

# F1 Max forces racing guidelines changes

BRITAIN'S BEST MOTORSPORT WEEKLY

31 OCTOBER 2024

# AUTOSPORT

MEXICAN GP

## Sainz gatecrashes McLaren's party...

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GAMES



## ...as Verstappen goes too far *again*



**'It's dangerous driving'**

LANDO NORRIS

**'I just drive how I think I have to drive'**

MAX VERSTAPPEN





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Frames worn by Yuki Tsunoda

**Specsavers**





# A little bit of F1 class amid more disappointing conduct

They say the best form of defence is attack and Max Verstappen seems to be a proponent of the idea. After getting away with his particular brand of ‘racing’ in the United States Grand Prix and triggering debate and changes to Formula 1’s guidelines (see page 4), the championship leader responded by... being even more aggressive in Mexico – and picking up two penalties. His message to F1’s rulemakers and, let’s be honest, his fellow drivers was pretty clear.

It was somehow appropriate and refreshing that victory fell to Carlos Sainz. Not only has the Spaniard proved a strong team-mate to three of the stars of 2024 – Verstappen, Lando Norris and Charles Leclerc – but he’s also one of F1’s most eloquent and likeable racers. That he ‘gatecrashed’ McLaren’s celebrations after the GP, and Zak Brown did the same to Ferrari, shows that some elements of the F1 paddock can still have a bit of fun.

In this issue, Alex Kalinauckas explains how the Norris-Verstappen battle denied McLaren the chance to fight a sublime Sainz for victory (p16) and underlines how the decisions made in Mexico could be crucial for F1’s future on-track contests (p13).

There was more Spanish success in the third FIA Motorsport Games last weekend, though Team UK didn’t come away empty handed. Tom Jeffries was in Valencia to catch the action (p32).

The British GT championship went down to the wire this year and wasn’t won on pure speed. Ed Hardy’s review explains why (p48), while we also look back on Louis Sharp’s success in GB3 (p52).



*Kevin Turner*

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# PIT + PADDOCK



## Driving guidelines in focus as McLaren

### FORMULA 1

The FIA is to revise the wording of its controversial racing guidelines after a meeting with Formula 1 drivers at last weekend's Mexican Grand Prix in the wake of Max Verstappen's tactics against Lando Norris at the preceding United States GP.

The governing body is understood to have accepted that changes to the guidelines were required to close a loophole Verstappen has been exploiting regarding strong defending when under attack from another car, with other instances of questionable tactics also targeted. Autosport understands that it will present its suggested revisions back to the drivers for approval at another meeting with them at the Qatar GP in a month's time. Because these are guidelines, they can be used by the stewards immediately rather than requiring sign-off by other FIA bodies.

There could be a potential issue in that the Grand Prix Drivers' Association signs off on F1's racing guidelines and the drivers are not united on the incidents that occurred at Austin. Sauber driver Valtteri Bottas said on Thursday in Mexico that "some drivers are pushing the limits of the regulations more and almost like kind of taking the piss out of it", although GPDA director George Russell believes that "19 out of 20 drivers" are aligned.

Autosport understands that there is

enough support at this stage for the guidelines changes to be accepted before the end of the current campaign and following the Qatar meeting.

Following the US GP controversy, McLaren submitted a right of review request with the FIA to begin the process of overturning Norris's five-second penalty from that race, but this was ultimately rejected. McLaren had argued that the stewards made an incorrect statement – and overall call – in handing Norris a penalty in 'Document 69' from the FIA timing system of the Austin weekend.

McLaren tried to argue that Norris had successfully got ahead of Verstappen's Red Bull in the scrap at Turn 12 late in the race, and therefore became a defending car and

not an attacker when Verstappen shot back to reach the apex of the corner ahead, before they both ran wide and Norris overtook in the wide run-off area.

McLaren said "that the statement [in 'Document 69'] was that Car 4 [Norris] was overtaking Car 1 [Verstappen] on the outside but was not level with Car 1 at the apex", and that "the above statement was in error because McLaren had evidence that Car 4 had already overtaken and was ahead of Car 1 at the braking zone".

After adjourning the hearing, the US GP stewards decided to only focus on relevance, and declared that "the concept that the written decision ('Document 69') was the significant and relevant new element, or that an error in the decision







# TSUNODA TO GET RED BULL SHOT AT LAST...

FORMULA 1

Yuki Tsunoda will get to try out the Red Bull RB20 in the end-of-season Abu Dhabi Formula 1 test as the team assesses its driver options.

RB driver Tsunoda has only had experience of Red Bull machinery in demo runs, although he tried the Red Bull RB18 at the Goodwood Festival of Speed in an open-face helmet and goggles. Honda has been keen for Tsunoda to test a Red Bull in a more representative environment, and Koji Watanabe, the president of its HRC racing division, told Autosport earlier this month that



the manufacturer had “strongly requested that Tsunoda be given the chance to drive and test in a Red Bull car”.

Team principal Christian Horner said that the run in a Red Bull had been agreed “for some time”, and that he was looking forward to seeing how Tsunoda would get on in a title-contending car.

“Yuki is a member of the junior team, and it’s

something that we have discussed with Honda,” Horner explained. “He will test the car at the tyre test following the conclusion of the season, and it has been agreed for quite some time.

“It will again be good to give him a run, and get the opportunity to work with Red Bull Racing engineers and see how he performs in a Red Bull Racing car.”

JAKE BOXALL-LEGGE

# review fails

was a new element, is not sustainable and is therefore rejected”.

The Austin stewards also explained that “McLaren appears to submit that the Stewards finding that ‘Car 4 was not level with Car 1 at the apex’ was an error and that Car 4 had overtaken Car 1 before the apex (and therefore that Car 1 was the overtaking car), and that this asserted error is itself a new element”.

The statement continued: “This is unsustainable. A petition for review is made in order to correct an error (of fact or law) in a decision. Any new element must demonstrate that error.”

In the wake of the decision, McLaren team principal Andrea Stella thanked the FIA for a swift resolution to the hearing, but called upon the governing body to “make a step forward” with the current guidelines: “For us as a team, we leave it to the leadership of the FIA. We have always been respectful, constructive, collaborative with the FIA. We are ready to keep doing that.

“I think the drivers as well have had the chance to express their opinion, and they all agree that there’s quite a bit of work to do. And I think they have also given their opinion on the episode that happened in Austin. There’s a lot of material. There’s a lot of information. I think it’s now the time to process this information and take a step forward in the interest of the sport.”

ALEX KALINAUCKAS



# ...but Alonso talks stalled

FORMULA 1

Red Bull team chief Christian Horner has also revealed that his squad held preliminary talks with Fernando Alonso at the start of 2024, before the Spaniard signed a new contract in April with Aston Martin until the end of the 2026 season.

Alonso and his manager Flavio Briatore held exploratory talks with Red Bull when the team was deciding whether or not to extend Sergio Perez’s contract. At the time it was also not guaranteed that Max Verstappen would stay put while Red Bull was going

through political upheaval.

“At that time, Sergio’s contract hadn’t been extended, so as Fernando is a seasoned operator, he always wants to know all of his options,” Horner said. “Between him and his manager or advisor of many years, Flavio, they’re always testing the market, and it just shows how hungry and competitive he is.

“He’s still delivering at 42 years of age, or 43. He’s still in great shape and it shows that age is just a number. He’s still a very, very capable grand prix driver and, given the tools, I’m sure he’d be at the front.”

FILIP CLEEREN

ALL PHOTOGRAPHY: MOTORSPORT IMAGES





## Bamber gets IMSA Caddy, and tipped for double attack

### IMSA/WEC

Two-time Le Mans 24 Hours winner Earl Bamber will race for Cadillac in next year's IMSA SportsCar Championship in what looks set to be a twin programme straddling the World Endurance Championship. The New Zealander was announced as a full-season driver last week for the solo Action Express Racing Cadillac V-Series.R LMDh when the General Motors marque took the wraps off its full line-up for its three IMSA GTP class entries.

Cadillac has yet to reveal its roster for the two Jota WEC entries, but it is expected that Bamber will move over to the British team from the Ganassi squad with which he has raced in the series for the past two seasons. Bamber, who joined Cadillac for an IMSA programme with Ganassi in 2021 after his departure from Porsche, has made no secret of his desire to race in IMSA's GTP class alongside his WEC commitments.

No confirmation of Bamber's dual programme was forthcoming from Cadillac ahead of its WEC announcement due in mid-November. But Bamber alluded to a joint assault in his statements last

week. "Hopefully it will bring a little bit of continuity," he said. "We have that on the engineering side and hopefully on the driver side that shared information from both platforms brings us forward."

What is not clear is which programme will take precedence for Bamber when the Spa WEC round and the Laguna Seca IMSA event clash in May. The same applies to Le Mans should Action Express return to the WEC blue riband, which it has contested for the past two editions.

Bamber is joining Jack Aitken at Action Express after the departure of Pipo Derani, who announced in June his decision to seek pastures new. Frederik Vesti, the 2023 Formula 2 runner-up who has this year competed in LMP2 in the European Le Mans Series, comes in as the team's additional driver for selected long-distance races.

