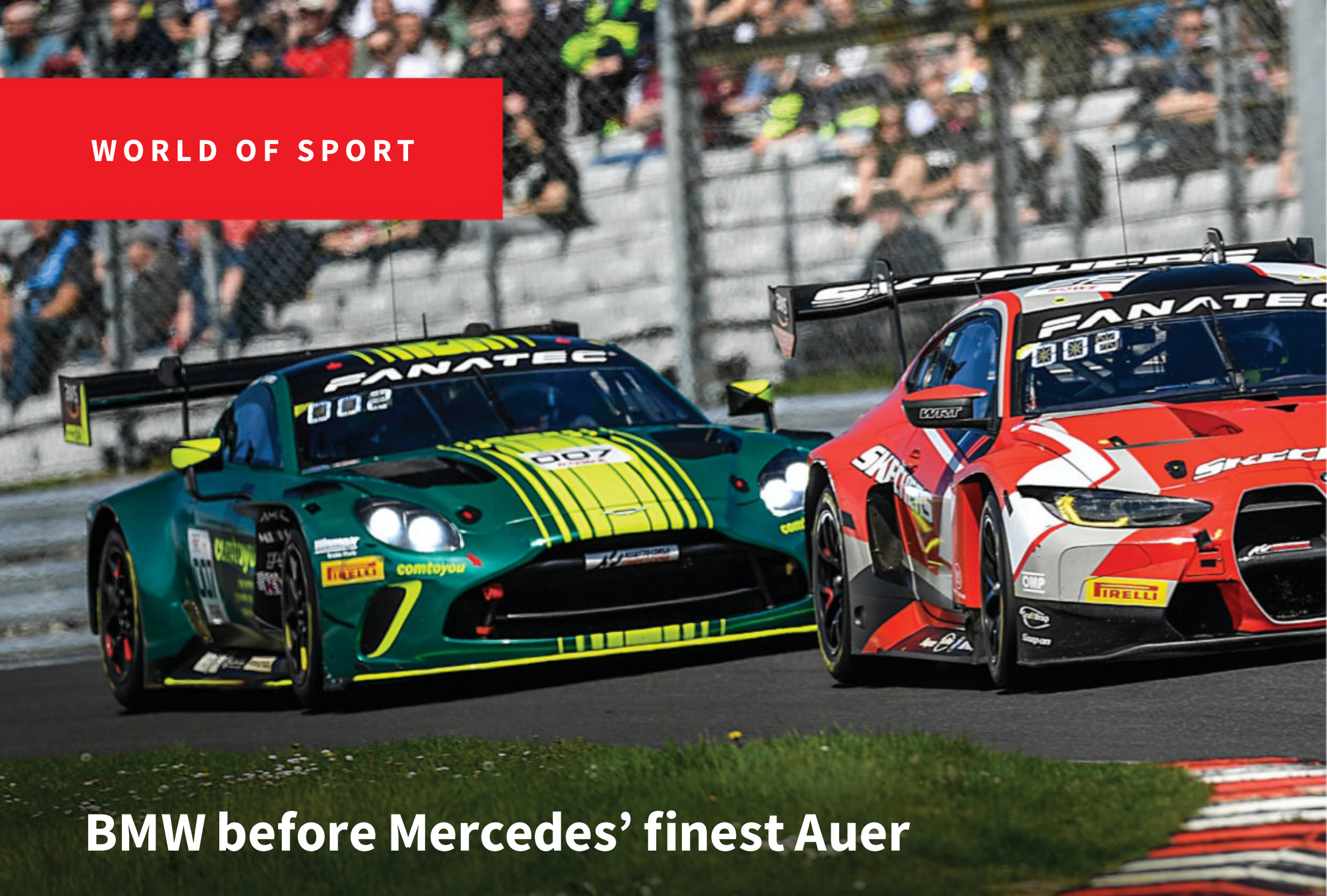
Started 9th — Result 11th

7 Will be a big loss for Haas in 2025. Rose to seventh in sprint race to chalk up two points, and had a feisty battle with Hamilton in opening laps of GP. Took too much out of his tyres too early, and safety car initially stunted progress, but made decisive passes in final 20 laps to close down Ocon.

TOP 10 AVERAGE RATINGS







## BMW before Mercedes' finest Auer

**GT WORLD CHALLENGE EUROPE  
SPRINT CUP  
BRANDS HATCH (GBR)  
5 MAY  
ROUND 1/5**

BMW and Mercedes shared out the victories on the opening weekend of the GT World Challenge Europe Sprint Cup at Brands Hatch. Yet it would be wrong to say that their machinery was dominant on the 10th visit of the series to the British circuit. The Ferrari and McLaren were at least their equal on a day when they were also big underachievers.

Dries Vanthoor and Charles Weerts took the opening race aboard their WRT BMW

M4 GT3, as they began their bid for a fourth Sprint title in five seasons. The victory owed much to an impressive qualifying performance from Vanthoor that put the car third on the grid – probably much higher than it had any right to be – and then, in the middle of the one-hour race, the kind of turnaround in the pits for which WRT is renowned.

Vanthoor briefly got ahead of new Aston Martin factory driver Mattia Drudi's Comtoyou Vantage GT3 on the opening lap before spending five laps on its tail as he watched the Emil Frey Racing Ferrari 296 GT3, in which Ben Green had scored a home pole position, disappear up the road. The gap stood at three seconds by the time

the BMW driver got a better run than his counterpart in the Aston out of Surtees, and was still at a shade over two when the leaders stopped as the pitstop window opened on 25 minutes.

Weerts jumped Konsta Lappalainen in the Ferrari and was four tenths up after they completed their out-laps. Vanthoor clearly gained time through the wiggle into the pitlane and then the WRT crew did the rest. The BMW's pit-in to pit-out time was 2.1s faster than the Ferrari's.

Weerts didn't have it easy over the remainder of the race around the majestic 2.43-mile Brands Hatch Grand Prix circuit. His lead never stretched to a full second and he had two safety car restarts to contend



GARY HAWKINS





with, the second setting up a one-lap dash to the flag. The Belgian backed up the field as the course vehicle pulled in to ensure that the race would only go one more lap. "The team told me I had to lose 10 seconds," he said. "I didn't want to take any chances by having to do an extra lap."

Green had mixed emotions. "Second is good, but you always want more," he said. "We definitely had a good chance to win."

The Ferrari was probably the quickest car around Brands last weekend, just as it had been 12 months previously. That was despite a double Balance of Performance hit between practice and qualifying: the 296 had 10kg added to its minimum weight, everything else bar the Mercedes-AMG GT3 and McLaren 720S GT3 Evo had 10kg taken away. It didn't stop Green from "ticking a box" with his first pole in a GT3 car after two seasons racing in ADAC GT Masters.

Maro Engel and Lucas Auer took third for the Winward Racing Merc team. The German had qualified fifth and brought the car to the pitstops in sixth before the team propelled Auer up to fourth. That became third when Nicolas Baert in the Aston shared with Drudi slowed and then stopped with polystyrene from a marker board at Stirling's blocking its radiators. Auer may have put the car on pole for race two but, after the two safety cars that interrupted the second half of the race, he had absolutely nothing for Green.

Auer dominated the opening stages of the second race, however. In slightly cooler

conditions, pretty similar to those in which he had qualified the car, he left second-placed Jules Gounon's Boutsen VDS Merc for dead. The Austrian was on fresh rubber, rather than four Pirelli tyres that had already done qualifying, and was able to pull multiple tenths per lap on his pursuer.

The gap stood at 6s when the pit cycle started, Engel resuming with a 4.4s advantage after it was finished. The chase was led not by Maximilian Gotz in the Boutsen VDS car he'd taken over from Gounon, but by Giacomo Altoe in the second Emil Frey 296 shared with Thierry Vermeulen. Altoe had only cut the advantage by a second as he started the last lap, Engel crossing the line 2.6s to the good as he eased off approaching the flag. "It was about playing the long game when I got in the car," said Engel. "Lucas did the hard work. The cooler conditions maybe helped, but he drove the wheels off it."

The Boutsen VDS Merc took third after non-starting the first race with an engine problem that had afflicted it on Saturday. It wasn't fully solved for race two, despite the team changing just about every electrical component possible – the car needed a full powercycle at its pitstop. That explained why Gounon could bring the car home no better than third, with Alex Aka on his tail in the Attempto Racing Audi R8 LMS GT3 Evo II co-driven with Ricardo Feller.

Behind the fifth-placed Lappalainen/Green Ferrari, Tom Gamble was closing fast in the Garage 59 McLaren 720S GT3 Evo

## WEEKEND WINNERS

### GT WORLD CHALLENGE EUROPE SPRINT CUP BRANDS HATCH (GBR)

**Race 1** Dries Vanthoor/Charles Weerts  
Team WRT  
(BMW M4 GT3)

**Race 2** Lucas Auer/Maro Engel  
Winward Racing  
(Mercedes-AMG GT3 Evo)



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

in which he was paired with Benji Goethe. They'd already been classified fourth in race one, but a pair of top sixes still represented a disappointment. Gamble, who reckoned he should have qualified better than fourth, had been punted wide out of Graham Hill Bend by Altoe on lap one of the opening race and dropped as low as 14th. Goethe then charged up to sixth, which became fourth when the Feller/Aka Audi and Altoe/Vermeulen Ferrari were penalised for contact.

Goethe had run fourth to the pitstops in the second encounter only for a problem with the left-rear to drop Gamble to seventh. He proved that you can overtake at Graham Hill Bend when he got past Valentino Rossi's BMW, but only had nine laps to close a 4s deficit to the Ferrari ahead.

**GARY WATKINS**





## Inter Europol turns on the bright lights

**EUROPEAN LE MANS SERIES**  
**PAUL RICARD (FRA)**  
**5 MAY**  
**ROUND 2/6**

After a dramatic final hour of racing, Inter Europol Competition emerged victorious in the second round of the European Le Mans Series at Paul Ricard. But a seemingly picture-perfect day came with a bitter-sweet aftertaste since a 1-2 had been on the cards until trouble struck the sister car.

The Polish-flagged squad's #43 ORECA-Gibson already led the race in the opening half, but it was a plot twist with under an hour remaining that set Tom Dillmann on course to claim the first ELMS victory for Inter Europol, the 2023 Le Mans 24 Hours LMP2-winning squad. Malthe Jakobsen, at that point comfortably leading in Cool Racing's ORECA, pulled over with car troubles with 43 minutes on the clock.

After the Full Course Yellow restart, Dillmann withstood an aggressive (overly aggressive, stewards later decided) defence from IDEC Sport driver Job van Uitert to charge past and take the lead into Signes.

An already promising scenario then became even better when Dillmann, van Uitert and United Autosports driver Ben Hanley then pitted, leaving the second Inter Europol car of Clement Novalak in the lead. The pair of green-and-yellow machines led and Inter Europol suddenly had a realistic chance of a 1-2. Sadly, it wasn't to be. With 20 minutes to go, Novalak, who was co-driven by Luca Ghiotto and Ollie Gray, pulled off on the start/finish straight, a reported gearbox problem to blame. Dillmann, now back in the lead, kept his cool and maintained his advantage to take honours in the car he shared with Vlad Lomko and 2019 British F4 runner-up Sebastian Alvarez. It was a major milestone

for one of the series' mainstay teams, which debuted back in 2016 in the LMP3 class and stepped up to LMP2 in 2019.

Although van Uitert crossed the line in second, he, Paul Lafargue and Reshad de Gerus were classified fourth as a result of their penalty for zigzagging and blocking in the battle with Dillmann. Instead, Cool Racing's second ORECA of Paul-Loup Chatin, Frederik Vesti and Alex Garcia was classified second ahead of AO by TF ORECA trio Jonny Edgar, Robert Kubica and Louis Deletraz. LMP2 Pro-Am honours were taken by Gregoire Saucy, Mathias Beche and Rodrigo Sales (TDS ORECA), who beat the Proton Competition ORECA of Giorgio Roda, Rene Binder and Bent Viscaal.

LMP3 and LMGT3 each produced remarkable winners. In LMP3, a fuel-conserving run propelled the RLR M Sport Ligier of Gael Julien, Michael Jensen and Nick Adcock to a class win. Julien, who took the flag aboard the British squad's car, stretched his final stint to 29 laps and beat DKR Engineering and Ultimate to victory.

In LMGT3, a short final pitstop allowed Ferrari team Spirit of Race to bring an end to a winless run dating back to July 2021. Matt Griffin, David Perel and Duncan Cameron beat the Iron Lynx Lamborghini of Andrea Caldarelli, Axcil Jefferies and Hiroshi Hamaguchi. The Racing Spirit of Lemans Aston Martin squad completed the podium with Valentin Hasse-Clot, Casper Stevenson and Derek DeBoer, while the fourth-placed Iron Dames again failed to convert early dominance to a race victory. While it was pure misfortune in Barcelona, this time a longer final stop meant the Porsche of Sarah Bovy, Rahel Frey and Michelle Gatting finished off the podium.

**DAVEY EUWEMA**



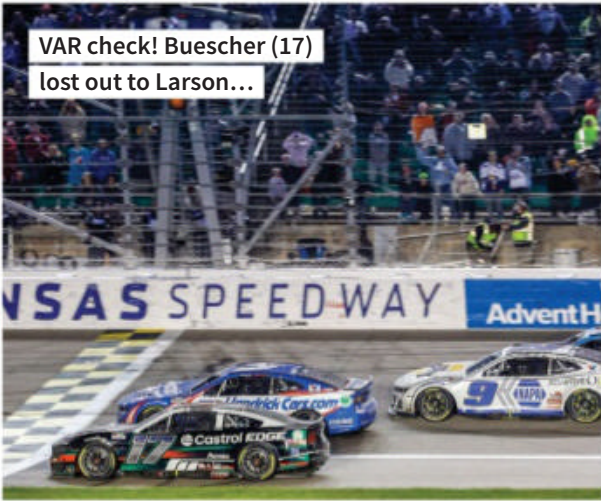
Perel takes the flag in Ferrari for GT3 honours



# Photo finish decides it in Kansas

**NASCAR CUP**  
**KANSAS SPEEDWAY (USA)**  
**5 MAY**  
**ROUND 12/36**

One week after losing a tough battle to Denny Hamlin at Dover, Kyle Larson took his turn in Victory Lane thanks to a timely caution and video review of the finish. Hamlin appeared in good position to earn his second consecutive NASCAR Cup victory when a caution in the final laps of Sunday's race at Kansas Speedway sent the race into overtime. All the lead-lap cars



pitted, with most taking just two new tyres and fuel. Hamlin's Joe Gibbs Racing Toyota was first off pitroad, but Buescher (RFK Racing Ford) quickly rocketed to the lead on the restart ahead of Larson (Hendrick Motorsports Chevrolet). Larson quickly caught back up with him, but Buescher pulled back ahead briefly exiting Turn 2 on the final lap. After the two briefly made contact, Larson ended up on the outside and the two raced side by side to the chequered flag. Initially the scoring monitor said Buescher won by 0.001 seconds, but a video review of the finish showed Larson to be inches ahead. Officially, the result is now the closest finish in NASCAR history since the advent of electronic timing and scoring, eclipsing the famed Ricky Craven win over Kurt Busch at Darlington in 2003. "I was trying not to get too far ahead of him to where he can side-draft and then I was just trying to kill his run," said Larson, for whom this was the second win of 2024. "It was crazy." Hamlin ended up fifth, behind third-placed Chase Elliott and Martin Truex Jr, and ahead of polewinner Christopher Bell.