Kamui Kobayashi (left) will return to Wayne Taylor Racing next year when he bids for a third victory in three Daytona 24 Hours starts with WTR at the IMSA season-opener. The 2019 and 2020 winner will share the #40 Caddy with full-season drivers Jordan Taylor and Louis Deletraz plus Cadillac WEC regular Alex Lynn, who will undertake selected IMSA enduros.

WTR has maintained its regular line-up on its switch back to Cadillac after four seasons with Acura. Ricky Taylor and Filipe Albuquerque will continue a partnership that dates back to 2021 in #10. Will Stevens will join them at the enduros, with Brendon Hartley completing the line-up for Daytona.

GARY WATKINS

## Ford in DTM as HRT quits Merc

### GT3

Ford will return to the DTM next year when the Haupt Racing Team ends its long-term allegiance with Mercedes to run the Mustang GT3. It will field the car in multiple championships around Europe as part of a long-term partnership with the American manufacturer.

The German team, established for 2020 when veteran racer Hubert Haupt took over the GT3 operations of Black Falcon, will field Mustangs in the DTM, at the Nurburgring 24 Hours and in the Nurburgring Long-distance Series with factory backing, as well as in the GT World Challenge Europe and ADAC GT Masters. It may be bringing a marque that won the DTM with Klaus Ludwig and the RS500 Cosworth in 1988 back to the series for the first time since the Ruch brothers raced Mustangs in 1993 and 1994, but the addition of a high-profile and successful team such as HRT to the marque's roster is the big news.

HRT was a winner in the DTM with Mercedes, Maximilian Gotz taking the title in the first year it was run to GT3 rules in 2021. Its defection from Merc is a major fillip for Ford as the Multimatic-developed Mustang enters its second season of competition.

"Having a team like HRT join the Ford Performance global family is a significant moment for us," said Ford motorsport boss Mark Rushbrook. "Its proven success in the DTM and other race series is a strong endorsement of the Mustang GT3."

HRT boss Ulrich Fritz added that the choice of the team "as its spearhead in Europe is a great honour".

Ford was represented in the GTWCE Endurance Cup in 2024 by Proton Competition with a solo car when the Dinamic GT team opted out of its Ford deal at short notice.

GARY WATKINS







Chadwick's Moroccan outing with Jag came four years ago

FERRARI/MOTORSPORT IMAGES

## Chadwick back with Jaguar for all-female test

### FORMULA E

IndyCar aspirant and three-time W Series champion Jamie Chadwick will take part in next week's all-female Formula E test at Valencia with Jaguar.

The Indy NXT race winner is no stranger to the team or to Formula E – she had a run-out in Marrakech in 2020 with Jaguar, 12 months after a couple of tests with NIO – but it will be her first outing in

the current Gen3 machinery.

“I’m very excited to be back working with Jaguar TCS Racing – a team that have seen so much success recently – and to be back in the world of electric racing,” said Chadwick, who took part in Extreme E in 2021. “It will be a great opportunity to grow my relationship with the team, meet many other talented drivers and get to experience the mindblowing technology in these cars.”

Partnering Chadwick at Jaguar is Lilou

Wadoux. The Frenchwoman, best known for her Ferrari exploits, switched this year from the World Endurance Championship to the Super GT series in Japan, and will be making her first appearance in an FE car.

Chadwick is one of several Britons in next Thursday's test, among them British F4 racer Ella Lloyd and GB4 ace Alisha Palmowski turning out for McLaren and Envision Racing respectively, and F1 Academy racer Jess Edgar at DS Penske.

## Ferrari and Toyota get more power for title fight

### WEC

Ferrari and Toyota have received double Balance of Performance breaks ahead of this weekend's World Endurance Championship finale as they attempt to overhaul points leader Porsche. The Ferrari 499P and Toyota GR010 HYBRID Le Mans Hypercars will go into the Bahrain 8 Hours lighter and with more power than last time out in the WEC at Fuji.

Porsche, which leads the drivers' and manufacturers' standings, has gained weight under the Hypercar class BoP for Bahrain after Laurens Vanthoor, Kevin Estre and Andre Lotterer triumphed in Japan to go 35 points clear in the championship. The 963 LMDh has, however, received a power increase for the eighth round of the



Fuoco and co have a mountain to climb to claim the title

JEP/MOTORSPORT IMAGES

series on Saturday in which it will bid to convert its 10-point advantage in the manufacturers' standings.

Ferrari and Toyota have respectively received reductions in minimum weight of 2kg and 5kg, while their baseline maximum power figures have been increased by 10kW (13bhp)

and 6kW (8bhp). The Power Gain above 250km/h (155mph) for the two LMHs is adjusted downwards in line with this increase.

The Porsche has had minimum weight increased by 7kg to 1056kg and its power upped by 2kW. Its Power Gain figure is unchanged at +0.2%.

Vanthoor, Estre and Lotterer require only four points in Bahrain to take the drivers' title no matter what their closest rivals do, even though more points are on offer than at a regular six-hour WEC race. They would win the title with eighth, even if the second-placed Ferrari crew of Antonio Fuoco, Nicklas Nielsen and Miguel Molina take the 38 points for victory and the point for pole.

Toyota is, however, only 10 points behind in the manufacturers' standings. A victory for one or other of its GR010s would give it the title.

Peugeot's second-generation 9X8 LMH has received another break under the BoP. It will run at the maximum power of 520kW (697kW) allowed in Hypercar and is only 1kg above the minimum weight of 1030kg.

**GARY WATKINS**





## Biasion presents new Lancia

An Italian legend – and  
the new Lancia. Inset:  
Biasion in 1988 action

ARRICHELLO/MOTORSPORT IMAGES

### WRC

Lancia has launched the Ypsilon Rally4 car that will guide the most successful marque in World Rally Championship history back to competitive motorsport.

The Italian car maker, a winner of a record 10 WRC manufacturers' titles (1974-76, 1983, 1987-92), has created an all-new Rally4 car that is set to compete in the European Rally Championship and a newly created one-make Lancia Rally Trophy competition in Italy next year.

Confirmation of Lancia's return to rallying arrives 50 years since it won its first WRC title with the legendary Stratos in 1974. It added its fourth title in 1983 with the Group B 037, before

dominating Group A with the Delta.

The Ypsilon Rally4 is based on the high-performance all-electric Ypsilon HF, although the Rally4 version will be powered by a 1.2-litre turbocharged three-cylinder internal combustion engine that will develop 212bhp. It will include a five-speed mechanical transmission and mechanical limited-slip differential. The car is aimed at young drivers, with a cost of €74,500, with the first models set to reach customers at the end of January.

Lancia turned to its most successful WRC driver, two-time world champion Miki Biasion (1988-89), to fine tune its latest rally car. "If you dreamt of track as a child, you dreamt of the red of a Ferrari," he said. "However, if you dreamt of becoming a

rally driver, then you dreamt of Lancia.

"I am honoured to have worked together with the Lancia and Stellantis Motorsport teams in fine-tuning the Ypsilon HF and Ypsilon Rally4. I hope to inspire all the young drivers who hit the road with our Lancia Ypsilon Rally4 HF to become professionals and future champions. The Lancia legacy of victories and racing is back and I am happy to be a part of it."

The car is set to make its debut in the new Lancia Rally Trophy, which will be part of the Italian Rally Championship and feature a prize pool of €300,000. The winner will have the chance to drive the Lancia Corse HF team's official Ypsilon Rally4 HF in the 2026 European Rally Championship.

**TOM HOWARD**

## Fourmaux tipped for full-time Hyundai

### WRC

Adrien Fourmaux has emerged as the favourite to pilot Hyundai's third World Rally Championship entry next year, potentially on a full-time basis alongside Thierry Neuville and Ott Tanak.

Hyundai has been evaluating its options for its third car, after splitting the entry across Esapekka Lappi, Dani Sordo and Andreas Mikkelsen this year. The prospect of employing

a driver to pilot the car full-time appears to be an option the South Korean marque is seriously investigating.

When asked about the team's plans for its third car, Hyundai team principal Cyril Abiteboul told Autosport: "We are always closer to something. There are discussions and those will turn into options and that will turn into a decision. We are not quite there yet."

Speculation continues to point to Fourmaux leaving

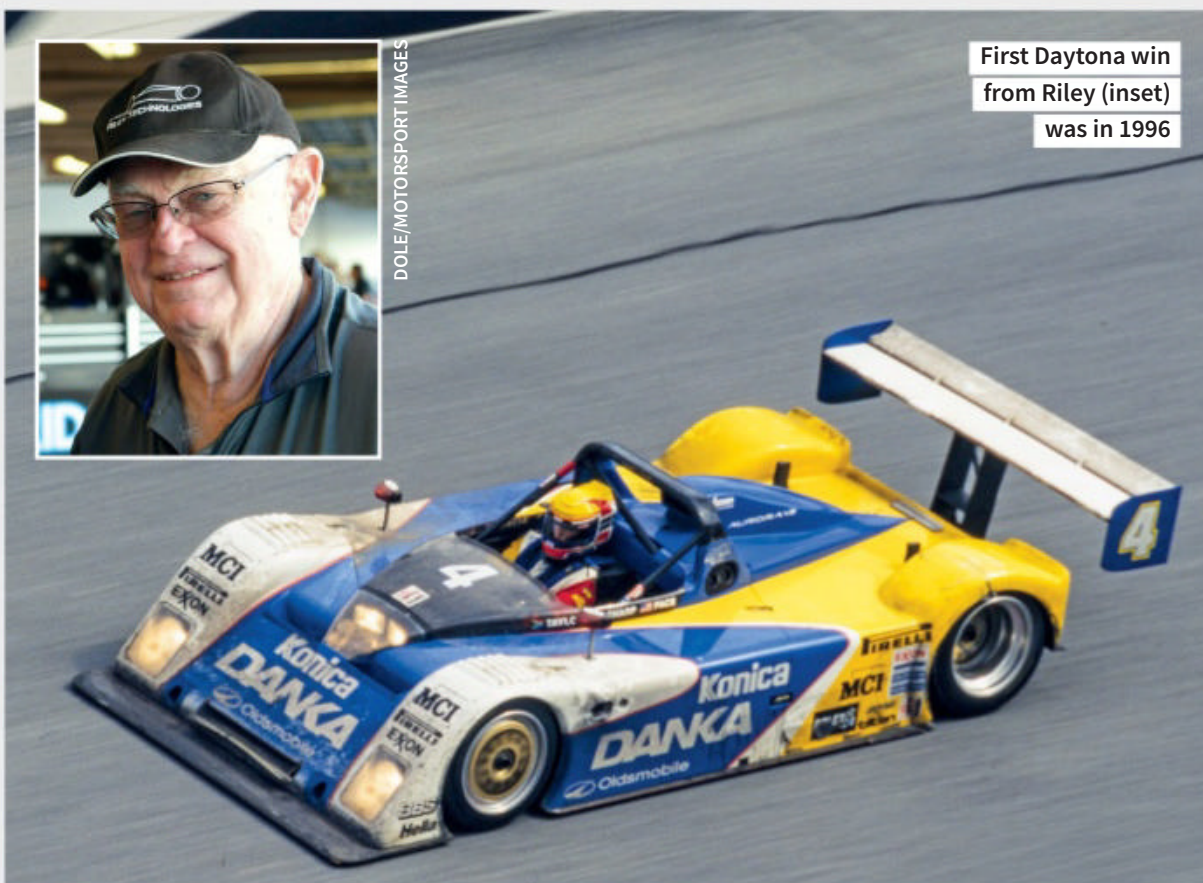
M-Sport Ford to take up the seat at Hyundai on a full-time basis. The Frenchman was already linked with Hyundai last year, and has been a revelation on his return to Rally1 this season with M-Sport, scoring four podium finishes.

Fourmaux (right) remained coy when asked at the recent Central European Rally whether he knew where his future lies next year, stating: "We know. It will be in a Rally1."

**TOM HOWARD**







## Bob Riley 1931-2024

### OBITUARY

Few racing car designers have enjoyed such long and distinguished careers as Bob Riley. The American, who has died aged 93, was both prolific and successful in multiple disciplines over 60-plus years at the drawing board. Riley-designed cars won the Indianapolis 500, the United States Auto Club Indycar title multiple times, and just about everything worth winning in North American endurance racing. Repeatedly! His designs triumphed at the Daytona 24 Hours no fewer than 13 times.

It will be for those successes in sportscars that Riley will be best remembered, not just for the sheer number of races and championships won, but because the cars that accrued them carried his name. Riley & Scott took a trio of wins at Daytona with the MkIII World Sports Car in the second half of the 1990s, while Daytona Prototypes known simply as Rileys took a further 10 wins at the 24 Hours between 2005 and 2015 in the Daytona Prototype era, including nine on the bounce. Championship success

inevitably followed: drivers of the line of DPs took the Grand Am crown nine times.

“Just about everything I drove designed by Bob was incredible,” says Wayne Taylor, a winner of Daytona and championships with the WSC and the DP. “With a Riley chassis I knew that I was going to be in a position to win races and championships.”

Riley’s successes in single-seaters came as a hired hand. He started working for US racing legend AJ Foyt for the 1971 season, designing the Coyote with which his employer took third place at Indy that year. An evolution of the car Riley conceived for 1973 would give Foyt his fourth and final victory at the Brickyard in 1977 after his departure.

Riley designed and built his first car to race himself, his career proper starting with Ford after a stint on the Saturn space programme. He was then seconded to Kar Kraft, where he worked on Ford’s MkII and MkIV sportscars. R&S was established in 1990 and he continued to work on the designs of a company that became Riley Technologies into his final years.

**GARY WATKINS**

### CADDY ROOKIE TESTERS

Corvette Racing factory drivers Charlie Eastwood and Daniel Juncadella will get the chance to sample the Cadillac V-Series.R LMDh at the Bahrain World Endurance Championship rookie test on Sunday. Franck Perera and Jordan Pepper, both members of Lamborghini’s GT3 roster, will get outings in the Italian manufacturer’s SC63 LMDh.

### ALLISON WINS - AT 86

Here’s one for the record books... NASCAR legend Bobby Allison has been named as the winner of a Cup race, at the age of 86! Allison took victory at Bowman Gray Stadium in August 1971, but he was at the wheel of a Ford Mustang from the Grand American class for smaller cars rather than a genuine Cup machine. NASCAR has finally recognised the victory, putting Allison officially onto 85 Cup wins, fourth in the all-time list.

### VOISIN STAYS AT RODIN

Rodin Motorsport will have its GB3 champions from the past two seasons in its FIA Formula 3 line-up for 2025. Callum Voisin, the 2023 title winner, is staying on for a second season in the series and joins Rodin’s newly crowned GB3 king Louis Sharp. Voisin is one of a raft of drivers named in the past few days for F3. Red Bull-backed Tim Tramnitz is staying on at MP Motorsport for another attack and is joined by the team’s Eurocup-3 ace Bruno del Pino. Meanwhile, DAMS has its first recruit in the form of Peruvian Matias Zagazeta, who raced this season with Jenzer Motorsport.

### SLATER BEATS ANTONELLI...

Exciting British youngster Freddie Slater saw out his Formula 4 career last weekend at Monza with the 14th and 15th victories of his dominant season in the 21-race Italian series. In doing so, he broke the season wins record of 13 set by Andrea Kimi Antonelli in 2022. He dominated the first race in the wet, then won a great battle with Kean Nakamura-Berta in race two. Australian Gianmarco Pradel won the finale from Slater.

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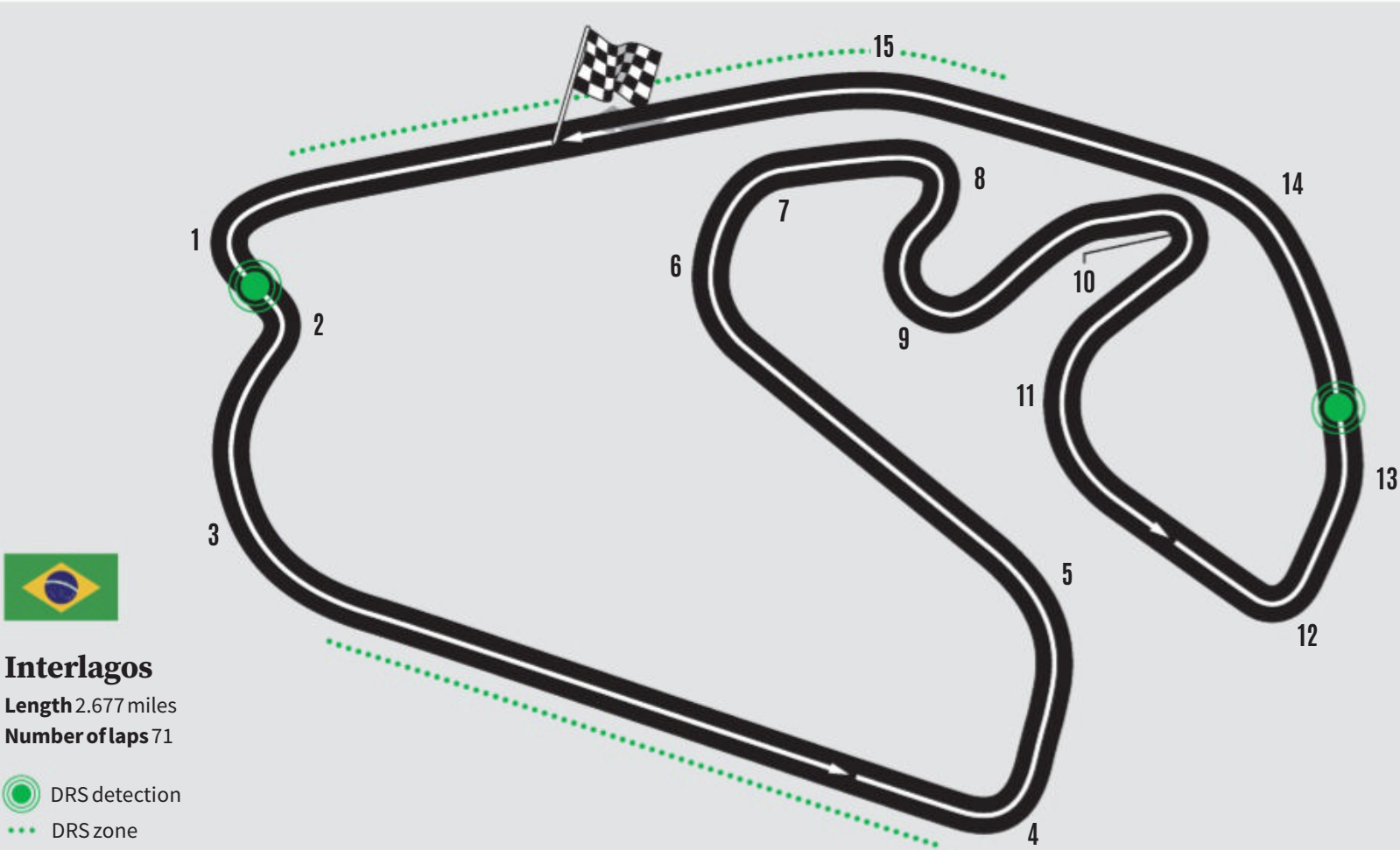
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F1 BRAZILIAN GRAND PRIX PREVIEW