**JIM UTTER**

## WEEKEND WINNERS

- EUROPEAN LE MANS SERIES**  
**PAUL RICARD (FRA)**  
**LMP2** Tom Dillmann/Vlad Lomko/  
Sebastian Alvarez  
Inter Europol Competition  
(ORECA 07)  
**LMP3** Gael Julien/Nick Adcock/  
Michael Jensen  
RLR MSport (Ligier JSP320)  
**LMGT3** Matt Griffin/David Perel/  
Duncan Cameron  
Spirit of Race (Ferrari 296 GT3)

- NASCAR CUP**  
**KANSAS SPEEDWAY (USA)**  
Kyle Larson  
Hendrick Motorsports (Chevrolet Camaro)

- TCR WORLD TOUR**  
**MARRAKECH (MAR)**  
**Race 1** Yann Ehrlacher  
Cyan Racing (Lynk & Co 03 FL TCR)  
**Race 2** Ma Qing Hua  
Cyan Racing (Lynk & Co 03 FL TCR)

- LE MANS CUP**  
**PAUL RICARD (FRA)**  
David Droux/Adrien Chila  
Cool Racing (Ligier JSP320)



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

# Ehrlacher on top before Michelisz recriminations

**TCR WORLD TOUR**  
**MARRAKECH (MAR)**  
**4 MAY**  
**ROUND 2/7**

Yann Ehrlacher turned pole to victory in the FIA TCR World Tour at the super-short 1.1-mile Circuit Moulay El Hassan street track in Marrakech, before he and title rival Norbert Michelisz collided at the start of race two and both lost valuable points while Ma Qing Hua scored a strategically earned victory. In qualifying, Ehrlacher and his Lynk & Co team-mate Santi Urrutia comfortably locked out the front row, while Michelisz, despite carrying the maximum 40kg of success ballast on his Hyundai, did well to secure third on the grid. In the race, the two Lynk & Cos managed the pace to take an easy 1-2. Michelisz looked after his tyres to finish third, with team-mate Nestor Girolami serving as rear gunner.

The race was a relative procession until the last 10 laps, when the ballast-heavy cars began to struggle. The 30kg-laden Honda of Esteban Guerrieri, running in seventh, was divebombed by Thed Bjork's Lynk & Co at Turn 7, with Ma pulling a similar move a lap later.



Bjork was given a five-second penalty; Ma's move was OK, with Guerrieri having left an inviting gap down the inside, which meant the Chinese ended up gaining both spots when Bjork's penalty was applied. Ma started from pole for race two, after deliberately setting the 10th fastest time to secure the partially reversed grid pole, and pulled away from the two chasing Hondas of Guerrieri and wild card Dusan Borkovic. There was chaos into Turn 1 when Ehrlacher hit the rear of points leader Michelisz's Elantra. Michelisz fought on

to finish 11th with broken suspension. Ehrlacher was also soon struggling for pace, and retired with an engine issue. Ehrlacher said he felt that Michelisz had brake-checked too hard at the start, while Michelisz said it was Ehrlacher who completely missed his braking point and caused the incident. The stewards sided with the Hungarian, and awarded Ehrlacher a three-place grid drop for the next round at Mid-Ohio on 7-8 June.

**NEIL HUDSON**



# 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, 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

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/f1-british-grand-prix](https://ukbreakaways.com/sports/f1-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.



**You don't need to be called Lewis or drive a Ferrari to get yourself out on track.**

**Book onto a track day with Opentrack.co.uk and with 17 circuits to pick from there is one close to you.**

**Included on an Opentrack day as standard:  
Tuition, Photography, Open pit lane format.**

**OpenTrack.co.uk**



# Z cars on patrol for dominant Nissan squad

**SUPER GT**  
**FUJI (JPN)**  
**4 MAY**  
**ROUND 2/8**

Nissan is off the mark for the 2024 Super GT season after a dominant 1-2 for the two NISMO Zs at Fuji. The traditional Golden Week classic, run as a three-hour timed race for the first time, was won by the #3 car of Mitsunori Takaboshi and Atsushi Miyake ahead of the sister #23 machine of Katsumasa Chiyo and Ronnie Quintarelli.

Two factors were key to the #3 car getting the edge on the more senior #23 crew. The first was a blistering start from Takaboshi from second on the grid, which allowed him to build a margin out front while Chiyo got stuck behind the polesitting Honda of Koudai Tsukakoshi. The second was a difficult middle stint for Quintarelli on an alternate Bridgestone tyre compound, allowing Takaboshi – who drove the first two stints – to build an unassailable margin at the head of the field before



Takaboshi leads sister car on way to victory

ISHIHARA

**motorsport**  
IMAGES

handing over to GT500 rookie Miyake.

Chiyo was back at the wheel of the #23 for the run to the flag, closing down what had been a 36-second gap to Miyake to 13.7s at the finish.

Honda followed up its strong start to the year with the new Civic Type R-GT with another top-three finish, this time for the Real Racing car of Tsukakoshi and Kakunoshin Ohta. A blistering Q1 lap by Ohta gave the Civic its first pole ahead of the two NISMO Nissans, but in race trim it was the ARTA car of Tomoki Nojiri and Nobuharu Matsushita that looked to be the pick of the Honda fleet, despite only qualifying fourth. A suspected gearbox

failure robbed Nojiri and Matsushita of what looked certain to be a third-place finish, promoting Tsukakoshi and Ohta.

Fourth went to the best of the Toyota GR Supras, Okayama-winning TOM'S crew Sho Tsuboi and Kenta Yamashita, ahead of the Cerumo car of Hiroaki Ishiura and Toshiki Oyu. Tsuboi and Yamashita therefore remain at the head of the championship on 31 points with two races down, four points ahead of NISMO duo Takaboshi and Miyake.

**JAMIE KLEIN**

**motorsport.tv**

Relive this race at Motorsport.tv

# Pulling away from the opposition

**F1 ACADEMY**  
**MIAMI (USA)**  
**4-5 MAY**  
**ROUND 2/7**

Alpine junior Abbi Pulling dominated the F1 Academy weekend at the Miami Grand Prix to establish a commanding 34-point lead in the title race over Doriane Pin. The Rodin Motorsport-run Briton took pole position for each race, led every lap and secured fastest lap in race two for an impressive 55-point haul from the event.

Bianca Bustamante emerged as Pulling's



Pulling leads from Bustamante

nearest rival. But a stall from row two in the first encounter left Pin to run second, and Pulling was never challenged en route to a comfortable victory.

Hamda Al Qubaisi had seemed to be in control of the final podium spot as Maya Weug, Nerea Marti and Chloe Chambers fought between themselves for fourth before Chambers emerged ahead after they went three-wide into Turn 11. Campos Racing's Haas-backed American then hunted the Red Bull-MP driver down to secure third in front of her home crowd.

Bustamante recovered to ninth with fastest lap after her stall, then the ART driver put things right with a composed drive to second in race two, albeit never troubling Pulling and instead forced to hold off the Prema car of Pin late on.

The excitement came from the battle for seventh between Marti and Jessica Edgar, with the Brit on top before spinning out with less than three laps to go.

The results leave Pulling 34 points clear of Mercedes junior Pin. Weug, fifth behind Chambers in race two, is 14 further back.

**EWAN GALE**

## WEEKEND WINNERS

**SUPER GT**  
**FUJI (JPN)**  
Mitsunori Takaboshi/Atsushi Miyake  
NISMO (Nissan Z)

**F1 ACADEMY**  
**MIAMI (USA)**  
**Races 1 & 2** Abbi Pulling (below)  
Rodin Motorsport



FORMULA MOTORSPORT LIMITED

POWERED BY  
**motorsport**  
**STATS**

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



INDYCAR AT SILVERSTONE

# WHEN INDYCAR (BRIEFLY) RULED SILVERSTONE

*A new exhibition at the Silverstone Museum has brought some special cars over from Indianapolis, and one was involved in an ultimately unsuccessful experiment more than 40 years ago...*

KEVIN TURNER

PHOTOGRAPHY SILVERSTONE MUSEUM AND





**I**f Josef Newgarden rocked up at Silverstone and used his Team Penske-run Dallara-Chevrolet to break Max Verstappen's Red Bull Formula 1 lap record, it would be a sensation. Given that Colton Herta's best time in IndyCar's 2019 visit to Circuit of The Americas was more than 12 seconds slower than Charles Leclerc's fastest lap from that year's United States Grand Prix, that would never happen. But there was a time when an American invasion broke records at the home of the British GP.

Thanks to a chance meeting between Brands Hatch impresario John Webb and United States Automobile Club president Dick King, a plan was formed to bring Indycars, then under the auspices of USAC, to the UK. Webb, who died earlier this year aged 92, was a visionary always looking to find new ways of promoting motorsport – and was prepared to try novel ideas. Formula Ford and F5000 were just two of his most-famous initiatives, which stuck a lot longer than the USAC experiment.

Webb, whose Motor Circuit Developments concern ran Brands, Snetterton, Oulton Park and Mallory Park, hired Silverstone so that two events – both counting for the USAC championship – could be held in late 1978, the first at Silverstone and the second at Brands. Both offered sizeable prize money, keeping in the tradition of American motorsport, and the races would include Indycar's refuelling stops, a novelty in European single-seater racing at the time.

Somewhat bizarrely, a 'qualifying' session to determine the 16 car-driver combinations that would visit Britain was held at Michigan International Speedway in July, perhaps not the most relevant venue given pacesetter Tom Sneva lapped the oval at 209.1mph...

But what about beating F1 at Silverstone? At the time, McLaren designer Gordon Coppuck estimated pole for the Indycars would be 1m19s. Despite changeable weather that dogged the event, the estimate was blown out of the water by Danny Ongais. His Parnelli VPJ6B, based on the team's 1975 F1 car, and with nearly 900bhp from its turbocharged, methanol-fuelled 2.65-litre Cosworth DFX, was the quickest combination in the pack. His 1m16.25s effort was 2.24s faster than James Hunt's pole time for the previous year's British GP, set in a McLaren M26. Ronnie Peterson had managed a 1m16.07s lap in practice for that March's British Racing Drivers' Club International Trophy in the ground-breaking Lotus 78, but rain on race day had meant the lap record remained Hunt's 1m18.81s from 1976 in a McLaren M23.

Autosport's F1 reporter Nigel Roebuck, who was at Silverstone that weekend rather than the clashing United States GP at Watkins Glen, was impressed with the spectacle as well as the lap times. In the event programme he had written of the chance to see "some of the greatest race drivers in the world, grappling with entirely >>

***"Some of the greatest race drivers in the world, grappling with entirely unfamiliar conditions"***

Blast off!  
Ongais and Unser  
lead the USAC field  
away, but it would  
not be a good day  
for either



SILVERSTONE MUSEUM



SILVERSTONE MUSEUM



## INDYCAR AT SILVERSTONE



Hunt had set the F1 lap record  
on his way to victory in the  
BRDC International Trophy



unfamiliar conditions, in the most powerful single-seaters ever seen in this country”.

Then, in our report, he said of practice: “They were shooting past the pits at unimaginable speeds, way quicker than anything we had seen before. The Hawaiian [Ongais] provided the most exciting spectacle I have seen for a very long time.”

Come the race, which was postponed by a day thanks to rain, Ongais predictably held the early lead, but any expectations of a scrap between him and fellow front-row starter Al Unser's Lola did not last long. Ongais pulled away – and then retired on lap five when a halfshaft broke, but only after setting a new outright lap record of 1m18.45s. That would survive until Clay Regazzoni's 1979 British GP best in the ground-effect Williams FW07.

After Ongais's exit, Unser moved ahead, but the star of the show was now making his presence felt...

The early part of the weekend had not looked good for AJ Foyt. His Coyote was not cutting edge, nor was its Ford engine, which was a turbocharged version of a unit that had first appeared in the 1960s, and also carried all its fuel on the left-hand side, unlike its leading rivals. That was fine for left-corner-only ovals, not so great when it came to traversing Silverstone. “The one I was worried about was on the back straightaway where you had to make a right-hand turn [into Stowe],” recalls Foyt of the asymmetric set-up. “The left-hand turns never bothered me that much, just that right-hander after that straight. You couldn't overdrive it.”

Engine failure in qualifying added to his challenges and so Foyt lined up down in 10th, more than 7s off pole! But he had a better set-up for the race and had charged into the top five even before Ongais retired.

Foyt soon overcame Tom Sneva's Penske for third before making his scheduled fuel stop. The stop was a good one and, with others



Foyt was a popular  
winner and enjoyed  
being in the UK

losing time as they came perilously close to running out of fuel or experienced pick-up problems – including Unser – Foyt moved into second. He was harassing the Penske of Rick Mears when rain arrived once more and temporarily stopped play.

At the restart, it didn't take long for Foyt to snatch the lead inside Mears at Stowe, having taken advice from three-time world champion Jackie Stewart. “Jackie told me that on the back straightaway you can get in that turn a lot faster than you thought, and that's where I made my pass,” recalls Foyt, now 89. “I tried it, and I was like I might be up in the grandstands if it doesn't turn,



Unser's Chaparral-run Lola T500  
was quick at both UK events  
but finished neither





DAILY EXPRESS INDY SILVERSTONE RESULTS,  
USAC CHAMPIONSHIP ROUND 16/18,  
1 OCTOBER 1978 (38 LAPS)

POS	DRIVER	CAR
1	AJ Foyt	Coyote-Ford/Foyt 78
2	Rick Mears	Penske-Cosworth PC6
3	Tom Sneva	Penske-Cosworth PC6
4	Gordon Johncock	Wildcat-DGSMk3
5	Johnny Rutherford	McLaren-Cosworth M24B
6	Steve Krisiloff	Wildcat-Drake Mk3
Pole position Danny Ongais (Parnelli-Cosworth VPJ6B) 1m16.25s Fastest lap Ongais 1m18.45s		

*“I liked the race course, it was real good, but that back [Hangar] straightaway was very, very fast”*

but it stuck perfect. I liked the race course, it was real good, but that back straightaway was very, very fast. And you can get in that corner [Stowe] a lot faster than you realise.”

Foyt was clear when more rain ended proceedings for good, confirming the Coyote, which is currently on display at the Silverstone Museum, as the winner. Mears and champion-to-be Sneva made it a Penske 2-3, while Gordon Johncock’s Wildcat came out on top of a fierce scrap with the McLaren of Johnny Rutherford for fourth.

Foyt, already a four-time Indy 500 and 1967 Le Mans winner, proved to be a popular victor. And the feelings seemed to be mutual. “This is the most fantastic road course I’ve ever seen,” he said. “I hope we’ll be back next year – and with rain tyres!”

Today, Foyt feels the same about the UK. “Every time I went over to England to race, even when I went to run sportscars, everybody’s always so good to me,” he smiles. “So, I never had harsh words for anybody. I really enjoyed going over there, it was all so different.”

Roebuck was impressed by the way the American aces conducted themselves: “Foyt captivated Silverstone, on the track and off. For four long days he patiently signed autographs, posed for pictures and answered questions. What’s more, he did it with a smile on his face. Certain of our hallowed grand prix superstars could study this to advantage. In fact, every one of the USAC drivers behaved that way.”

More than that, he was convinced by the spectacle. “Without the rain, the meeting would have been fabulous,” Roebuck wrote in Autosport’s report. “On the rare occasions when it wasn’t wet, »

Winning Coyote is now on display at Silverstone Museum







Ongais was spectacular  
at Brands Hatch in  
Parnelli VPJ6B

the meeting *was* fabulous. The formula, with more power than roadholding, has tremendous spectator appeal. Driver ability counts for more and there was more overtaking than you see in an entire British GP at Silverstone. If you weren't there to see it, you only have yourselves to blame."

And that was the problem. It was deemed a success by many of those there, but there weren't enough people present. The event lost money and it was the same story at Brands Hatch the following week, where the original plan was to use the GP circuit (some had tested there) but, with low spectator interest, the race meeting was moved to the short circuit, subsequently known as the Indy layout.

Ongais also starred at Brands, where again the frontrunners were on F1 pace, only to be denied once more. This time he was a lap clear with fewer than 20 of the 100 laps to go when his transmission failed. Mears and Sneva thus completed a Penske 1-2 but, once again, the spectator figures – not more than 15,000 at either event – proved insufficient for a repeat. Webb once said that "the question never arose as to whether we'd try again" because of the losses, thought to have wiped out the profit from that year's British GP, held at Brands.

The British weather hadn't helped, though the Brands weekend was dry. A track-drying device had been hired from the Santa Pod drag strip, and it did its job at Silverstone, but couldn't help encourage more fans to brave the elements. The weather also played havoc with the Silverstone timetable: practice was delayed, qualifying was cancelled and the race moved from Saturday to the Sunday. Not all the spectators decided to return the next day.

Some argued that the track layouts also didn't allow the cars to

*“This is much more fun than F1. I guess I’m cornering much slower but it doesn’t feel that way”*

show off their best attribute: speed. That sounds ludicrous given the top runners hit 200mph down Silverstone's Hangar Straight, 170mph approaching Paddock Hill Bend at Brands, and the fastest lap at Silverstone represented an average of 134.5mph. But these were cars that routinely hit 200mph around ovals, and their cornering shortfall to contemporary F1 cars – due to a combination of narrower and harder tyres, chassis/aero technology, and being heavier – was more obvious on road circuits. Even *Motor Sport* magazine's experienced and famed journalist Denis Jenkinson, though supportive of the experiment, thought bringing them to the wrong type of tracks was "misguided".

That was perhaps true from a spectator's point of view, though Foyt wasn't the only driver to praise the British circuits. Ongais, who had tested F1 machinery around Silverstone, reckoned the USAC cars were more enjoyable there. "This is much more fun," said Ongais, who died in 2022. "I guess I'm cornering much slower but it doesn't feel that way. For sure, it's much harder work getting this car through the turns. It needs much more concentration."

Similarly, Foyt feels the idea was worth a try. "I thought it was good to get out of the United States and go over there and race our type of cars," he adds.

But a key factor behind the idea's failure was Indycar's almost non-existent profile in the UK. This was more than a decade since the Indy 500 wins of Jim Clark and Graham Hill, and Nigel Mansell's legendary Stateside exploits (see panel, right) were still nearly 15 years away.

Marcus Pye, who covered the support races for Autosport, agrees the timing was probably wrong. "There was such diversity of machinery, from the modern Penskes to the older cars, and the smell of the methanol really hit a lot of people," he says. "It was very different, but I think the fact the crowd didn't turn up probably shows it was the wrong time. Perhaps now, with all the coverage available, the engagement wouldn't be so limited. We just didn't see Indycar coverage here back then."

And so, the pinnacle of American single-seater racing never returned. Or at least, not until the Rockingham CART events of 2001-02 and unsuccessful Brands comeback in 2003.

Autosport would love to see Newgarden, Scott Dixon and co head over to the UK for a repeat of the idea. But, until then, at least there's a chance to go and see the winning car from a time when American machinery briefly outpaced F1 at the home of the British GP. 🏁



Autosport was impressed  
despite small crowds

That's entertainment!

The weather did its best to wreck last week's first British Indycar meeting...  
Supporter First comes through to win...  
Weather spoils Britain's first USAC meeting...  
Parnelli VPJ6B...  
Photography: JEFF BLOOMHAM

Autosport was impressed  
despite small crowds

Autosport was impressed despite small crowds...  
The car was seen in a race at Brands Hatch...  
Autosport was impressed despite small crowds...  
The car was seen in a race at Brands Hatch...  
Autosport was impressed despite small crowds...  
The car was seen in a race at Brands Hatch...



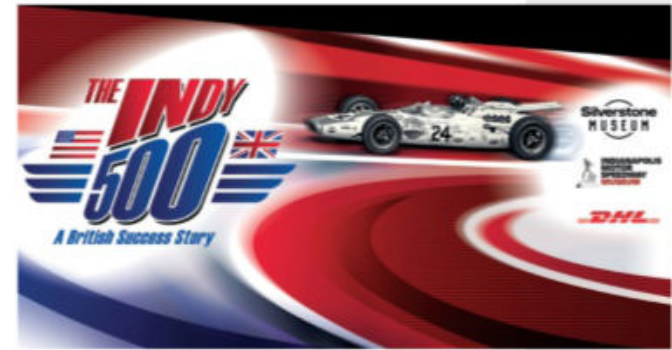
# GETTING TO SEE SOME HISTORIC INDYCARS

The Indianapolis Motor Speedway Museum is currently undergoing a multi-million-dollar refurbishment, and Silverstone Museum saw an opportunity. In partnership with the impressive IMS collection, it has brought four Indycars to the UK for a new exhibition, dubbed *The Indy 500: A*

*British Success Story*.

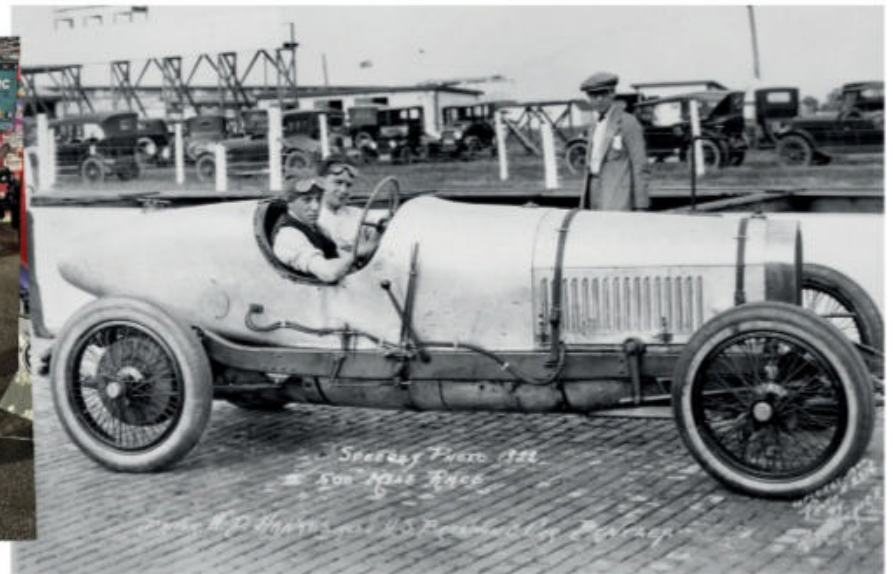
Highlight of the exhibition, which will remain open throughout the summer, is likely to be the Newman/Haas Lola T93/00 in which Nigel Mansell famously won the 1993 crown as a rookie. In what is believed to be a world exclusive, the Lola

is on display alongside the Williams FW14B in which Mansell stormed to the 1992 F1 world title (bottom). Aside from some memorabilia and AJ Foyt's 1978 Coyote, which finished seventh in that year's Indianapolis 500, here's what you'll see if you head to Silverstone...



## 1922 BENTLEY 3 LITRE

Before Bentley had even started its Le Mans 24 Hours legend, this purpose-built machine with streamlined bodywork took on the Indy 500. Car owner Douglas Hawkes shipped the car over from the UK and then drove it to the circuit. Ranged against more nimble machines, the Bentley finished the 1922 edition in 13th place.



## 1968 LOTUS 56

Colin Chapman had already conquered Indianapolis with Jim Clark's 1965 success in the Lotus 38 when he tried to push the boundaries again with the gas turbine-powered, four-wheel-drive Lotus 56. The cars were fast – Joe Leonard and Graham Hill qualified 1-2 – but events were not kind to Lotus. Mike Spence was killed during practice and all three cars retired from the 1968 500.



## 1993 LOLA T93/00

British constructor Lola had been a major player in American single-seater racing for years when reigning Formula 1 world champion Mansell joined Newman/Haas to drive the 800bhp T93/00 in 1993. The rival Penske was arguably better on road courses but Mansell was the king on ovals, taking four of his five victories on such circuits on his way to the title.



For more information on the exhibition and to book tickets go to: [silverstonemuseum.co.uk/whats-on/the-indy-500-a-british-success-story/](http://silverstonemuseum.co.uk/whats-on/the-indy-500-a-british-success-story/)



# THE RETURN OF TWO BIG NAMES WITH POINTS TO PROVE

*Lola and Yamaha are joining the Formula E field next season. Their last efforts in a single-seater world championship didn't end well, but there are more reasons to be cheerful this time*

STEFAN MACKLEY

Bold launch livery makes big play of what heritage brands bring to the championship





M

otorsport fans of a certain age need no reminder of the generally torrid final Formula 1 attempts of Lola Cars and Yamaha 27 years ago. The British constructor botched its attempt to make the grade when both its drivers comprehensively failed to

qualify for the opening round of the 1997 season, and then vanished from the paddock by the next round when its money failed to materialise. The Japanese manufacturer fared little better in its role supplying engines to Arrows, save for Damon Hill's heroics and near-victory at the Hungarian Grand Prix, where he agonisingly lost the lead on the final lap due to a hydraulics issue. That season was the last for Yamaha in car racing, while Lola would achieve success in spades through its involvement with Indycars, sportscars and its Formula 3000 spec chassis.

By the end of 2012, Lola had fallen into administration due to cashflow issues stemming from the economic downturn and HMRC rule changes. A name that was once a mainstay of motorsport vanished. But both Lola and Yamaha are returning next year to four-wheel competition – to world championship single-seater racing, no less – as a powertrain supplier in Formula E in a move that has significant ramifications for the series.

Lola was resurrected by British businessman and IMSA racer Till Bechtolsheimer, who bought the name and remaining assets in 2022. He aims to return the fabled brand to motorsport but with a new focus on sustainability, primarily electric and hydrogen power. It's a very different pathway from before, but one that should ensure its long-term future as it finds its feet again, with Formula E just one avenue that Lola intends to explore.

Created in 1958 by Eric Broadley, and with more than 500 wins under its belt across a plethora of series and events, including the Indianapolis 500 and Le Mans 24 Hours, Lola Cars is an institution of motorsport that is sure to attract attention. "Coming back into racing we needed to differentiate ourselves," explains Mark Preston, who heads up the project. "We've obviously been away too long to just continue what we did previously with aerodynamics and chassis etc. We'll still do that kind of thing but, looking at the powertrains and what's changed over the years, pretty much all series now have an element, at least at the high level, of electrification going on."

Preston himself is a motorsport stalwart, involved for decades at the highest level with Arrows, McLaren and Super Aguri in F1. In Formula E, he was team principal at Techeetah when the squad took three drivers' titles on the bounce with Jean-Eric Vergne (twice) and Antonio Felix da Costa between 2017 and 2020.

On the other side, Yamaha may not be known for racing on four

*“Those two coming together in partnership was big news for Formula E. The timing is perfect”*



Competitive, unpredictable nature of Formula E makes venture especially challenging

FERRARO/MOTORSPORT IMAGES



SUTTON/MOTORSPORT IMAGES



MOTORSPORT IMAGES

wheels, but there's no doubting its credentials with two. And, with a huge motorsport division to tap into, its involvement makes for an exciting prospect. It's significant that the announcement of the Japanese manufacturer's Formula E plans was made ahead of the inaugural Tokyo E-Prix in March.

"I think those two coming together in partnership was big news for us," says Formula E CEO Jeff Dodds. "The timing is perfect for the start of Gen4 [in 2027] and I've got a feeling they'll be pretty competitive because they've been developing and testing that powertrain – they're not starting now, let's put it that way. I think it will be great for the sport if they come in and are competitive."

A Gen3 Evo car – an uprated version of the machine used over the past two seasons, and which was unveiled in Monaco last month – was delivered to Lola recently and is due to hit the track for the first time in June.

After announcing at the start of this season its impending split from Mahindra, Abt was expected to be the team to run the new Lola/Yamaha powertrain, and that was finally confirmed at Misano last month. The German operation is used to winning, not only in Formula E (when it ran as Audi's works squad), and on paper the partnership has the credentials to eventually challenge for victories and even championships.

"When you first come into racing there'll be hiccups, I'm sure, but I think we're going to do a pretty good job in the first year and then be up near the front in the second year and we'll just build from there," reckons Preston. "My experience from Techeetah was that it does take a little while to get going, but I think as long as you're always on a positive gradient then it will be OK, and we'll be able to pick up points in the first year of operation."

Success in the past is certainly no guarantee of success in the future, and seven different winners across six teams from the opening eight races this season shows how competitive and unpredictable Formula E remains. Trying to match, let alone surpass, the performance level of teams that have competed for several years is certainly not going to be achieved overnight. >>





**AUTOSPORT PLUS**

No ads.  
Just more  
Performance

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



Abt team principal Thomas Biermaier is all too aware of the challenges the new collaboration faces, especially when the championship regulations limit the team to 12 days of running outside of official pre-season testing. “You have to be realistic because at the end, it’s new,” points out Biermaier. “It’s a new powertrain, so all the other manufacturers have some experience

*“One of the things that’s always stood Formula E in good stead is the quality of manufacturers involved”*

advantage I would say, and also some time advantage because some teams already tested, whereas we are getting ready for the first test.

“But we want to show that we are competitive, hopefully we can fight for good points, hopefully sometimes we can fight for some podiums, but we can’t expect too much in the first season. It’s a long partnership so there are high targets for us but also the Lola guys.”