Interlagos

Length 2.677 miles  
Number of laps 71

UK START TIMES

Friday 1 November

FP 1430

SPRINT QUALIFYING 1830

Saturday 2 November

SPRINT 1400

QUALIFYING 1800

Sunday 3 November

RACE 1700

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SKY SPORTS F1

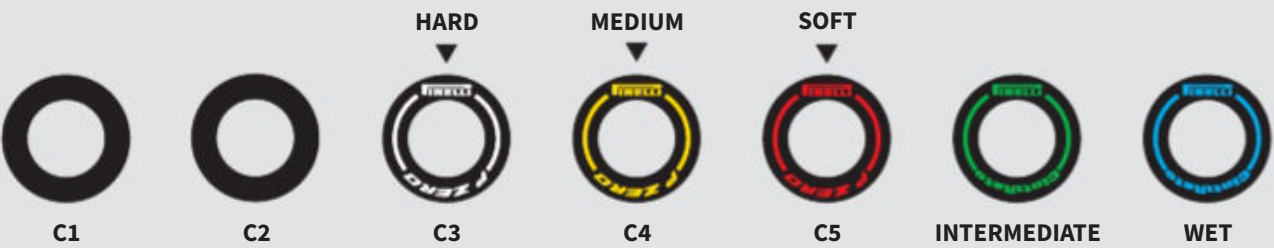
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TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	362
2	Norris	315
3	Leclerc	291
4	Piastrri	251
5	Sainz	240

Constructors

1	McLaren	566
2	Ferrari	537
3	Red Bull	512
4	Mercedes	366
5	Aston Martin	86



INTERLAGOS STATS

Previous winners

2023	Max Verstappen	Red Bull
2022	George Russell	Mercedes
2021	Lewis Hamilton	Mercedes
2019	Max Verstappen	Red Bull
2018	Lewis Hamilton	Mercedes
2017	Sebastian Vettel	Ferrari
2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes
2013	Sebastian Vettel	Red Bull

2023 POLE POSITION

Max Verstappen  
1m10.727s

POLE LAP RECORD

Lewis Hamilton  
1m07.281s (2018)

RACE LAP RECORD

Valtteri Bottas  
1m10.540s (2018)



Interlagos podiums

Michael Schumacher	10
Fernando Alonso	9
Lewis Hamilton	7
Kimi Raikkonen	7
Sebastian Vettel	5
Max Verstappen	5
Felipe Massa	5
Mark Webber	4
David Coulthard	4
Gerhard Berger	4





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# Mexico penalties set the standard

*Max Verstappen pushed his luck in Mexico after officialdom went easy on him in Texas. This time there was harsh punishment that must serve as a landmark ruling*

ALEX KALINAUCKAS

**H**ere we go again. There is still one weekend left in the latest Formula 1 triple-header for things to get ugly between 2024 title contenders Max Verstappen and Lando Norris. And up next after Brazil's event, which includes a sprint, is Sin City...

Given last Saturday's news that the FIA is open to altering Formula 1's 'Driving Standards Guidelines', there had been relief in some quarters of the paddock. The hope is that this willingness to engage on racing rules – and fast – might finally stamp out Verstappen's cynical professional foul tactics.

These were in action again at Turns 4 and 8 of the Autodromo Hermanos Rodriguez on lap 10 of last weekend's Mexican Grand Prix. Again, they eclipsed a famous Ferrari win. But Fred Vasseur and co are actually gleeful that the focus keeps falling elsewhere while their team concentrates on racking up wins.

This time, a week after the ruling on the Verstappen/Norris Austin Turn 12 clash had let the Dutchman off the hook, the Mexico stewards penalised the world champion for doing yet another 'turning-defence-into-attack' move. This one sent Norris off across the Turn 4 grass. They did so by issuing a 10-second penalty, with another following shortly after. On Turn 4 alone, this sets a strong precedent that the stewards at the upcoming Brazilian and Las Vegas races must heed.

## “Verstappen's cynical professional foul tactics were in action again at the Autodromo”

On the specifics of the 10s penalty, FIA sources explained to Autosport on Sunday night that this was the standard sanction for such a transgression according to the penalty range guidelines given to the stewards. Yet Red Bull motorsport advisor Helmut Marko had claimed “it's a reaction to all the incidents that took place in Austin”, meaning Verstappen's total penalty count. But the explanation of why just one was objectively harsher than Norris's five-second penalty for overtaking outside track limits in that Austin clash is that in Texas the stewards are understood to have applied mitigating circumstances: Verstappen's dive to the apex.

This time, there was no doubt that Norris was ahead at the apex of Turn 4, but Verstappen still shoved him wide. Yet post-race, Red Bull team boss Christian Horner offered more deflection defence. He claimed that Norris was “15km/h faster and later on the brakes than his fastest lap” and “wouldn't have made the corner” –

presenting a print-off of GPS traces of Norris's quickest race lap, overlaid with those from the clash with Verstappen.

“He would have run off track,” Horner added. “You can see from his onboard steering.”

However, Norris's trajectory from his onboard feed indicates that he would have made the corner had he not been forced off. And GPS trace data Autosport has seen of other Norris laps skewers Horner's claim regarding the braking point, because the McLaren man braked not much later than he did on either the preceding lap nine or lap 11. In both those cases, he made the corner.

He did not, it should be noted, apply lift and coast in the clash with Verstappen – slamming on the brakes as soon as he released the throttle as Turn 4 approached. And as with the Austin incident, Verstappen seemed to come off the throttle differently to other laps rather than releasing his brakes once he initially started slowing. His dab of right-hand down was what had Norris on the grass.

Verstappen pointed to the inconsistency in stewarding decisions from the past two weekends. “I just drive how I think I have to drive,” he said. “Last week that was all right. This week, 20-second penalty.”

He's right – but only because the outcome was wrong at Austin. There, either Verstappen should have been sanctioned for forcing Norris off, or no penalty handed to the McLaren driver. But, given the rules on overtaking off-track are clearer, a suggestion that both being punished was the better Austin outcome came up time and again in the Mexico paddock.

That inconsistency is precisely why it's so important to draw a new line here – before the Qatar round in early December. This is when the FIA's changes to racing guidelines will be presented to the drivers again. Grand Prix Drivers' Association director George Russell claimed that “19 out of 20 [drivers] are all aligned on where it needs to be”, so surely these will go through with the drivers' body's seal of approval.

He may still have a 47-point buffer over Norris, but Mexico shows Verstappen won't stop racing the Briton so hard. And while that seems inevitable, more worrying was how Horner suggested that Verstappen's reaction to the first clash caused the second penalised incident: “I think that was the frustration of potentially Lando not giving back the place. Things, you know, they only escalate.”

Well, they just shouldn't. And the Turn 7 clash was an even more egregious move, with Norris correct to call Verstappen out as “dangerous”. Even Verstappen offered little defence of his second attack, saying only, “Turn 7 is what it is”. This speaks volumes.

And so to Brazil, with the spectre of Verstappen's bitter 2021 incident there with Lewis Hamilton having risen amid this run of events. The debate over such moves will rumble on. But a line was drawn in Mexico and it is critical to F1's future sporting health that it is preserved. 🌿





# A series for a different generation

*As Formula E celebrates its 10th anniversary and looks to testing with a revised car, Autosport spoke to series CEO Jeff Dodds to discuss its progress and plans for the future*

BEN HUNT

**A**mong some motorsport fans, Formula E has been dismissed as insignificant. But maybe that's missing the point, for perhaps it's a championship that's not really meant for traditionalists, instead belonging to future generations.

Formula E CEO Jeff Dodds, who's now 18 months into the role, is relaxed and engaging as Autosport sits down for an interview. His office is not covered in the typical motorsport memorabilia, and in the corner of the room is a putter and some stray golf balls.

We kick off by asking for his honest assessment of the championship after its first decade. This writer was at the inaugural London E-Prix, the final two races of the 2014-15 season held in Battersea Park. The racing was dreadful; the TV coverage was even worse (helicopter shots were obscured by all the trees).

"I talk about there being three different time horizons for Formula E," says Dodds. "The first being the plucky start-up phase. Then you've got this disruptive teenager phase, and then hopefully we'll go on and be a kind of maturing adult."