What shouldn’t be understated is the significance of two renowned names joining the Formula E grid, something that has not happened for several seasons. Rather than attract new manufacturers in recent years, the championship has tried to stem the loss of OEMs: Audi and BMW left in 2021; Mercedes did the same the following year. That spell, which also coincided with the immediate fallout of COVID-19, led to a period of uncertainty for Formula E. But this year it hits a decade in age, and the focus is now on growing rather than surviving.





“One of the things that throughout the history of Formula E has really stood it in good stead is the quality of the manufacturers that we’ve had involved,” says McLaren team principal Ian James, who heads the Formula E Teams and Manufacturers Association. “Today, with the six that we’ve got, we’ve got a great foundation and we want to make sure that for the future that continues to evolve. Both Lola and Yamaha are names that have a huge amount of heritage in motorsport, so they very much bring that.”

Whether or not the Lola/Yamaha combination proves to be successful could have far-reaching consequences. Should the partnership bear fruit, especially prior to the Gen4 regulations coming into effect, then it can only make Formula E more appealing to other OEMs. “I’ve made no secret of the fact that we’ve been talking to other manufacturers as well,” adds Dodds. “This is a really important time for us because if we can secure the commitment of the existing manufacturers into Gen4 and sprinkle in a few new ones, I think the short-term future is really bright.”

In Tokyo, Nissan became the first manufacturer to formally commit to Gen4, with Jaguar following up last month in Monaco by announcing its involvement through until the end of 2030. But there is no guarantee that all the OEMs currently competing will sign up to the new regulations. With that in mind, attracting new manufacturers is imperative for Formula E, and Lola/Yamaha could well play a pivotal role. Although the agreement with Abt is currently only for two years, taking it up to the start of the Gen4 ruleset, things would have to go disastrously wrong for the project to disband inside that time.

Whatever achievements the combination can muster before then will be a bonus, but it will be in the interest of all associated with Formula E for the partnership to find success as soon as possible. 🏆



# Want more than F1?

Our journalists cover all major series



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



RACE RADIO



KENWOOD

**Autotel**  
**Digital Race Radio**

*Professional Team Radio  
System For All Budgets*

[www.autotel.co.uk](http://www.autotel.co.uk) 26 years in Motorsport 0044 (0)1508528837

INSURANCE



**Motorsport  
Insurance  
Specialists**

Save money on your insurance  
[reis.co.uk](http://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

AUTHORISED DISTRIBUTOR

**OMP**

**YBRACING**

[WWW.YBRACING.COM](http://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 & TRANSPORTERS



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

RACE PARTS



ARMSTRONG RACE ENGINEERING INC.

[WWW.DRYSUMP.COM](http://WWW.DRYSUMP.COM) (916) 652-5282

RACE PARTS



**PartBOX**  
Performance and Tuning Parts

Leading performance brands online

[www.part-box.com](http://www.part-box.com)

TRAILERS & TRANSPORTERS



**RV SALES AND SERVICE**

RACE PARTS

**Passionate About Motorsport**



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

RACE PARTS



**Starting solutions for the  
professional motorsport industry**

[www.arkracing.com](http://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





**motorsport**  
JOBS



**BUSINESS INTELLIGENCE INTERN**  
Alpine F1 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
- Knowledge of SSRS, Power Automate, Dynamics 365 is desirable.
- Excellent verbal and written communication.
- Strong troubleshooting and problem-solving skills.
- Thrive in a fast-paced, innovative environment.

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



**motorsport**  
JOBS



**VEHICLE PERFORMANCE ENGINEER**  
Andretti Cadillac

**Job description:**

We have an opportunity for a Vehicle Performance Engineer to join the Andretti Cadillac Team at the new Silverstone Facility. In this role you will lead and undertake a variety of tasks relating to vehicle performance simulation, analysis, model development and simulator operations. 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:**

- Undertake performance, simulation and vehicle dynamics projects to drive:
- Short-term performance.
- Long-term performance.
- Simulation and analysis tool development.
- Engineering support for Design, Aero, Strategy and Race Engineering groups.
- Simulator operations.
- Race event support.
- Tire model development.
- Data pipeline continuous improvement.
- Develop and maintain department administration and reporting procedures.

**Requirements**

- Strong understanding of physics and math relating to high performance vehicles.
- Experience of Python or MATLAB / Simulink
- Ability to work under pressure and to tight deadlines.
- Open to new ideas and approaches.

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



**motorsport**  
JOBS



**INFORMATION SECURITY OFFICER**  
Formula One

**Reporting into the Head of Information Security, you will:**

- Monitor and manage compliance programs aligned to security frameworks and regulations such as ISO 27001, PCI DSS, GDPR. Where possible, recognising improvements and encouraging efficiencies and automation to controls, evidence gathering, and processes.
- Support the definition and growth of F1's Security Control Framework. Taking a proactive approach to designing, assessing, and maintaining effective security controls across our various business functions.
- Provide expertise in risk management and the identification and assessment of security risks, ensuring they are appropriately reported on (through dashboards, reports, and workshops).
- Create, review, and maintain security policies, standards, and procedures; ensuring they are applied across relevant technology projects, systems, and services.
- Support in managing third party supplier security/compliance assessments, building relationships with key suppliers, and outlining steps for security improvements where appropriate.

**Specification Essentials:**

- Degree or equivalent qualification in relevant fields
- Security certifications (ISO 27001 LI/LA, CISM, CISSP)
- Experience of successfully supporting information security GRC focused programs, including risk management activities
- Vendor/third party audit and compliance management
- Security compliance and regulatory requirements – ISO27001, PCI DSS, GDPR
- Incident Response, Business continuity / Disaster Recovery (BC/DR) planning and testing.
- Data governance & Data Loss Prevention (DLP) projects

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



**motorsport**  
JOBS



**DIL OPERATOR**  
Maserati MSG Racing

**Main Responsibilities**

- Operation of the DiL to support the race crew
- Logistical preparation of the DiL to ensure DiL running
- Maintenance of the mechanical parts of the DiL
- Guarantee specific calibrations for different simulation environments,
- Use problem solving methodology and work in coordination with the DiL manager

**Profile**

- Minimum bachelor's degree
- Fluent in English
- Knowledge of French is helpful but not a requirement.

**Software to know:**

- Read Simulink block
- Use calibration software McLaren System Monitor or Magneti Marelli Sysma
- Use data acquisition software
- We offer a competitive salary in a dynamic environment.
- Full-time office-based position in Maserati MSG Racing HQ in Monaco. No remote working. No travelling.

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



**motorsport**  
JOBS

**Want to advertise a motorsport job?**

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





**SENIOR VEHICLE PERFORMANCE ENGINEER**  
Haas F1 Team

- Key Responsibilities:**
- Promote teamwork and effective communications to develop working relationships between all personnel and departments.
  - Mentor junior engineers within Vehicle Performance.
  - Help to identify performance strengths and weaknesses, and opportunities for improvement, to guide both car design and trackside operations.
  - Support the development of the performance-relevant characteristics of the car, via both improvements in design (e.g. suggestions of novel performance systems, with potential demonstrated by modelling) and guidance on race to race setup.
  - Leverage the group's in-depth understanding of the physics of the car to make recommendations to improve car performance from a design, aerodynamics, or Race Engineering operations perspective (car setup, control systems, etc.).
  - Conduct, alongside the Vehicle Science Group, research work aimed at improving car physics modelling and analysis approaches.
- Education and Work Experience:**
- Minimum BSc in any STEM subject, but with substantial experience in applied mathematics or engineering. Typically requires at least 5 years of experience in a high technology motorsport environment (F1 – LMP1 are preferable).
- Specialized Knowledge and Skills:**
- Strong communication skills, both written and verbal.
  - Ability to plan and organize project activities with other team members to meet a deadline.
  - A can-do positive approach and a willingness to help others including mentoring junior members of the group is essential.
  - A robust technical background in applied mathematics, physics or engineering, ideally automotive/aeronautical/racing.

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



**HR ADVISOR**  
McLaren Racing

- Principal Accountabilities:**
- Operational HR Support**
- Be the first point of contact for Managers, partnering on all people-related queries and initiatives, escalating to your People Partner as required and ensuring they align with the overall People Strategy and delivers performance to the team.
  - Case management, including sickness absence and OH referrals, and responsible for some complex ER cases that require your support when escalated.
  - Help facilitate and guide employee relations processes through the pragmatic engagement and coaching of managers to fulfil their legal obligations effectively.
  - Where required, supporting the People Directors and People Partners with complex employee relations matters with their relevant stakeholders.
  - Escalation point for the People Administration team for employee/manager query resolution that they are unable to resolve.
  - Working with the recruiting managers and Talent Acquisition team to support on recruitment policy, process, and interviews/selection. Supporting interviews to ensure the attraction and engagement of the right people in thright roles.
  - Work closely with Managers and the People Partners to help implement any organisational design requirements and implementation.
  - Working with the People Partners to support the formal and informal talent and succession management processes within your areas. May be required to lead certain areas and own talent plans with your areas to ensure effective implementation and monitoring of activity.

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



**HEAD OF EVENTS - ESPORTS**  
Williams Racing

- Key Responsibilities:**
- Lead the planning, management and delivery of all Esports and gaming events taking place in the Williams Esports Lounge, Experience Centre and external events around the world, including F1 races, fan activations and partner events.
  - Oversee preparation, maintenance, logistics and operation of the sim racing hardware and software used at internal and external events and by drivers and the wider team, including sourcing, storage, shipping, repair/replacement and installation of all equipment as required.
  - Organise the events team to deliver hands-on, front-of-house and guest management across all events to ensure exceptional customer experience.
  - Ensure the Esports Events Team collaborates with the Experience Centre team on event booking, administration, marketing and partner engagement.
  - Co-ordinate with the Fan Engagement & Events team in the USA to support planning, management and delivery of events in that market.
  - Support the Esports Race Team with activity as required, for driver training camps, media & sponsor event.
  - Lead the strategic objective to generate revenue and expand our customer base through event activity including sim sales, sim hire and exhibitions.
- To be considered for this position, you must have:**
- Proven experience leading an events and guest experience function.
  - Strong knowledge of sim racing hardware and software.
  - Relevant qualification in Events or a related subject eg. Marketing/Esports/Hospitality.
  - Strong balance of creative flair, eye for detail and project organisational skills.

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

**25% OFF**

**THROUGHOUT MAY**  
**code: 12lmay25**

**ONE-TO-ONE  
CAREER  
ADVICE  
MEETINGS**

1 HOUR MEETING

FULL CV REVIEW

CONFIDENTIAL

**FOLLOW US**

**VISIT US** [motorsportjobs.com](http://motorsportjobs.com)



**Want to advertise a motorsport job?**  
If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact [james.robinson@motorsport.com](mailto:james.robinson@motorsport.com) or call +44 (0)7717 883 990



**AUTOSPORT**

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



**Try 6 issues for just £6**

Get this exclusive offer here

[www.autosportmedia.com/offer/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



Drivers escape serious injury in **Brands** crash

# **AUTOSPORT** NATIONAL

CLUB RACING • HISTORICS • FEATURES

## Nova's gripping plans for the future

The story behind the new tyre brand



Lynn acquires historic racing organiser **MRL**



**RML** celebration for Super Touring Power



Free spectator access to **Thruxton** is a hit



# Fix Oil Burn, Blue Smoke & Low Compression in Classic Engines

## WHAT IS RESTORE AND WHY SHOULD I USE IT?

Every vehicle's engine wears out as a result of friction during normal operation. This friction causes wear of the cylinder walls which leads to compression loss. Lost compression results in your engine having less power - *it runs poorly and has sluggish acceleration*. It also can cause *increased oil burning, exhaust smoking, and poor fuel economy*.

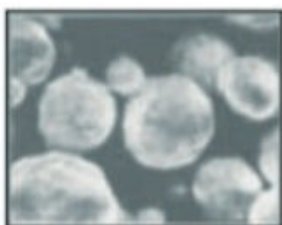
RESTORE Engine Restorer and Lubricant is a unique engine additive that repairs those worn-out areas in the cylinder wall thereby restoring cylinder compression and improving engine performance to nearly new original condition.

## HOW DOES RESTORE WORK?

RESTORE is the **only product** that contains the proprietary CSL formula. This technologically advanced formulation has the unique mechanical and chemical properties that fill in and seal micro-leaks in the cylinder wall. The result is **increased engine compression and more engine power**.



CSL Particles 400X



CSL Particles 4000X

SUITABLE FOR MOST PETROL, DIESEL OR LPG RECIPROCATING PISTON & WANKEL ROTARY ENGINES, WITH OR WITHOUT TURBO



Add to clean engine oil - 250ml per 1000cc engine size or 10% by volume to oil.



250ml  
£18.99



400ml  
£24.99



1L  
£49.00

## The World's Leading Engine Restore Oil



Developed in the USA. 120 million cans sold Worldwide since 1983

*"It's the only engine additive I've ever found to work"*

**Quentin Willson**



## METAL-TEC10

Metal Treatment For AUTOMATIC & Manual Transmissions

One of the biggest enemies of a transmission is heat. The amount of heat present in the system will normally dictate the lifetime of that transmission. Metal-Tec10 Anti-friction additive smooths and seals metal surfaces to reduce friction and friction-related heat, reducing operating temperatures and extending the life of the transmission. 237ml bottle. **MADE IN USA**

**£21.99**

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

10% Discount with code **CAM10**

Call **Ametech** 01728 726620

Prices shown are plus P&P. Ametech Automotive Ltd, Technology Centre, Station Road, Framlingham IP13 9EZ



New future beckons  
for several popular  
historic categories



MICK WALKER

# Lynn takes ownership of organiser MRL

## HISTORICS

Experienced historic racer Shaun Lynn has bought the Motor Racing Legends organisation from its founder Duncan Wiltshire.

MRL runs a variety of historic series, primarily focused on tin-tops and sportscars from the pre-1966 era, but does also cater for pre-war sportscars and slightly more modern saloons in its Historic Touring Car Challenge. While Lynn and his Aythorpe Promotions concern have acquired the business, Wiltshire will remain in charge until the end of this year.

Lynn believes the time is right to give a “fresh look and feel” to MRL with

new investment, and will seek to add more international events to its calendar after it opted to focus primarily on the UK following the COVID-19 pandemic.

“I’ve been racing for many years, mostly in historic, and I love the sport,” said Lynn, who was behind the wheel of an AC Cobra in MRL’s season-opening Donington Historic Festival event last weekend. “I heard Duncan might be open to selling MRL and it was an opportunity.”

Wiltshire said the news was “very well-received” by competitors at Donington and is now looking forward to working with Lynn. “I first met Shaun 20 years ago when he raced in the Le Mans Legends race, so we’ve known each other for a long time, and Shaun is very

well respected,” said Wiltshire, who intends to continue racing with MRL at the very least in the future.

“This is the result of a lot of discussions and, when Shaun started sharing his vision, it was a very easy conversation. It’s been great fun running MRL for 23 years and it’s no bad thing to have a refresh. It’s very exciting.”

Wiltshire added that discussions have already begun about how the DHF event could be enhanced for next year.

MRL is the second major historic series organiser to have changed hands in recent times after Frederic Fatien took over the reins of Masters Historic Racing from Ron Maydon at the end of last year.

**STEPHEN LICKORISH & DAMIEN SMITH**

## Streather returns to car racing aboard Cortina

### HISTORICS

Renault UK Clio Cup race winner Paul Streather made a return to car racing at last weekend’s Donington Historic Festival, driving a freshly prepared Lotus Cortina alongside Jake Giddings.

Streather has focused on kart racing in recent years and has also acted as Giddings’s mechanic in the Porsche

Carrera Cup GB. But, when Giddings’s father Neil decided to enter historic racing, he asked whether Streather wanted to drive the Cortina.

“We wanted to go racing for a bit of fun,” said Streather. “We got the car and are very new to it – it’s all a massive learning curve.”

The duo opted to enter the Historic Touring Car Challenge race on Saturday as



MICK WALKER

preparation for the Jack Sears Trophy contest the following day but suffered a curtailed qualifying session. “The rear differential seal popped out and started leaking oil,” said Streather, who then said they

struggled with understeer.

But there was improved performance in the JST encounter, when the pair finished sixth overall, and were battling other Cortinas.

**STEPHEN LICKORISH**



# Brands Hatch event cut short after barriers destroyed in crash



Birley's BMW was one of two cars to roll between Stirling's and Clearways during the CMMCS contest

GARY HAWKINS

## CMMCS

Drivers escaped serious injury after a major crash at Brands Hatch last weekend resulted in the GT World Challenge Europe support race action ending early amid extensive barrier damage.

The collision occurred during the Classic and Modern Motorsport Club Southern contest, which featured a combined field for its Intermarque, Super Saloons and Tin Tops divisions on the Grand Prix circuit.

Third-placed Rod Birley in

his BMW E36 was attempting to lap the Ford Fiesta of Andrew Stenning out of Stirling's when the pair made contact, sending both cars hard into the barriers, which in turn caused them both to roll. The Fiesta was then collected by Keith White's Intermarque BMW Z4, while several other cars also collided in the aftermath.

"Everything was going pretty well – at that stage, I was leading Super Saloons and got up to third overall," said Birley, the Intermarque cars having started ahead of the rest of the field. "We then came across a

couple of Fiestas from Tin Tops. We came out of Stirling's and the second Fiesta moved slightly to the right and [second-placed] Paul Knight passed him on the left and I went to follow him and, all of a sudden, there's a big bang and I'm in the Armco."

Birley was taken to the Princess Royal hospital in Kent for scans and a cognitive test but was soon discharged without any injuries. The veteran racer said the fact that he emerged unscathed was testament to the high safety standards of modern-day cars.

"Everything did its job – the rollage was completely unmarked, the HANS device was fine, and the crash helmet was perfect," he said.

But his BMW is a write-off, which Birley described as "galling" considering he felt he had got the car to a point where he had optimised its performance after several years of development.

The race was instantly red-flagged, while the Classic Sports Car Club's New Millennium and Turbo Tin Tops contest had to be scrapped.

**STEPHEN LICKORISH**

## Higgins eyes title bid after winning on GT racing debut

### GT CUP

Former US Formula 4 racer Matthew Higgins is targeting a GT Cup class title bid this season after scoring two wins on his sportscar racing debut at Donington Park last month.

Higgins, the son of 2004 British Rally champion David, took a best result of seventh from the two US F4 events he contested last year, but is now partnering British GT4 frontrunner Mikey Porter in a Forsetti Motorsport Aston Martin Vantage GT4. Higgins topped the GTH division in the second sprint race at the season-opening Donington GT Cup round, while

the pair also won the second enduro of the weekend.

Higgins explained that the Forsetti drive came about through his karting. "The driver manager of my team-mate Mikey approached us and said that was what they were looking to do, and invited us to do a few taster days and get a few laps in the car," he said. "The performance was good and we decided we wanted to try and make it happen."

"I didn't expect to be going for wins at the start – I thought, if we stayed in contention, we would be there in the end. I thought I could do it but you never quite believe it until you do. We've set the standards high!"



Higgins is now confident of getting the funding in place to complete the full season and challenging for the class title, and is then targeting a progression up the sportscar ranks. "We will make sure this is a building year and hopefully end up in GT3 as soon as possible," he added.

**STEPHEN LICKORISH**





## JACKSON DENIED LOTUS 11 BOW AT DONINGTON PARK

### HISTORICS

Former British Touring Car frontrunner Mat Jackson's planned debut in a Lotus 11 at last weekend's Donington Historic Festival was thwarted by a first-lap crash.

Jackson has been a historic racing regular since departing the BTCC for 2018, but has primarily focused on classic tin-tops, so the open-cockpit Lotus sports-racer (below), owned by Richard Postins, presented a new challenge.

"Richard lives in the same town as me and, over a pint, the plan was hatched," said Jackson, who only drove the Lotus for a couple of laps in testing beforehand. "It's a good little car – completely different for me, especially with no roof!"

Jackson and Postins qualified 10th for the Stirling Moss Trophy but Postins was eliminated at the start, when an overly aggressive move from Mark Cole – for which he was excluded from the event – at the Old Hairpin sent Postins into the path of Mark Donnor.

Another driver who was denied a debut in a different type of machinery to usual was John Davison. The multiple Historic Road Sports champion regularly shares a TVR Griffith with Mike Whitaker Sr but was due to also co-drive a Rover SD1 in the Historic Touring Car Challenge.

Davison impressed in qualifying by grabbing Tony Dron Trophy pole. "It's the first time he's sat in it and five laps later he put it on pole!" remarked Whitaker.

But Davison never got the chance to race it – Whitaker retired after just one lap with a suspected damper problem.

STEPHEN LICKORISH



## Walter Hayes winner Moyers tests F5000 Trojan at Silverstone

### HISTORICS

Two-time Walter Hayes Trophy Formula Ford winner Michael Moyers plans to race an F5000 Trojan later this season after testing the car at Silverstone last week.

Moyers jumped at the opportunity to sample Simon Hadfield Motorsports' ex-John Watson T101 on the Grand Prix circuit last Friday and enjoyed the experience, despite the wet conditions.

"Since I stopped competing in FF1600s regularly in 2018, historic racing has been my goal," said Moyers, 39, who has built his successful Alpha Fabrications business in the interim. "I established a good working relationship with Simon and James [Hadfield] when we developed

their Medina, and I see this as the key step on that journey.

"I was cautious of the [Chevrolet V8] power initially but was keen to get this test under my belt. The track was wet all day, but I was super-impressed with the car. I felt at home from lap one, got to grips with it fairly quickly and was able to push on, even in very tricky conditions with standing water and spray. I can't wait to drive the Trojan again in the dry, on slicks, and really start to discover its potential."

Moyers added that Hadfield has also offered him the chance to race the ex-Brian Henton/Rupert Keegan Classic F3 March 743 at the Silverstone Festival in August.

MARCUS PYE

## Leung could make further BGT outings

### BRITISH GT

Reigning British GT champion Darren Leung says he is open to further appearances in the series after contesting last month's Silverstone 500 as a one-off with Century Motorsport.

Leung clinched the British GT crown with Dan Harper but they opted not to defend

the title together after landing a spot in the GT World Challenge Europe.

An outing at Silverstone was always planned, until Harper signed an 11th-hour deal to contest the full season in Century's other BMW M4 GT3, meaning Leung raced alongside Dries Vanthoor in Northamptonshire. The pair were leading comfortably

until an extra pitstop due to a lack of fuel dropped them outside the points.

When asked whether he would like to contest more BGT races, Leung replied: "For sure. This year I've not got anything planned. I don't know if the calendar will allow for it but, if it does, I'd love to do another round."

ED HARDY



# Free admission gives clubbie crowd a boost

## THRUXTON

Organisers could run further events at Thruxton with free entry for spectators after more than 3000 attended the 750 Motor Club's one-day meeting last weekend.

Instead of charging approximately £20 per entry into the circuit, the British Automobile Racing Club, which operates the Hampshire venue, decided to waive any cost in a bid to attract more spectators. The idea was originally suggested at the start of the season for the one-day meeting, which, unlike sell-out events such as the British Touring Car Championship or British Superbikes, would bring in marginal income at best.

"Club motorsport is really important at Thruxton but the reality of club motorsport is you've got to be a particularly passionate supporter of low-cost clubman racing to spend a huge amount of money to go and watch it," said BARC Group CEO Ben Taylor. "We thought if we sell tickets we will get 200 people, there will be no atmosphere and it just seems like a bit of a wasted effort,



so we said, 'Let's do something different.'"

"It went really well, we got 3000 people through the gate, as a result of which we've had some great feedback from the competitors – they'd much rather race in front of people. We did some good takings in the restaurant and we had the skidpan open for some passenger rides.

"I suspect the crowd was very local to us, so if we've raised the track's profile and awareness of it in the local area then that can only be good for the future and

hopefully people who have had a good time, maybe they'll come back and we can make them into long-term customers."

While there are no plans to introduce free entry for the other one-day meeting this year – a Classic Sports Car Club event next weekend – Taylor believes it's a concept that could be used again in the future. "It seems to have been a success, so we'll take that for now and see if we can learn anything else for the future," he said.

STEFAN MACKLEY

# Heavy rain forces hillclimb stoppage once again



## BRITISH HILLCLIMB

The British Hillclimb Championship was once again forced to abandon its opening round of the season due to "adverse weather", this time at Craigtantlet.

The championship had been due to get under way

at Prescott on 20-21 April but the event was pushed back to later in the season due to heavy rain in the lead-up to the meeting.

Last weekend in Northern Ireland, proceedings came to a halt for around two hours after a fast-section off for reigning champion

Wallace Menzies, prior to what was to be two scheduled run-offs.

Despite the British championship calling a halt to proceedings, the NI Hillclimb Championship runners continued, and Tim Woodside matched his Croft result with victory.

WILLIAM NEILL

ANGELO R. DRIVE

WOW, AMAZING - LANDO NORRIS HAS WON HIS FIRST EVER GRAND PRIX!

YES, IT ONLY TOOK HIM 110 RACES!

...OH, SO YOU THINK YOU COULD HAVE DONE IT IN LESS ATTEMPTS ANGELO?

EASILY, IN AROUND 109 RACES... CONGRATULATIONS LANDO AND EVERYONE AT MCLAREN RACING!

+44 (0) 1929 551557

www.aaoil.co.uk





## RML Group 40th anniversary to be celebrated at Super Touring Power

### BRANDS HATCH

A 40th anniversary celebration of the RML Group will be held at Super Touring Power this year at Brands Hatch, including a special display of memorabilia.

The motorsport and engineering organisation was founded by Ray Mallock in 1984 and became associated with touring car racing, notably the British and World Touring Car championships.

It ran Vauxhall Cavalier machinery in the former, claiming the 1995 title with John Cleland before switching to Nissan, which culminated in the 1999 crown with Laurent Aiello in a Primera.

Thereafter, it ran SEATs and brought Chevrolet to the UK alongside its successful

WTCC campaigns with the American manufacturer, which included title wins with Yvan Muller and Rob Huff.

The display at Brands on 29-30 June will include a team transporter and a selection of items from RML's past including trophies, racesuits and display engines, while a WTCC championship-winning Chevrolet Cruze, as raced by Muller, Huff and Alain Menu, will also be present.

Current RML Group CEO Michael Mallock will attend the event alongside his father, founder Ray.

Mallock Jr said: "We are delighted to be attending the Super Touring Power race weekend to celebrate the last 40 years of success and to celebrate our next 40-plus years of excellence."

## Classic FF1600 races headline meeting

### SILVERSTONE

Two mighty Classic Formula Ford encounters proved the highlight of a low-key day on the Silverstone Grand Prix circuit last Saturday for the Historic Sports Car Club meeting.

Wins were shared between Benn Simms and Andy Gosling after some typically frenetic FF1600 battling throughout a bumper 30-car grid.

Simms won the opener to make it a hat-trick of early season victories in his Jomo

JMR7, but had to work hard to fend off a pack that was headed by Gosling's Van Diemen RF79.

Later in the day, a mighty six-way battle raged for much of the race until a skirmish delayed Simms and allowed Gosling to inch clear for his first win, with Matt Wrigley and Tom McArthur on his tail.

In the opener, Henry Chart fired his Van Diemen up from the back of the grid to fourth place after water pump failure in qualifying. Half an hour earlier, he'd done much the

same in his Trojan T101 to win the opening Derek Bell Trophy race.

With his own car sidelined by an oil leak in qualifying, Chart drove the similar F5000 of Simon Hadfield to deliver a masterclass despite very limited experience. Later, he made it a double at a canter as Alex Kapadia came through from the back to finish second in his F2 March 762. Kapadia had led the opening race until being sidelined by a fuel pump issue.

PAUL LAWRENCE

### CATERHAMS AT ZANDVOORT

Aaron Head claimed a hat-trick of wins in the Caterham Seven UK Championship as the British Automobile Racing Club series and other Caterham classes raced at Zandvoort in the Netherlands. Paul Goldstein delivered a brace in Roadsport after just holding off Jonathan Emery in both bouts, while Adam Kene finished third each time. Lars Hoffmann, Hugo Bush and Harry Cook took a win apiece in the 310R division, while Toby Ballard prevented Ben Timmons from completing a clean sweep in 270R.

### MUNRO MOVES UP A LEVEL

Karting graduate Dan Munro impressed on his senior circuit racing debut in the Coupe Cup at Cadwell Park at the end of last month. With just a single weekend's Ginetta Junior Winter Series experience 18 months ago, Munro qualified his Hyundai Coupe on the front row. He built a 12-second lead in just five laps of the first race before his car expired after a safety car period, before climbing from 10th to second in race two until he was demoted to third after last-lap contact.

### POWELL'S FUN CUP DEBUT

TCR UK and ex-British Touring Car racer Will Powell made his Fun Cup Endurance debut at Croft last weekend, racing under his own Sport 77 banner. "It's part of the business, so we are looking for drivers to do the other rounds," he said. Partnered by former Trackday Trophy racer Alex Jones and Nick Wallis, father of Porsche Junior James, the trio finished 18th and 19th in the two races after a few issues.

### PETTY AT FESTIVAL OF SPEED

Seven-time NASCAR Cup champion Richard Petty (below) will attend the 2024 Festival of Speed on 11-14 July alongside his #43 Plymouth Superbird, which will be driven up the Goodwood hill by his son, Kyle. This year is the 75th anniversary of the Petty name entering motorsport, with Richard's father Lee racing in NASCAR for the first time in 1949.