"If you go back and look at the start-up phase, very much selling a dream. The year it was formed, there was only 300,000 electric vehicles sold worldwide. This year, they'll probably be 17-18million. So it was very much emerging technology. It was trying to get organisations on board that believed in electrification, believed in the energy transition, believed in sustainability."

"We've now moved into these curious teenage years where the business continues to grow really rapidly. We're on a growth spurt. So almost 400million fans, almost half a billion TV reach, and the technology is not comparable to where it was when it started."

**"The reality is, my children will probably never drive a car that's not electric"**

"When you watched that race in Battersea the top speed would have been 140mph, 0-60mph would have been three seconds, and the battery lasted half the race. Now it's 200mph, the car that hits the track this year will be 1.8s [for 0-60mph], so 30% faster than an F1 car accelerating, and the battery lasts for the full race."

"When you think about that leap in only 10 years, it's pretty incredible. So I would say my report card would be: great start to the term, difficult middle period punctuated by COVID. But momentum is really strong, so things look good for us."

Dodds makes a valid point about the technological changes

on track, and there have been considerable improvements. But Autosport is struck by two things. Firstly, the metrics he is using to measure the sport's popularity, for a TV reach of "half a billion" is sizeable and requires substantiating, plus a belief that the popularity of the series is linked with the global purchase of electric vehicles. We first ask about the latter and whether Dodds believes there is a correlation between the two.

"Yeah, of course," he says decisively. "Our growth has largely mirrored the growth of electric vehicle take-up. Our relevance grows with electric vehicle take-up. So if you were looking to change cars and you're looking to validate your decision to move to an electric vehicle, you'd look for reasons and when you start looking up electric vehicles and understanding electrification, you obviously find our race series, if you didn't know about it before."

"If I talk to my children – one of them is a big motorsport fan – the reality is, they'll probably never drive a car that's not electric. Whereas I'm of a generation that's grown up with V8s, V12s, V10s, the sound, and the smell of petrol; but maybe with the next generation, something else appeals. If I go to see F1 or IndyCar, I like the sound, but maybe I'm not the generation that Formula E is being built for. It's motorsport for the next generation."

In terms of measuring growth, Dodds says he has "about 25 different metrics" to assess the business, with the top-level ones designed for "noise metrics; are we getting noisy? Are more people following us? Are more people watching us?"

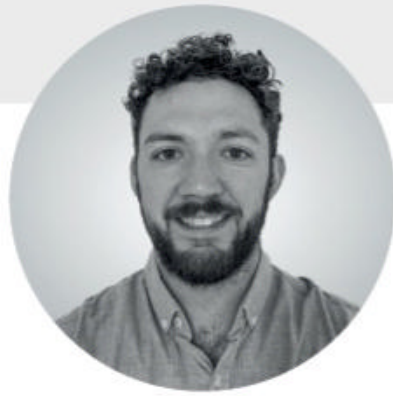
One element is the importance of TV. Formula E in the past has chased free-to-air UK TV deals, but has struggled to maintain a healthy relationship. The races have often been bumped onto 'red button' coverage or simply pulled for clashes with scheduling.

Now, though, Dodds is confident that an as-yet-to-be-announced partnership will lead to greater exposure. "We added a lot of broadcast deals last year," he says. "So CCTV, the big state broadcaster in China, Fuji TV in Japan, Sony TV in India; as you go around the world, we've done some really big media deals."

"The deal we did in the UK last year was TNT Sport, and there's a lot of positives to that. The broadcast quality was excellent but, being behind a paywall, you reduce the exposure to the number of people that are going to watch it. So without saying too much, I think we found a really, really good win/win as we move into season 11 that will allow us to maintain the broadcast quality that you get from being behind a paywall. But will also give us a route to expose that product to a lot more people in the UK."

For its 11th season, the championship is hoping to introduce pitstop charging to spice up the action, which the cynics will no doubt label as a gimmick, but Formula E is not going away. The naysayers may scoff, but if Dodds and his metrics are right, then the next decade could be more significant to FE than its first. 🏆





# Getting a taste of the medal action

*Autosport experiences what it would be like to have taken part in the multi-discipline FIA Motorsport Games staged in Spain last weekend*

TOM JEFFRIES

**L**ast weekend featured the third running of the FIA Motorsport Games in Valencia. To show us journalists what the 600+ competitors go through, the Games hosted the first Media Cup – a driving competition for press from participating countries. And by dint of being in the right place at the right time, Autosport was selected to be the representative for Team UK.

The event took in three of the Games' grassroots disciplines – karting at the Aspar Circuit, auto slalom at the Circuit Ricardo Tormo, and Esports at the City of Arts and Science.

First order of the day was karting. Valencia is typically warm in October, but the area had experienced unseasonable heavy rain the night before. The full-length track was off-limits due to the severity of the rain and damage it had caused, so we were on the rental track next to it, using the same karts that would feature in Karting Endurance later in the weekend.

There were two groups, with Autosport in the first. The track was damp, the karts were cold. It was understeer on the way in and oversteer on the way out. Nevertheless, your writer qualified first in group but sixth overall, the second group enjoying better conditions. After an intense eight-lap heat, Autosport started the final in fourth.

Now, I'm a six-foot, 82kg man. Karting starts are not my forte. As expected, I immediately lost a place to a smaller, fairly aggressive driver. This aggression would prove to be his undoing, though. I slotted in behind, watching him send moves on the guy in third, hoping to capitalise on any issues. The wait wasn't long.

He threw a dive up the inside at the penultimate corner and caught an entire season's worth of understeer that sent both karts wide – allowing me to sail through for third. A podium finish was in the bag.

Auto slalom was next. Again, we'd be using the same vehicle that the proper competitors would be using – this time, a Hyundai Kona N. It's an unusual choice for slalom – the electric SUV has a lot of heft! It leaned in the corners, dived under braking, and the safety systems certainly made themselves known.

We all had a practice run, then two timed efforts. My practice ended with a two-second penalty for not stopping in the box, then my first timed run almost incurred a 10s one when I came close to destroying a cone. The last run went better, as I navigated the circuit *sans* penalty to a decent time. I was fourth, putting me third in the standings with just Esports to go.

Under the bright lights and behind the multi-thousand-pound simulators at the City of Arts and Sciences, we raced.

You'd think Esports would be free of technical issues but, as I found out, that wasn't the case. A problem with my steering wheel at the start of practice meant that I had to swap rigs, losing

most of the practice time everyone else had. Luckily, I'd already done some 400 laps of practice at home before the Games.

I qualified third but, at the start of the race, was again plagued by technical issues. And I'd somehow muted my headphones prior to the green light... A frantically waving hand wasn't enough to get the attention of the people overseeing us until after the start, so by the time my rig was fixed I was down to eighth. Hopes of a medal were rapidly fading.

## “The event took in three of the Games' disciplines: karting, auto slalom and ESports”

I fought my way back up the field, helped by my pre-event practice and some of the other journalists enjoying bowling more than racing, and settled into fourth with half the race to go.

With one lap remaining, there was a chance – a sliver of a gap – to get up the inside of third. I took it, felt him turn in, and my heart rate spiked. Fortunately, we both emerged from the corner, with me in front.

The battle wasn't over though, and he struck at the last corner of the race. Again there was contact, but this time he spun and I continued to finish third. That became second when it emerged that another team had put in a ringer for the Esports section. Which in turn meant a bronze medal for Team UK.

It was a fascinating glimpse of what the real racers would be facing on the weekend. The pressure and the drama, the emotions. The make-or-break moments that define a race.

After the event, Tom Wood, FIA head of sport communications, said that the Media Cup proved successful but didn't commit to running the media-only event again: “The Media Cup has been a great way to kick off the competitive action. This event is all about mass participation, demonstrating the huge variety of different motorsport categories all over the world and the diversity of passionate competitors at every level.

“I think giving our colleagues from the media the opportunity to actually experience the action and get a real taste of competition is something quite special.

“While nothing is set in stone for the next Games yet, I'd like to see the Media Cup return. It will be something we think about to see how we can build on what we did this year.” ✎

➔ P32 MOTORSPORT GAMES REPORT



# RACE CENTRE

Next best thing to a home win? Carlos Sainz triumphed in Spanish-speaking Mexico





FORMULA 1

# CLASSY SAINZ RISES ABOVE THE DRAMA

*A firm, decisive move on Max Verstappen and plenty of pace earned Ferrari's Carlos Sainz victory in Mexico City*

ALEX KALINAUCKAS

PHOTOGRAPHY



**motorsport**  
IMAGES





“H

e deserves it.” On another bitter, contentious day from what for so long was a feel-good Formula 1 season, Charles Leclerc’s congratulations to his Ferrari team-mate Carlos Sainz for a thoroughly merited victory in the 2024 Mexican Grand Prix was a refreshing tonic.

The Italian team had come into race day in the Mexican capital as the firm favourite. On the long runs in FP2 – despite its unusual role as a 2025 Pirelli tyre test, which nevertheless meant fuel loads were known and equal for once – its cars had looked devastatingly fast. On medium rubber, Leclerc had lapped a second quicker than Mercedes’ best time from Lewis Hamilton. The Silver Arrows weren’t to be victory contenders – but, after he’d wildly oversteered his way to qualifying fourth, Leclerc didn’t look like much of one either.