# Jack Sears Trophy thriller ends Donington Historic Festival on a high



## DONINGTON PARK MSVR DONINGTON HISTORIC FESTIVAL 4-5 MAY

The spectacular sight of David Dickenson and Josh Cook battling away in Lotus Cortinas, making it four abreast on the pit straight as they simultaneously lapped two cars during the Historic Racing Drivers Club Jack Sears Trophy contest, was one of the most memorable moments from the Donington Historic Festival last weekend.

The misery of the deluge of rain at the British Touring Car opener a week before was banished and replaced by glorious sunshine for much of the event, and the best action was saved until last with the JST race proving a thriller. A quality cast of drivers – including two Le Mans winners,

a British Touring Car champion and some of the top names from the historic racing world – ensured it was frenetic to the end.

Dickenson and Cook were separated by minuscule margins for essentially the whole 45 minutes as they spent lap after lap battling. The Irishman had shot into the lead at the start, and BTCC ace Cook also passed polesitter Michael Whitaker Jr's Ford Mustang through Hollywood. But the Mustang soon growled back ahead of the Cortinas with moves into Redgate on consecutive laps, leaving Dickenson and Cook to continue their duel behind.

The fastest driver on track was Guy Smith, who had a tricky first few laps in his Cortina but soon made it up to fourth. "I was just having trouble getting second gear," he explained. Smith was the first of

the leaders to pit, using all of his endurance racing experience to sense a chance to get out of the traffic and take advantage of an emptier pitlane. The tactic paid off handsomely and he emerged with a five-second lead, as the others continued to squabble, and stayed ahead to the flag.

A slower stop for Whitaker dropped him behind Dickenson and Cook but, just as he was about to mount a fightback, he ran wide at Redgate and had to settle for fourth. Instead, all eyes were on the Cortinas as they continued to scrap to the flag, Dickenson taking second by just two tenths. "I think me and Josh were side by side through the Craner Curves on at least four laps!" smiled Dickenson, who had thoroughly enjoyed the battle.

There was also a close fight for HRDC Allstars honours between the TVR Griffiths of Mike Whitaker Sr and John Davison. Davison initially jumped polesitter Whitaker off the line, before Whitaker reclaimed the advantage at Redgate on the next lap and began to pull away. Davison grew stronger as the race wore on and stormed back ahead across the timing line with three laps to go. But he was then caught out by traffic at the Old Hairpin and had to take to the gravel, enabling Whitaker to move ahead once more and seal the win.

"We both had some near-misses with the backmarkers – the speed differential is really, really high," said Davison, who had still enjoyed their battle despite missing out on the victory. "I just love racing these cars



Simpson (leading) and Marrs  
duelled in all three Ferrari races

ALL PHOTOGRAPHY: MICK WALKER





Cortinas of  
Dickenson (44) and  
Cook battled Whitaker's  
Mustang, but Smith  
(inset) won

and Mike is a great mate of mine. It was a lot of fun." Also having fun was Fortec boss Richard Dutton, who stormed through from the back of the 39-car grid to finish sixth in his Cortina.

Further Whitaker success was denied in the Gerry Marshall Trophy, when Michael Jr had to return to the pits to have a flailing bonnet taped up on his Rover SD1. This meant the Richard Lloyd-built Chevrolet Camaro of John and Jack Young was able to win comfortably.

More close racing could be found among the Ferrari Club Classic runners. Each of their three races followed a familiar pattern, with Wayne Marrs dropping back in the early stages as fellow F355 pilot Tristan Simpson built a lead. Fresh fruit wholesaler Marrs twice squeezed through, but success ballast meant he did not have quite enough juice to mount a full challenge on Simpson in race two.

A thrilling finale to the hour-long Pre-'63 GT contest – making a return to Motor Racing Legends' portfolio after four years – was expected when a safety car put Nigel Greensall in the Cobra started by John Spiers right on the tail of the Jaguar E-type (the very first model of the car to race in the States) of James Cottingham, who took over from Harvey Stanley. But an off at McLeans upon the resumption gifted the Big Cat a straightforward prowling to the finish. "The pedals had become very slippery and my feet were slipping off them," explained Greensall. "I had no >>



**BENTLEY CELEBRATION** The 100th anniversary of Bentley's first Le Mans victory was celebrated at Donington Park with demonstration laps from the marque's most recent La Sarthe conqueror. The Speed 8 that was fourth in the 2003 Sebring 12 Hours and the 2000 EXP test car both took to the track. Tin-top champion Rob Huff got to drive on Saturday and said sampling the "amazing" car "was on my bucket list", while 2003 Le Mans winner Guy Smith was back behind the wheel of a Speed 8 on Sunday.



**REID'S OPEL ATTRACTION** Lola Mk1 racer Tim Reid's attention was grabbed by Peter Fisk's Opel Commodore at the Castle Combe Autumn Classic a few years ago and he was intrigued by the "pretty" car. "I had to stop at the services driving back to Scotland," he said. "I made the mistake of Googling 'Opel Commodores for sale' and found this one!" Reid bought the dormant ex-hillclimb car from Opel tuning expert Gunther Irmischer and was 23rd in the Gerry Marshall Trophy in his first proper outing.



**ALMOST PEERLESS DEBUT** One of the more unusual cars in action was a 1958 Peerless GT. Two of the machines were entered for Le Mans in 1958 and one nearly made the finish. Neil Horton, who also has a Peerless road car, made his race debut at Donington Park in an Ian McDonald-prepared example, having been inspired to take to the track following a cancer diagnosis. Horton "had a whale of a time", despite ending the HRDC Allstars contest in the chicane gravel after a lock-up late on.





intention of passing James there! I had to aim for a gap [to avoid hitting the E-type] and use my rallying experience to get out of the gravel. I'm gutted for the team."

Behind, Matt Walton was somewhat disbelieving to finish third after an intense scrap with fellow E-type driver Howard Spooner, while Michael Russell headed a three-way Austin-Healey fight for fifth.

Another Jaguar victory came in the Stirling Moss Trophy, in which Gary Pearson's D-type won comfortably as a plethora of woes hit his rivals. Front-row starter Mark Donnor's Lister Costin was eliminated at the Old Hairpin on the first lap after contact triggered by Mark Cole, for which he was excluded from second on the road. Pearson grabbed the lead on lap six from John Spiers's Lister Knobbly, which pitted soon after with an electrical problem. Shane Brereton's Cooper Monaco was then closing right in on

Pearson when he took to the Old Hairpin gravel to avoid making contact with the leader. The Truck racer regrouped and was rapidly closing again when a driveshaft snapped, a "heart-breaking" end to Brereton's charge.

Attrition also put paid to a battle between the Nissan Skylines in the Historic Touring Car Challenge. The example of Andy Middlehurst and Jonathan Bailey won comfortably after Ric Wood pitted with broken suspension. Darren Fielding's BMW M3 was second, while Steve Soper was set for a podium in Toby Partridge's new M3 recreation when he had to serve a stop/go penalty for a too short pitstop. But Soper thought it was the end of the race and began unbuckling his belts, heavily delaying and relegating him to fifth, behind the battling Ford Escorts headed by Ian and Frank Guest.

STEPHEN LICKORISH

WEEKEND WINNERS

HRDC JACK SEARS TROPHY

Guy Smith (Lotus Cortina)

HRDC ALLSTARS & CLASSIC ALFA CHALLENGE

Mike Whitaker Sr (TVR Griffith)

HRDC GERRY MARSHALL TROPHY

John Young/Jack Young (Chevrolet Camaro, below)

FERRARI CLUB CLASSIC

Races 1 & 3 Wayne Marrs (F355)

Race 2 Tristan Simpson (F355)

PRE-'63 GT

Harvey Stanley/James Cottingham (Jaguar E-type)

STIRLING MOSS & WOODCOTE TROPHIES

Gary Pearson (Jaguar D-type)

HISTORIC TOURING CAR CHALLENGE

Andy Middlehurst/Jonathan Bailey (Nissan Skyline)

PALL MALL CUP

Kyle Tilley/Jake Hill (TVR Griffith)

'MAD JACK' PRE-WAR SPORTS CARS

Rudiger Friedrichs (Alvis Firefly Special)



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

# Hill wins with Tilley after late TVR call-up

The frenetic first half-a-dozen laps of the Pall Mall Cup race gave no indication that this was a three-hour marathon rather than a short sprint contest. The top six were squabbling continually, and Rob Huff was the driver on the move in Richard Meins's Jaguar E-type.

The British Touring Car returnee charged from fifth on the grid into the lead by lap four and continued to hold the advantage until the first round of pitstops, when a brake problem developed that sadly dropped the duo out of overall contention. "The first 10 laps were brilliant, racing against Daytona Cobras and going down the Craner Curves side by side," said Huff. "We then lost the brakes a little and had to top up the reservoirs."

With Huff's woes, it was seemingly a battle between three TVR Griffiths for the victory. On his TVR debut – and having only been called up to drive on Friday afternoon – Jake Hill took over from Kyle Tilley for the final stint with 35 seconds to close down the Mike Whitaker/John Davison and Harry Barton/



Oliver Reuben machines, and was on a charge.

But his cause was helped by a late safety car and, shortly after the restart, he blasted into the lead and gave the Griffith another win after its triumph at Goodwood last month. "The car is an absolute darling to drive," said Hill, who described it as "like a big Elan".

There were late troubles for the other

TVRs when Davison was handed two drive-through penalties – the first for a refuelling infringement, the second for serving the initial one behind the safety car – while brake problems for the Barton/Reuben Griffith enabled Julian Thomas and Jeremy Cottingham (Daytona Cobra) to take second.

STEPHEN LICKORISH



# Equipe Libre produces some classic racing

**BRANDS HATCH**  
**MSVR**  
**4-5 MAY**

A truly 'classic' battle brought the early stages of the first Equipe Classic race to life on a GT World Challenge undercard featuring some huge grids on the full Brands Hatch Grand Prix circuit.

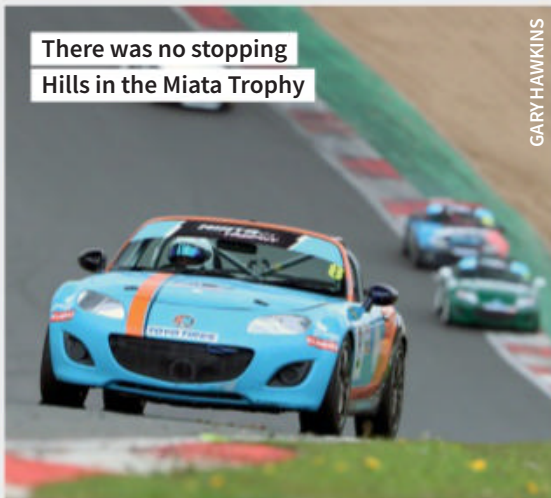
No fewer than 45 cars lined up for this one, and spectators were treated to a fascinating contest between the brute force of David Methley's Cobra and Ben Adams's Jaguar E-type, and the nimble handling of Tom Smith's Lotus Elan.

Chris Beighton's Le Mans Sunbeam Tiger shadowed this trio, and he was rewarded with third place after the Elan stopped when its differential failed. Adams broke clear to head Methley, who lost second gear, and best of the rest behind Beighton was Robin Ellis, a distant fourth in his Shapecraft Elan.

Beighton and Ellis were familiar faces in a different cast for Sunday's race, and they took first and second. Jamie Boot's TVR Griffith surged up behind Ellis and passed the Elan for second on the last lap, but spun into the Westfield gravel trap, promoting Bruce White in another Lotus.

After setting fastest time in Miata Trophy superpole, Aidan Hills was well in control when the first of the Mazda MX-5 races was stopped early with five laps on the board. This followed Colin Wells demolishing a stretch of tyre wall and denting the metal barriers opposite the pits, with his car coming to rest on the track. A respectful distance behind Hills, Michael Knibbs, Declan Lee and John Langridge finished in that order after some lively place-changing. Hills

There was no stopping  
Hills in the Miata Trophy



GARY HAWKINS



Smith was spectacular in his  
Elan as he chased Adams's Jag

GARY HAWKINS

also dominated the return bout at the end of the day, the chasing trio joined this time by Daniel Parrans-Smith.

The first race in round three of the Britcar Trophy ended disappointingly under caution with the leading runners line astern, poised for a last-gasp dash to the flag. Long time-leader Jack Mitchell (Ginetta G56) had already retired with drivetrain problems and, after 26 closely contested laps, Maurizio Sciglio (G56) trundled across the line behind the safety car, followed by Niall Bradley's M3 and the shared Cupra of Simon Mason and Chris Bialan.

Bradley triumphed on Sunday, passing Axel Van Nederveen's G56, which benefited from a shorter compulsory pitstop time, a lap from the end. The Mitchell Ginetta reappeared with a new gearbox, but co-driver Stephen Fresle scuppered their chances by putting the car off twice at Paddock. Mitchell's fastest lap was their only consolation.

Another bumper entry showcased the Classic and Modern Motorsport Club's mixture of saloons and Intermarque silhouettes. The Intermarkes started first, holding the top six places overall in the weekend's first outing as multiple champion Malcolm Blackman (Vauxhall Tigra) fended off Paul Knight and Colin Smith to the flag. Adrian Bradley (BMW M3) initially led the saloons but was overhauled by Rod Birley's similar car. Andy Shepherd's Honda Integra was first of the less modified Tin Tops.

Russell Humphrey (Tigra) took command of race two, with Knight second and Birley up to third, but

## WEEKEND WINNERS

### EQUIPE LIBRE

**Race 1** Ben Adams (Jaguar E-type)

**Race 2** Chris Beighton (Sunbeam Tiger)

### MIATA TROPHY

**Races 1 & 2** Aidan Hills

### BRITCAR TROPHY

**Race 1** Maurizio Sciglio (Ginetta G56)

**Race 2** Niall Bradley (BMW E46 M3, below)

### CMMCS SUPER SALOONS, TIN TOPS & INTERMARQUE SILHOUETTES

**Race 1** Malcolm Blackman (Vauxhall Tigra)

**Race 2** Russell Humphrey (Vauxhall Tigra)



GARY HAWKINS

For full results visit:

[msvr.co.uk/car/events/2024/may/bh-05](https://msvr.co.uk/car/events/2024/may/bh-05)

a huge crash involving the local man's M3, Keith White's Intermarque BMW Z4 and the Ford Fiesta of Andrew Stenning occurred between Stirling's and Clearways, bringing an immediate red flag. Such was the damage to circuit fixtures that a rerun was out of the question, and the scheduled final race for New Millennium and Turbo Tin Tops cars was cancelled.

**BRIAN PHILLIPS**



# Lap records fall at Thruxton as 750MC returns

THRUXTON  
750MC  
4 MAY

“I had to take Church flat,” beamed double Sport Specials victor Andy Hiley, who staved off Clive Hudson as they unlocked unprecedented speed from self-designed Ford Duratec-powered Chronos and Eclipse cars on the UK’s fastest circuit. Seven years after the 750 Motor Club’s last Thruxton visit – when Hudson twice finished second to team-mate Paul Boyd – the Eclipse driver hacked almost four seconds from his lap record, leaving it at 1m19.578s (106.58mph).

“I missed Donington to save my tyres for here, but couldn’t believe the times,” said Hudson, as the road-legal Avon ZZRs he and Hiley use are unavailable. Having finished a second apart after a gripping duel in the opener, a repeat was denied when Hudson spun at 120mph through Church in the sequel. “I saw Clive spinning like a top in my mirrors and was surprised he continued,” said Hiley.

Paul Collingwood (Eclipse) and Anton Landon (Cyana) led the respective pursuits, with Andrew Hayward (Sylva Clubman) Class B’s standout.

The Locost-derived Ma7das made a fine



Thruxton debut. After Donington’s dramas, Martin West and Eddie Mawer’s campaigns are back on track, each beating the other as West established a 1m26.953s (97.54mph) lap record. Ben Powney netted third in the opener, but retired in race two when his engine cut out. Rattled out of the first counter in a first-lap scrape with Martin Shelton into the complex, Locost champion Craig Land rewarded Team Sellars Racing’s toils with third in the sequel.

Ben Short backed up his Croft treble, making it five from five on home soil in the MX-5 Cup. Team-mate Tom Holland

squeezed ahead momentarily in the opener, but Short pipped him by 0.225s. Short needed less than a lap to hit the front in the reversed top seven for race two. Ian Tomlinson settled in to second as it took Holland until the last tour to wrest third from Oak Richardson.

David Bartholomew and the Pither Rothery Special were unbeatable on the 750 Formula’s 2017 Thruxton visit and they repeated the double in 2024. Dave Hodkin had problems with his HRD’s hand throttle at the start of race one, but regained second from Steve Boother

# Parker dances through the rain for thrilling victory

CASTLE COMBE  
CCRC  
6 MAY

Ross Parker’s storming drive from 29th to Hot Hatch victory in his Honda Civic, following fuel pump failure in qualifying, highlighted Monday’s May Madness event at Castle Combe.

Lapping 15 seconds quicker than anybody else at one point in a deluge, he overhauled novice Crofton Woodhatch (Mini Cooper S) on the last lap of the opener. Geoff Ryall (Peugeot 106 GTI) and spinner Shaun Goverd (Citroen AX) were third and fourth. A leaking brake caliper forced Parker to miss the sequel, in which Matthew Johnston’s Peugeot 205

shadowed winner Goverd.

Despite damaging a front corner on his Kevin Mills-run Spectrum 011C at Bobbies on his final qualifying lap, South African rising star Andrew Rackstraw won the Formula Ford opener brilliantly from fourth. Rory Smith spun his lead away, but recovered to third behind reigning champion Felix Fisher, as Alex Walker and Luke Cooper – who had a new front tyre delaminate on his qualifying out-lap – chased them in. Rackstraw briefly annexed the lead from Smith in race two, but was repassed immediately. Nathan Ward and Tom McArthur merited class doubles, the latter over lightning starter David Cobbold.

Harrison Chamberlain scored his fourth successive Saloon victory in his VW Golf GTI, pushing the lap record to 1m09.721s (95.52mph) on the first flyer, while 2022 champion Adam Prebble (Vauxhall Astra) backed off with soaring water temperature and Dave Spiller (Audi TT) retired. Bill





## WEEKEND WINNERS

**THRUXTON  
SPORT SPECIALS****Races 1 & 2** Andy Hiley (Chronos HR1S)**MA7DA****Race 1** Martin West**Race 2** Eddie Mawer**MX-5 CUP****Races 1 & 2** Ben Short**750 FORMULA****Races 1 & 2** David Bartholomew (PRS 1b)**BMW CAR CLUB RACING****Races 1 & 2** Ben Pearson (M235i)**CALM ALL PORSCHE TROPHY**

Warren Allen (Cayman)

**CASTLE COMBE****CCRC HOT HATCH****Race 1** Ross Parker (Honda Civic EF)**Race 2** Shaun Goverd (Citroen AX)**CCRC FF1600****Race 1** Andrew Rackstraw (Spectrum 011C)**Race 2** Rory Smith (Medina JL18)**CCRC SALOONS****Races 1 & 2** Harrison Chamberlain  
(VW Golf GTI)**MODIFIED FORD SERIES****Race 1** Piers Grange (Escort Mk2)**Race 2** Simon Light (Capri Cobra V8)**SRCC SPORTS 2000**

Michael Gibbins (MCR)

**DAVE ALLAN TROPHY**

Josh Steed/Bal Sidhu (Porsche Cayman GT4)

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

Mawer leads West as  
both took a win each  
in Ma7da encounters



(Darvi Mk5) and Jake Doherty – in four-time champion and grandad Bob Simpson's SS/F.

The second race was stopped twice for incidents at Allard, almost immediately with Boothe in the barrier and subsequently with Huw Davies' Phoenix Fire abandoned. Thus it was declared at two laps, with Hodkin and Doherty joining Bartholomew on the podium.

On pole by four seconds, former Ginetta Junior racer Ben Pearson trounced BMW rivals in his beautifully prepared and driven M235i. More than a minute behind,

Cavan Grainger (E46 330ci) led both chases, with Mark Culmer (E36 M3) and Chris Blakey (E46 330ci) sharing thirds. William Lake twice beat Gareth Thomas in the 325ti Cup class.

Warren Allen's Cayman finished the 40-minute Porsche Trophy race 75s ahead of Daniel Crego's 968 Club Sport. Swallowed at the start by a posse of Boxsters, Crego picked his way back through them to regain his starting position from Christian Walker, who pipped veteran Wil Arif, sharing with Colin Tester.

**MARCUS PYE**

Parker snatched Hot  
Hatch win from 29th

Brockbank (SEAT Leon Cupra), race debutant Tom Hanks (in Chamberlain's Renault Megane) and Scot John McMillan, in Brockbank's wild old SEAT Ibiza, led the pursuit. After a smattering of rain, Prebble and McMillan completed the podium behind Chamberlain in race two – "when it's damp and slippery the car comes alive," said the victor.

In Class C's MG ZR scrap, James Keepin, James Blake and Lee Waterman were

split by young Jez Williams' 106 before Waterman clonked Blake at Tower. Keepin finished with Williams and Wayne Rushworth (ZR) astern. Waterman earned class honours later, from Williams and Keepin. Reigning champion Mike Good (Vauxhall Corsa) reset Class D's record.

The Modified Ford Series's Combe debut promised much from a superlative entry, but a rolling start clash at Folly eliminated Mike Manning (Sierra RS500) and Malcolm

Harding (Escort), setting the programme back. The second attempt ended behind a safety car with Simon Light catching leader Piers Grange (Escort). Light growled his Capri V8 clear in the shortened finale, resisting Tom Ovenden's Escort RSR, with Lea Wood's similar car third.

Started after three laps behind a safety car in heavy rain and stopped early with Ben Cater's MCR off at Quarry, with timing glitches adding confusion, Sports 2000's mini-enduro was a trial. Champion Michael Gibbins was harassed by predecessor Josh Law to the flag.

Handed a minute's lead by Josh Steed, Bal Sidhu kept his new Porsche Cayman GT4 clear of the Ginetta-Chevrolets of Ben Scrivens (G50), Dylan Popovic (G50) and Chris Everill (G55) in the annual Dave Allan Trophy race. Having caught Scrivens, Popovic endured a lairy last lap spin at a soggy Camp attempting to oust him. Top saloon was Matthew Stockford/Alyn James' Audi RS3 TCR in fifth.

**MARCUS PYE**





# HOW NOVA IS SEEKING TO REVERSE TYRE SUPPLY CONCERNS

*News of the Avon factory closing caused dismay at the end of 2022, but now a fledgling brand has exciting plans to fill the gap in the tyre market – and has a few nods to the past*

STEPHEN LICKORISH

**B**ritish Hillclimb Championship coordinator Tim Wilson admits he is not someone who likes to be overly dramatic. But he was genuinely fearful for the future of the discipline when the shock news emerged in October 2022 that Goodyear was planning to close Avon Tyres' Melksham factory and the brand – synonymous with the world of hillclimbing – would disappear.

"I was very worried – I don't think a lot of people realised the effect it could've had," says Wilson, who adds the lack of suitable and competitive alternatives to the Avons was alarming. "I was worried for the health of the sport, not just the championship. The concern was it looked like there weren't going to be any tyres for 2024."

Wilson was far from alone in being worried. Given that Avon and sister brand Cooper were involved in so many strands of the sport – from historics to Formula Ford and rallycross – and the unique nature of many of their products, there was turmoil in some areas.

Yet a plan was being hatched that would put Wilson's concerns – and those of many others – to rest. In the wake of the Avon news, there had been huge interest from people and companies keen to take on the brand. "We were frankly inundated with enquiries about trying to buy the business, trying to buy the assets of the business – we had the venture capitalists, we had other tyre firms, we had a wide range from wealthy individuals to large multinationals," recalls Avon's former general manager for motorsport James Weekley.

From these expressions of interest, talks intensified with rubber group SPC, which launched a new brand – Nova Motorsport – and acquired Avon's assets and the licence to produce its old tyres. Finally, in February this year, an announcement could be made after what Weekley, now Nova's commercial director, describes as a "complex process". "Goodyear is a very large multinational business with multiple departments with a lot of internal processes and due diligence and the inevitable by-product of that is that these things



There was concern in the hillclimb world when news of Avon's impending demise broke in 2022



Historic racing is one of the priorities for new Nova brand

*“It’s about being the best in the world at making products for all the weird, the wonderful, the niche applications”*

of a cap to the business of old and hopefully makes the new brand feel slightly less alien.”

And there is nothing alien about the management team either, as Weekley is far from the only key Avon figure to have moved over to Nova. The overwhelming majority of senior staff have transferred across, many having over 20 years of Avon experience – including people from within the finance, sales, customer service and technical teams – and Weekley says this is “absolutely critical”.

“My personal view is the most valuable assets in any business are the people involved in it,” he states. “Making sure we re-employed a number of the ex-Avon and Cooper team was utterly critical to the success of Nova Motorsport and we’ve been incredibly fortunate to have been able to retain so many of the team.”

“In many ways, it feels like home from home in that respect. By having such an experienced team, with so much history of working together, it doesn’t feel like a start-up business. It feels like a relocation of the old business in a way. We’ve bypassed several years of the set-up time that a new start-up would need to get into this industry.”

All of these staff have bought into the vision of creating a premium brand that is solely focused on competition and specialist tyres, with none of the pressures of also considering rubber for road cars. “It’s about being the best in the world at making those products for all

of the weird, the wonderful, the niche applications, the extremely technically demanding and challenging applications, historic and classic motorsport, the width, length and breadth of two-, three-, four- and six-wheel on-road and off-road motorsport, that’s what we want to focus on,” explains Weekley.

“We’ve got this unique opportunity where we have all of these mature assets, this mature IP, this mature team of experts but we’re creating a new business. We’re able to take all the good elements, take all of that knowledge and experience but also, where we want to change and build things from the ground up, we can do that. Sustainability is a good example where it can be engrained from day one in what we do, which is much easier than trying to evolve an established business.”

One of the next key steps for the fledgling company was finding a factory in which to produce these tyres. And last month came news of Nova acquiring Portuguese tyre firm Camac and its factory >>



Avon/Cooper had around 2000 products in recent times

take some time,” he explains. “Speaking openly, [it took] longer than any of us would’ve hoped for.”

When the new brand was finally unveiled, Avon’s history was immediately obvious, with Nova being Avon spelled backwards. But Weekley says there is far more to the name than that. “Nova was quite a common phrase or word used among the Avon Motorsport team because the moulds are engraved with ‘Nova’ that reads ‘Avon’ onto the tyre,” he says. “The other thing is we made a mistake many years ago when we were doing British GT and we bought some very cheap flags that went on the trucks and, of course, if the wind is blowing the wrong way and the sun is shining through it, you have ‘Nova’. We used to joke about going back to the Nova tyre service operation, so Nova’s been a colloquial term within the Avon and Cooper business. We thought it was important to try to keep as much of the DNA and history and heritage of Avon Motorsport as possible so, just by rejigging the letters, it was a little bit of a tip



# 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





Rallycross was a key focus for Cooper, and will be for Nova, too

– crucially one of a small number that has the ability to construct the crossply tyres that Avon was renowned for. “It’s clearly a very, very significant milestone for Nova – one that’s been part of the plan for a very long time,” says Weekley. “Europe is a huge market for us in terms of sales, so being based in Europe means the time to market is less – freight/shipping is easier than it was in the UK and also a lower cost base. For those reasons, Camac was a very good choice for us.”

Weekley adds that September is the target for the first new Nova versions of Avon tyres to be constructed. And, while the majority of the old product lines will be reestablished, that’s not the work of a moment. “In the Avon business, pre-pandemic we had around 2000 live products,” Weekley continues. “Ultimately, you can’t reindustrialise 2000 products on the first day in your new factory! It’s a prioritisation.”

Historic motorsport tyres, the ultrasoft sprint and hillclimb compounds and rubber for rallycross are the initial priorities, drawing upon areas in which Avon/Cooper were market leaders. This approach is evidenced by the new agreements Nova has already announced. The 2.0L Porsche Cup and historic prototype categories of Peter Auto, a five-year title sponsorship of the British Hillclimb Championship and sole supplier to the European RallyX series are among the initial batch of confirmations. And such news was music to Wilson’s ears. “It was a great relief,” he admits. “Avon had close links with hillclimbing and Nova were very keen to keep that as a prime area of their business. Avon have supported the championship ever since we [the British Automobile Racing Club] took the championship contract in 2012, so it’s nice to have that backing and reassurance we’ve got that financial support.”

Wilson had already worked closely with Weekley and distributor BMTR to secure Avon stock for the 2024 season, which is finally due to begin this weekend after rain delays, and is reassured about new Nova rubber being supplied in the future.



New five-year sponsor deal struck with British Hillclimb

But Nova is not just focused upon recreating old Avon/Cooper tyres – it is seeking to move forward as well. “We will also be developing new products to make sure we’re new and fresh into the market and are capitalising on new market trends and have products available for the new vehicles, the EVs and a sustainable range of products,” says Weekley.

And, further down the line, there are also ambitions to move beyond solely manufacturing tyres. “You’ll notice the business has been called Nova Motorsport and not Nova Tyres or Nova Tyres Motorsport,” Weekley adds. “The reason behind that is we’re not limiting ourselves to tyres. Now, at this point, there are no plans to evolve the business outside of tyres in the immediate term, but the longer-term vision for the business is to expand into other motorsport-related components. We may be talking wheels, suspension, dampers, those sorts of things.”

Clearly, there are exciting plans in place but, for the time being, the focus remains on the bread and butter of tyres. And there is a strong emphasis upon creating quality products. “One thing that’s absolutely essential as you go through our business plan – time and time again it appears – is around making sure the product quality and product performance is at least as good as it was from the Melksham facility and from the Avon business,” Weekley concludes. “That’s a really

critical bit in our business and there’s a singular focus on that quality assurance and the product quality.”