“Sometimes you get into the car and the feeling is perfect,” Leclerc would reflect after the race. “And sometimes you just have to work a lot harder for it. That’s what happened this weekend. I was just not fast enough.”

Not so for Sainz, who produced scintillating form across the weekend. On the hard-tyre long runs in FP1, which had rare importance because of what was going to come in FP2, he led the best of Mercedes, McLaren and Red Bull by over a second too. Then, when it really mattered in Q3, he found enough to beat previous pacesetter Lando Norris, Red Bull’s tenacious world champion Max Verstappen, and F1’s (usually) best qualifier in the form of Leclerc in the other Ferrari. “I had a very good feeling coming into the weekend,” said Sainz, who was delighted to score an F1 win – his fourth in total – in front of his mother for the first time.

This being Mexico – the scene of Verstappen’s brilliant double overtake on the two Mercedes here in 2021, which was to prove so pivotal for his eventual title that year – it seemed almost inevitable that something would happen at the start as the Dutchman lined up next to Sainz. The thin air of Mexico City’s high altitude might reduce the slipstream effect, but the run down the Autodromo Hermanos Rodriguez’s main straight from pole to the first braking zone remains 768 metres. And then there’s the low-grip track surface. “Whenever there’s low grip, the Red Bull tends to start really well,” Sainz noted regarding losing the lead when the lights went out.

The Spaniard felt he “didn’t get a good start” and, with Verstappen’s excellent one, the Red Bull was soon powering alongside the Ferrari.



Norris was swarming with a double slipstream while Leclerc also gained behind the McLaren, which stuck to the rear of Verstappen.

As they braked for the first corner, Verstappen had got his wheels and nose ahead, with Sainz then trying to brave it around the outside. Everyone knew what was coming. Verstappen ran Sainz wide and the Ferrari was forced to cut Turn 2, getting ahead but rapidly handing the position back. All so Austin. “He was very clever to give up the position in lap one,” reflected Ferrari team boss Fred Vasseur. “And it’s also the proof that he is very self-confident in this situation.”

Sainz was confident because of Ferrari’s early weekend strength, and the manner in which it had secured a 1-2 in the USA, but at this stage he had to be patient. Just five corners after he’d handed the lead back to Verstappen, the safety car was called out due to an incident that had happened in their wake at Turn 1.

Back in the pack, Pierre Gasly crept left as they arrived en masse for the right-hander, and that led to a “lucky escape” brush with Alex Albon. But it was the Williams driver’s own tiny subsequent drift left in reaction that had the bigger consequence, since it meant that Yuki Tsunoda – shooting his RB down the far left of the track – was in sudden danger. The RB hit Albon’s left-front with its right-rear and was pitched into a spin, putting Tsunoda out immediately. Albon, his left-front corner smashed, made it some way down the second straight before he pulled over.

The race was thus neutralised until lap seven of 71 – largely thanks to a delay in removing Albon’s car. But there was also plenty of debris to be cleared from the critical approach to the track’s heaviest braking point.





There was a sense of inevitability in the way Verstappen played Turn 1 in Mexico

Verstappen waited until he'd traversed the Turn 13 hairpin in the Foro Sol stadium before lighting the race up again, successfully gapping Sainz by 0.7s to run unthreatened down the main straight as green flag conditions resumed. The next time around, his lead was up to 1.1s and Sainz was initially denied DRS.

The Red Bull's prowess in the fast corners of the middle sector here – plus its ongoing slipperiness in a straight line – might have provided a handy advantage to Verstappen. But at the start of lap nine, Sainz forced the issue with aplomb.

With Verstappen's energy deployment settings suddenly a concern, Sainz dived to the inside at Turn 1. He'd entered the straight 0.8s adrift of the Red Bull, but DRS and the Ferrari's own much improved aerodynamic efficiency meant he could attack – positive that Verstappen had more to lose in a collision with anyone but Norris. It was still late and on the edge, but Sainz was able to stay on track at the exit of Turn 1. "I got a really good tow on DRS," Sainz explained. "But I saw that I was probably going to be a bit too far back. Then, right in the last 100 metres, I felt like I had a good momentum. I'd been feeling very confident braking into Turn 1 this weekend. I just went for it."

But Sainz's lead still wasn't secure – he'd gone a touch deep and Verstappen just never gives up. Sainz therefore decided to aggressively chop onto the Turns 2/3 kerbs, albeit with a handy dab of right lock going through the left part to avoid any risk of a track limits sanction.

Sainz pulled out a 0.7s lead by the start of the next tour, but his efforts to keep Verstappen behind had meant Norris was suddenly a factor again. The Briton gained 1.6s on his title rival on lap nine, and the three were lapping almost nose-to-tail.

## “UNDER THE GUIDELINES, NORRIS WAS ENTITLED TO BE GIVEN ROOM. THAT WAS NOT FORTHCOMING”

As Verstappen fumed about his energy deployment, Norris closed in. On the run down the main straight on lap 10, he gained as the Red Bull again had to harvest battery power. Then, armed with DRS for a second time, he was in position to attack on the outside for Turn 4. The Red Bull driver predictably defended the inside line. Hard. The lines were the same as at Austin a week earlier. Again, Verstappen had Norris off. But there was so much that was different this time.

As they braked and turned, Norris's front wheels were clearly ahead at the apex. Therefore, under the current 'Driving Standards Guidelines' – relevant until at least the Qatar GP in early December – he was entitled to be "given room". That was not forthcoming.

Verstappen opened his steering just enough to run Norris off the road, although this time the Red Bull remained within track limits. Swinging the Austin comparison back to the similarities, Norris got ahead and stayed ahead by running off track – even passing Sainz before quickly letting the Ferrari back ahead.

As the leader scampered through Turn 6 clear, Verstappen was right with Norris again. The McLaren driver felt he "didn't need to let Max through" and so took up the racing line for Turn 7. Here, Verstappen >>



Tsunoda exits the RB and heads for an early bath



shoved his Red Bull to the inside and, yet again, both went off. For the second time in a week, Leclerc gleefully sailed through to gain two positions, ending the lap facing a 1.9s deficit to Sainz, and with Verstappen one second behind.

The airwaves were soon lighting up with differing opinions on the clashes. Then came the timing screen messages regarding two separate investigations. The stewards penalised Verstappen for the Turn 4 incident first, slapping him with a 10s sanction to be served at his pitstop. It wasn't clear initially whether this sanction was to cover both infractions, given the most stringent penalty in last week's ugliness between the title contenders was half that. Then came the answer... Verstappen copped a further 10s penalty for leaving the track and gaining a lasting advantage in the Turn 7 divebomb.

This announcement arrived on lap 19, by which time the complexion of the race was rather different. Leclerc was 2.6s off Sainz's lead. From when he was elevated to second by the Verstappen/Norris incidents, he'd brought the deficit down to 1.1s with a series of laps in the low 1m21s, while Sainz stayed in the mid-to-high 1m21s. But then classic Mexico City problems strangled the lead fight.

On lap 14, Leclerc had to catch a big slide with his tyres overheating, which cost him 0.7s. Then he was ordered to increase his lift-and-coast to help engine and brake cooling on lap 18. The gap ballooned. "I don't want to give technical details," said Vasseur, referring to the considerable cooling challenge faced by Ferrari at this event. "It's a lot about management, the cooling of everything. It's not an easy exercise and sometimes for details you are on the right side or not. But Carlos did a very good job from the beginning. He was also in clean air during the race; it's much easier to manage in this situation."

But Leclerc went further, saying it was "all about trying to manage the temperatures, which was quite difficult" as he trailed his teammate. He added: "I quickly understood that it would be a lot trickier with all the management I had to do."

At the same point on lap 19, Verstappen – still ahead of Norris even after the pair of penalties had appeared – was 3.1s adrift of Leclerc, with Norris trailing the Red Bull by 1.7s.

"The message we gave to Lando was, 'We have pace: if we can pass him, let's do it', because we knew at some stage that we could compete with Ferrari and we were losing time behind Max," McLaren team boss Andrea Stella said of the laps Norris spent tracking Verstappen. "But



Lando knew very well this overtaking needed to happen in a safe way because we are competing on both fronts."

They would stay in this order until Verstappen pitted on lap 26, having complained that the medium tyres – all the leaders had started on this compound – were "not holding on". Here, Norris followed Leclerc by 6.8s and Sainz by nearly double that.

With Red Bull having to wait 20s before touching Verstappen's car, his podium hopes were gone at this point. He rejoined 15th and climbed back to sixth by the end, unable to make any impression on the long-squabbling Mercedes cars ahead. Red Bull team boss Christian Horner later stated, "we just didn't have the same pace" because "Max had no grip" and "we didn't feel we could switch the tyres on" when it came to the hard compound.

Not so for Norris. His service to exchange medium tyres for the white-walled rubber came four laps after Verstappen's, on lap 30. Although the power of the undercut wasn't massive here, Ferrari covered this off on successive laps, with Leclerc coming in for hards the next time around and Sainz doing likewise one lap after that.

When Sainz had rejoined there was still just over half the race to go, with his lead sitting at 8.8s over Leclerc and 13.5s over Norris. Given that Sainz won the race by only 4.7s over the McLaren after Leclerc vanquished himself in spectacular style, Norris's squad was left wondering if the Verstappen controversy had cost another victory.