Considering how much concern there was from Wilson, and many others, about a lack of quality alternatives in the aftermath of the Avon news at the end of 2022, it’s encouraging that the tyre market is seemingly starting to get back on the right track. 🏁

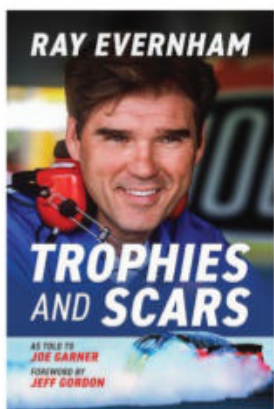


Nova will be sole supplier to Peter Auto 2.0L Porsche Cup



# FINISHING STRAIGHT

## A career forged by hard knocks



### BOOK REVIEW RAY EVERNHAM: TROPHIES AND SCARS

Joe Garner  
RRP £29.00

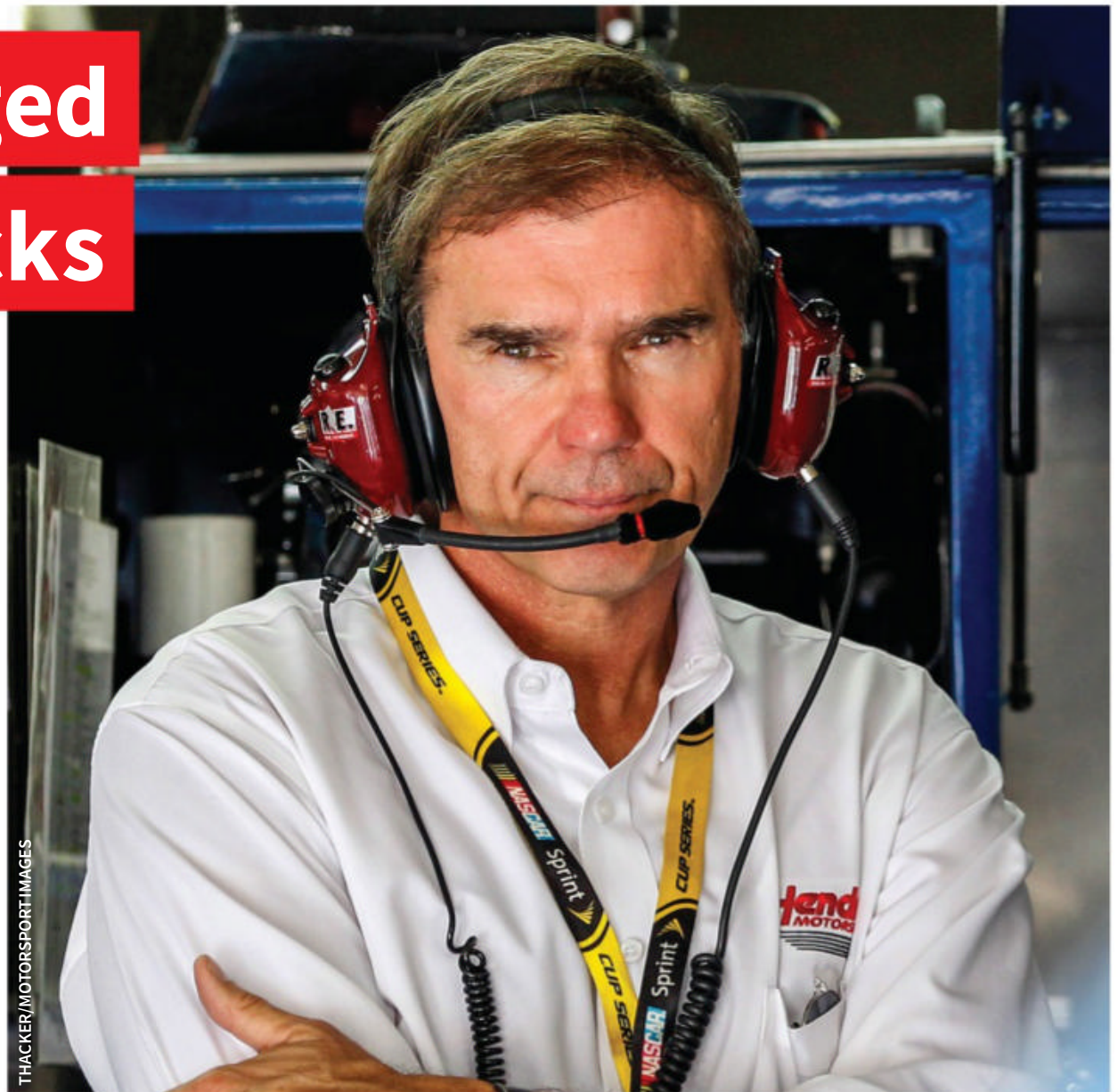
You can't judge a book by its cover, but perhaps you can by its forewords. Ray Evernham's

autobiography *Trophies and Scars*, as told to *New York Times* bestselling author Joe Garner, has three of them: Jeff Gordon, Rick Hendrick and Roger Penske!

NASCAR Hall of Famer Evernham is best known for his role as crew chief for Gordon when they won three Cup titles together as 'The Rainbow Warriors' with the #24 Dupont Chevrolet owned by Hendrick. The "refuse to lose" mantra heralded a new era of professionalism in America's premier stock car series. And it was Evernham's straight-talking leadership, work ethic and ingenuity that drove this team as much as Gordon himself behind the wheel. "Nobody worked harder than Ray," Gordon praises.

Hendrick goes on to uncover the "perfectionist" in Evernham, and how he possessed a "natural instinct" of balancing team members, car and driver with a "take-no-prisoners" competitive nature. Penske points to Evernham's International Race of Champions (IROC) background, which 'The Captain' owned in the early 1980s, where he worked alongside many racing greats from different disciplines in identical cars and somehow kept them all happy!

Despite his success at rarefied levels of US motorsport, and an often-spiky relationship with the press, Evernham comes across as a humble guy who learned



from hard knocks, describing himself as "the Forrest Gump of motorsports".

It's fascinating to get a real insight into how things worked in this classic era of NASCAR of the mid-to-late 1990s, but Evernham's backstory is equally absorbing. He was originally set on becoming a star driver in his own right, and his record of 35 wins at grassroots levels, in street stocks and modifieds, showed he had talent.

He toiled hard off the track, be it on the railroads or at the docks, to fund his passion but more than a few huge wrecks – including a horrendous fiery one at Martinsville that almost killed him – led him to realise his true calling was on the other side of the pitwall. It's an in-depth life tale of someone who grew up in a fishing town in New Jersey, and perhaps there was an indicator of what was to come in his

early racing days. "There weren't a lot of rules," he admits. "The ones they did have, we found a way around them."

What also comes across is his firm belief that failure – or as he labels it the 'scars' – is the true motivator that leads to the 'trophy'. And he won plenty of those at Hendrick

with Gordon, the pair quickly becoming almost joined at the hip in their quest for Cup race wins (47 from 216 starts) and titles (three) at a time when NASCAR was becoming huge.

Along the way, that ambition to win led to his team bending all the rules it could – culminating with the famous 'T-Rex' experimental chassis that NASCAR banned by rewriting its rulebook, even though the car fitted all its templates! There are some amazing anecdotes and revelations, especially where their rivalry with the legendary Dale Earnhardt was concerned.

So why did they split? That's always been something of a myth. Evernham doesn't pull any punches on what – or more to the point, who – caused him to walk out on Hendrick and Gordon, but admits it was "like watching two trains about to collide and not being able to do anything about it".

The book also goes on to chart his efforts with Dodge, his relationship with development driver Erin Crocker (that ended his first marriage and led to his second), his TV career and ends nicely with reprising his role with Gordon in a Porsche Cup race at Indianapolis to prove there are no hard feelings. Not now, at least.

What truly comes across is that there's not as much of a leap from weekend warrior to consummate professional as you might assume, if you've got boundless energy and a burning desire to make it happen.

CHARLES BRADLEY



Hendrick (right) describes  
Evernham's perfectionism



## WHAT'S ON

INTERNATIONAL  
MOTORSPORT

## Rally Portugal

World Rally  
Championship

Round 5/13

Matosinhos, Portugal

9-12 May

**TV Live** TNT Sports 4,  
Thurs 1900, TNT Sports 3,  
0745, 0930, TNT Sports 4,  
1400, TNT Sports 3, 1730,  
TNT Sports 3, Sat 0745,  
0900, TNT Sports 4, 1530,  
1800, 1900, TNT Sports 3,  
Sun 0700, 0830, 1200

**TV Highlights**

TNT Sports 1, Fri 2300,  
TNT Sports 3, Sat 2345,  
TNT Sports 1, Sun 2145

## French Grand Prix

MotoGP

Round 5/21

Le Mans, France

11-12 May

**TV Live** TNT Sports 2,  
Sat 1330, Sun 1215

**TV Highlights** TNT

Sports 2, Sun 2200,  
ITV4 Mon 2000

## Berlin E-Prix

Formula E

Round 7/10

Berlin, Germany

11-12 May

**TV Live** TNT Sports 4,  
Sat 1300, Sun 1300

## IndyCar

Round 4/15

Indianapolis, USA

11 May

**TV Live** Sky Sports F1,  
Sat 2000

## Indy NXT

Round 3/12

Indianapolis, USA

10-11 May

**TV Live** Sky Sports F1,  
Fri 2310, Sat 1800

Formula Regional  
European by Alpine

Round 1/10

Hockenheim, Germany

11-12 May

**TV Livestream** YouTube6 Hours of Spa  
FrancorchampsWorld Endurance  
Championship

Round 3/8

Spa, Belgium

11 May

**TV Live** Eurosport 2,  
Sat 1130

## IMSA SportsCar

Round 4/11

Laguna Seca, USA

12 May

**TV Livestream**

IMSA.com/tvlive

## NASCAR Cup

Round 13/36

Darlington, USA

12 May

**TV Live** Premier 2,  
Sun 1930

## NASCAR Xfinity Series

Round 11/33

Darlington, USA

11 May

## NASCAR Truck Series

Round 11/23

Darlington, USA

10 May



autosport.com/podcast

Miami Grand Prix review: Norris finally wins  
as Verstappen struggles

McLaren's Lando Norris tasted Formula 1 success for the first time on his 110th grand prix start by securing victory at the Miami Grand Prix. Joining Bryn Lucas to digest all of the action is Alex Kalinauckas following a memorable weekend.



## International GT Open

Round 2/8

Hockenheim, Germany

11-12 May

UK  
MOTORSPORT

## Brands Hatch BARC

11-12 May

BTCC, British F4,  
Legends, Mini Challenge,  
Porsche Carrera Cup

**TV Live** ITV4, Sun 1100

## Oulton Park MSVR

10-11 May

Ferrari Challenge UK



## Snetterton MSVR

11 May

7 Racing (270R/310R, 420R),  
Allcomers, Snetterton  
Saloons

## Donington Park MSVR

11 May

Bernie's V8s/Historic  
Outlaws, Clubmans

Sports Prototypes,  
Cockshoot Cup/SEAT  
Supercup, GT Retro  
Challenge, United FF1600

British Hillclimb  
Championship

Round 2/14

Harewood

12 May



MotoGP

GOLD AND GOOSE/MOTORSPORT IMAGES





#### FROM THE ARCHIVE

An eclectic grid lines up for the final (following three thrilling heats) of the 1958 British Empire Trophy at Oulton Park, the 3.9-litre Aston Martin DBR2s of Stirling Moss (#76)

and Tony Brooks facing off on the front row against the 2.0 and 1.5-litre Climax-powered Lotus 15s piloted by Cliff Allison and Roy Salvadori respectively. The trio of Moss, Allison and Brooks led the early laps –

“the Lotus sandwich hurtled on at a velocity which was quite terrifying from the pit area,” according to Autosport’s man on the spot – until the Lotus retired with a loss of oil pressure, leaving Moss with an easy

run to the flag. He was followed home by Brooks, who had been hampered throughout the meeting by an over-gear set-up after breaking a crown wheel in practice that meant he never used top gear.







JORDAN KING MY FAVOURITE... CAR



Alpine A521

Jordan King has sampled Formula 1, Formula E, IndyCar and World Endurance Championship machinery, putting him in a small sect of drivers to have experienced such a plethora of motorsport disciplines.

Although the 30-year-old Briton hasn't raced much in recent years, his knowledge has meant that King is a man in demand, dovetailing reserve driver duties for Mahindra in Formula E with his role as Alpine's simulator and development driver in F1.

It's the Enstone squad's A521 that the two-time GP2 race winner picks as his favourite car, after he was given a full day in the 2021 racer last season at the Hungaroring. It included more than 250 miles of running during which he was subjected to g-forces he had never experienced.

"Obviously, I know what it's capable of in the sim, it's just finding the confidence to get there, so it took a couple of laps, but the thing it doesn't prepare you for is first lap into Turn 1," describes King, who had also sampled F1 machinery driving Manor's MRT05 in 2016.

"I knew where I could brake and I knew how hard I had to brake so I thought, 'Trust the sim but give myself a five-metre margin', and the thing just stops. You hit the brakes and I genuinely ate steering wheel; I just wasn't ready for it. You pick your head back up, and it's teeth marks in the dashboard!"



King, who is set to make his Formula E debut with Mahindra this weekend in Berlin, believes the run was an invaluable experience professionally and personally. "I got a lot from it, but more importantly the team got everything they wanted from it as well," he says. "I think there will be more, but it's one of those things – it has to fit. There's no point doing it for the sake of doing it because it's time consuming, it's expensive and you've got to fit it in at the right time of the programme.

"It was like a proper homecoming. I've worked hard to get myself opportunities and in positions and then be trusted to be given the chance. Who doesn't like driving an F1 car? It's just cool."

STEFAN MACKLEY



WEC supercars at Spa

WILL FERRARI, PORSCHE OR TOYOTA TOP THE LE MANS WARM-UP?



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**

**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

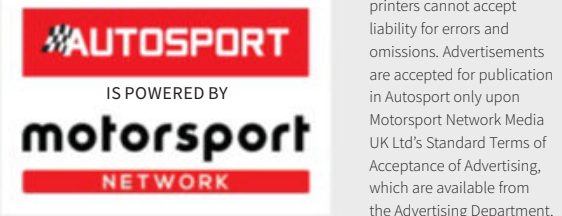
**RECRUITMENT**  
Head of Motorsport Jobs **James Robinson**  
[james.robinson@motorsport.com](mailto:james.robinson@motorsport.com)

**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).



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

**Special Contributors**  
Charles Bradley  
Sunita Davies  
Jonathan Noble  
Marcus Pye  
Rachit Thukral  
Damien Smith  
Gary Watkins  
Tim Wright



**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**



info@vscc.co.uk  
01608 644777

Keep up to date  
with @thevscc



# 12<sup>th</sup> May

## WISCOMBE PARK HILL CLIMB



Steve Cockram



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