"As soon as he got clear of Verstappen, he showed he had very competitive pace," Stella later concluded. "And in the second stint, he proved that the pace was as fast as Ferrari. So when I look at the incidents in the first part of the race there is a bit of disappointment, because without those I think Lando could have fought for the victory."

Norris netted second by pressing on after Leclerc following the pitstops. The gap between them held at around five seconds for the





## QUALIFYING

SUTTON



“It’s not normal to have two such strong laps around Mexico – there’s a lot of sliding in the lap, it’s very difficult to put together – and actually my two laps of Q3 were almost both perfect.” And both, for Carlos Sainz, would have been good enough for pole at the Autodromo Hermanos Rodriguez.

Here, Ferrari shrugged off the issues it had hit in Singapore and the USA when it came to warming up the tricky soft tyres. For Sainz’s final run, he pushed harder at the end of his final preparation lap, knowing he needed perfect tyre temperature to “maximise the track limits” at Turns 2 and 3.

Charles Leclerc in the other Ferrari and Red Bull’s Max Verstappen lost times for cutting these kerbs at important moments. Leclerc’s infraction came in Q2 and left him needing to rise from 15th with his last lap, while Verstappen lost his Q3 banker on the first run and sat in 10th place after these opening runs in the final segment.

“It’s very difficult to have a reference exactly on the kerb,” said Leclerc. “[Losing a lap] adds [extra] pressure.”

Verstappen rallied to produce a 1m16.171s that was 0.2 seconds better than the lap he lost, still 0.1s shy of Sainz’s first run. The Dutchman did, however, edge McLaren title rival Lando Norris – extra impressive given Verstappen lost almost all of FP2 to an engine air leak that meant Red Bull swapped in another from his parts pool for Saturday.

They ended up second and third because Leclerc couldn’t replicate his team-mate’s gains on the final fliers. He’d entered these in second thanks to Verstappen’s time deletion, with a 0.360s gap to Sainz, as the Spaniard was making huge gains in Q3 the others couldn’t match – particularly Q1 and Q2 leader Norris.

Leclerc led his team-mate on the track for these last efforts. He was visibly more timid over the Turns 2/3 kerbs, where Sainz – now also armed with “a bit of front wing” – was able to be much more aggressive.

It certainly worked for Sainz – leaving Turn 3 he was 0.1s up on his previous lap, where he’d been grappling with a snap of oversteer running onto the second straight, and half that up on Leclerc this time. The biggest difference between them came down to Turn 9, where Leclerc almost dropped his Ferrari through the fast left-hander in the middle of the Esses section. Then Leclerc’s SF-24 was basically sideways through the Peralta as he fought it all the way to the line. Sainz, meanwhile, was grappling with hot rear tyres at this point too. But he’d done enough to post a 1m15.946s – 0.109s up on his previous ‘pole’ time – coming close to the pitwall and replicating what the Spaniard called “a Lando thing that he normally likes to do... from our McLaren days”.

Mercedes had to be content with keeping an eye on the big players

SBLOXHAM

## “WITHOUT THE INCIDENTS IN THE FIRST PART OF THE RACE... SLANDO COULD HAVE FOUGHT FOR VICTORY”

first 10 laps of the stint, but two successive fastest laps for the McLaren meant it began to fall. It was here where Sainz complained “we are pushing too hard”, which Vasseur batted away. “Behind Charles, the risk was there,” he explained. “He understood the situation quickly when we gave him the delta.”

By the end of lap 49, Norris was under four seconds off Leclerc – and 10s from the lead. Here, a new challenge emerged. Sainz by this point was just about to lap a gaggle of cars, during which Leclerc was able to temporarily shrink the gap to the other Ferrari ahead. But when Franco Colapinto’s Williams had emerged from its pitstop just before, a bigger traffic hindrance took shape for Norris.

The McLaren couldn’t easily overcome the Williams on its fresh medium tyres, and so Colapinto ran between the Briton and Leclerc for seven laps. Eventually, with McLaren frustrated by the situation enough to tell Norris to “use some battery to get the blue flags”, Norris got close enough to trigger warnings that Colapinto obeyed. McLaren’s Will Joseph insisted “Colapinto has been a bit naughty – push and hold overtake” as Norris finally flashed past.

Once free of the Williams, Norris had to lap Lawson, while ahead Leclerc was struggling with Lance Stroll’s Aston Martin. The time spent lapping this group left Vasseur feeling Leclerc overall “lost three seconds with the guys who were blue-flagged and we lost >>

SUTTON







Could McLaren have taken the win in Mexico? Its CEO Zak Brown appears to think so!

also a lot of temperature in the tyres at this stage”.

Once they were both clear of the traffic at the end of lap 59, Leclerc’s advantage was down to just 1.2s. Norris kept coming. He hit DRS range on lap 60, and two laps later was just 0.6s adrift as they exited the stadium.

As he rounded the famous – if neutered these days – Peraltada, Leclerc was trying to “have the best exit possible” from the corner leading onto the main straight. “I could see that he was very close out of that corner,” Leclerc continued. “I lost the rear and then you forget about Lando and you just hope that you are going to take it back. I had one oversteer and then when I recovered from that oversteer, I had an oversteer from the other side and then I was like, ‘F\*\*\*’. Oh, sorry! Oh, no, oh no! I don’t want to join Max!”

At the time of writing, the FIA is assessing whether or not Leclerc’s swearing needs a full stewards’ investigation for a possible breach of Article 12.2.1k of the FIA’s International Sporting Code, around which Verstappen’s press conference language earned him a community service punishment back in Singapore. What a depressing way to cap a stunning few moments of F1 action – such were Leclerc’s abilities to catch a slide that had ‘massive crash’ seared right through it.



Norris (left) and Leclerc flank Sainz on podium

## “THIS IS THE FIRST TIME I HAVE BEEN IN MEXICO AND NOT HEARD THE WORD ‘COOLING’ AS A HOT TOPIC”

As he roared onto the main straight, Norris was essentially second (Leclerc broke the timing beam first by a whisker before succumbing), 8.5s from Sainz. He chipped that down over the remaining nine tours, while Leclerc’s attention quickly turned to pitting in an attempt to capture the fastest lap bonus point.

The Monegasque achieved this with a 1m18.336s on the last lap, with third place secure. Leclerc is now 71 points off the 362 Verstappen has out in front, with Norris 47 points back on his main rival. But could Norris really have beaten Sainz last Sunday?

There is quite the question in the paddock over how well the McLaren comes alive during the final stints of races, with Vasseur wondering “if it’s related to the level of fuel, to the compound, to whatever”, but offering no firm suggestions.

Whatever the reason, the result in the second stint was that Norris enjoyed an average lap time advantage of 0.231s over Sainz. And he managed that while catching and passing Leclerc, as well as negotiating the traffic issue. In all, he gained 10s back on the deficit he’d faced before his pitstop.

But the biggest indicator that this should surely go down as a lost shot at a win for Norris is how well the MCL38s coped with the cooling problem in Mexico City.

“For me, this is the first time I have been in Mexico and not heard the word ‘cooling’ as a hot topic,” said Stella. “We didn’t need to do any pace control to control cooling and temperatures.”

That the Ferraris had to do so suggests that, had Norris been able to quickly follow Sainz past Verstappen following the restart, even with the Spaniard’s clean air advantage, he would have been right in what would have surely been a very classy fight. ❧

**NEXT  
F1 REPORT**

Brazilian Grand Prix  
7 November  
issue



## TRACKSIDE VIEW



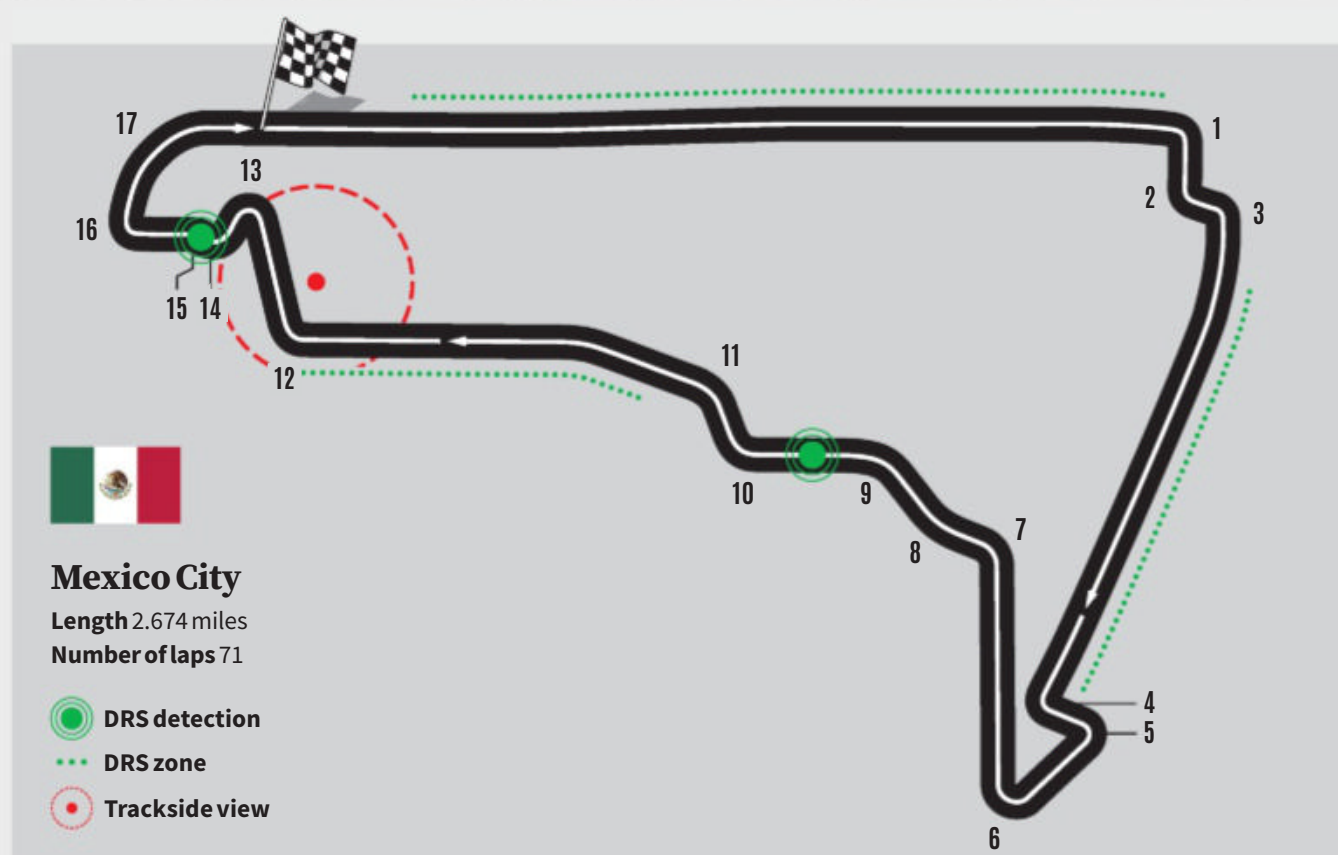
The Foro Sol stadium at the Autodromo Hermanos Rodriguez is always a great place to see and hear passionate fan support for Formula 1 drivers. In FP1 last Friday, it was even more intense.

The concert and former baseball venue has undergone significant revisions since F1 was last in town – its roof extended from covering just a portion of the south-eastern corner to now towering over the whole area. Therefore, even during an FP1 session upgraded from paltry to fairly meaningful given the 2025 Pirelli tyre test will take over FP2 later, the noise that greets the home heroes when they head out

**“Andrea Kimi Antonelli is have a worse time, wrestling the Mercedes”**

on track is deafening. And, with Pato O’Ward driving Lando Norris’s McLaren for this session, the roar is coming twice.

Autosport arrives underneath the track’s F1 podium on the open side of Foro Sol just as O’Ward shoots by in an orange blur between Turns 12 and 13. It will be a somewhat frustrating session with two red flag stoppages – the first of which comes due to a portion of advertising hoarding falling from a bridge far to



our right on the other side of the paddock. Max Verstappen and Andrea Kimi Antonelli in Lewis Hamilton’s Mercedes strike the debris, with the Italian sustaining minor floor damage at the start of a session he’ll finish early due to an engine air intake circuit leak.

Before almost 15 minutes are lost when Alex Albon spins into Ollie Bearman (who is driving Charles Leclerc’s Ferrari) and takes them both out of FP1, Kevin

Magnussen makes one of the few slips we see through this session at this vantage point. The Dane is caught out with the slow-moving Lance Stroll on the racing line on the entry to Turn 12, and so slides deep into the run-off near the base of the stadium. Nearly an hour later, a Yuki Tsunoda lock-up braking for Turn 13 is the only other error we spot, the RB driver sailing past the hairpin apex as a result.

Through here all session, the

speed Carlos Sainz is able to maintain in the remaining Ferrari is impressive, his car staying poised and nimble, not leaning and lethargic as the McLarens and Red Bulls appear.

Looking further across the floor of the stadium floor to see how the drivers traverse the short squirt between Turns 13 and 14, things are a lot wilder. In both McLarens, O’Ward and Oscar Piastri are having a rather skittish time as they nip off and on the kerbs at this point, the MCL38s oscillating visibly as their rear ends barely stay tamed. But Antonelli is having a worse time, wrestling the Mercedes through this point each time, even when running soft tyres.

With the low-downforce settings at high altitude, such is to be expected – Mexico is always a tough, slippery test for the drivers.

**ALEX KALINAUCKAS**



PICS: KALINAUCKAS



## RUSSELL AND HAMILTON ENJOY “HARD BUT FAIR” BATTLE FOR FOURTH

Lewis Hamilton won a race-long battle between the Mercedes drivers. But George Russell nonetheless enjoyed the scrap, in which his stern defence was eventually overturned.

An FP2 crash sustained by Russell forced Mercedes to roll back his car to an older aero specification, but he was nevertheless able to outqualify Hamilton by 0.295 seconds. Hamilton hit back at the start and moved ahead through Turns 4 and 5, but Russell stayed on his gearbox through the opening stint and mounted an overtake around the outside at the start of lap 15.

After their pitstops, Hamilton sought to return the favour. But he spent the best part of 30 laps catching Russell and then sitting in his team-mate's wake as a fierce but cleanly fought battle played out.

“It was nice to have the battle, and it's always good when you fight with Lewis because it's hard and fair,” Russell noted, perhaps giving a certain different fight for position a bit of needle.

Hamilton finally broke past Russell with DRS into Turn 1 at the start of lap 66, and scampered up the road to ensure there was no fear of a reprisal. “I had fun today,” Hamilton reflected. “George is smart and also fair. He's just really good at where he places his car, and I think the same for me too.”



MAUGER

## Perez furious with Lawson after Kiwi's robust defence

A lap 18 tangle at Turns 4 and 5 led to Sergio Perez's ire being invoked by Liam Lawson when the two came to blows as Perez attempted to atone for a dismal qualifying performance.

Home favourite Perez was dumped out in Q1 on Saturday, and then pulled his Red Bull up too far outside of his grid box for the start and earned a five-second penalty. But he was able to pounce on the opening-lap fracas between Yuki Tsunoda and Alex Albon to make up five places and, following the resulting safety car, cleared the Aston Martins to get onto Lawson's tail.

At Turn 4, Lawson attempted to shut the door into the corner but left enough of a gap for Perez to seize his chance. But Perez had the Kiwi's RB off on the exit – and Lawson perhaps responded too brutally in the subsequent Turn 5 tangle: this time, Lawson shoved his car down the inside while riding the kerb, shoving Perez off and

knocking chunks out of the Red Bull's sidepod and floor.

Later in the grand prix, after Lawson had completed his stop, the RB driver cleared the wounded Perez car using DRS – and showed him a middle finger while cruising past. He apologised for the gesture after the race.

Perez took a dim view of Lawson's defence, choosing to indulge in a character assassination via the media. “I had the manoeuvre into Turn 4 and then he was outside the track and just came straight as if there was no car,” Perez said. “The way he has come into F1, I don't think he has the right attitude for it. He needs to be a bit more humble. When a two-time world champion [Fernando Alonso] was saying things last weekend, he completely ignored him. You have to be respectful as well, off-track and on-track. I don't think he's showing the right attitude.”

# 4

Carlos Sainz has now matched Dan Gurney (pictured winning at Spa in 1967), Bruce McLaren and Eddie Irvine on four F1 world championship grand prix wins.



ALL PHOTOGRAPHY: MOTORSPORT IMAGES



# Piastri recovers to eighth after floundering in Q1

Oscar Piastri broke into the points from a lowly 17th on the grid after failing to progress from Q1.

The Australian made a mistake at Turn 12 on his best lap and estimated he'd lost about a second – as well as the lap for track limits violations.

After starting on the medium tyre, Piastri's early progress was difficult and he could not gather an early advantage against those starting on

hards. The long first stint seemed to help, though, and he ran as high as fifth before pitting. He then put moves on Pierre Gasly and Nico Hulkenberg to get deeper into the points, although he ran out of time to catch a rapid Kevin Magnussen.

"I think the pace was good once I got some clean air," said the McLaren man. "I just didn't have enough of it starting from where I was."



## ALBON RUES MISSED POINTS CHANGE AFTER TSUNODA TURN 1 CRASH

Alex Albon reckoned a points finish was possible had he not been wiped out in the first-corner crash with Yuki Tsunoda.

The Williams driver had recovered from limited running on Friday after a clash with Ollie Bearman in FP1 to qualify ninth, and was three-wide, with Tsunoda to his left and Pierre Gasly to his right, on the run to Turn 1.

As the field bunched up, Albon was pinched between the cars either side and ended up with terminal damage to his left-front suspension as Tsunoda clipped his side and went straight into the barrier.

"We didn't have the best launch, and everyone was fighting for the same position into Turn 1, so it's unfortunate that we got squeezed with nowhere to go, but that's racing," said Albon. "It's been a tough few weeks with multiple incidents and some bad timing, so we need to find a way to bounce back."

Tsunoda felt he would have evaded the midfield skirmish without his Q2 crash entering the stadium. As it was, RB fell 10 points behind Haas in the scrap for sixth in the constructors' championship.

"There just wasn't enough space," said the Japanese driver. "It was a racing incident. It was very tricky. If I had qualified where our true pace was, we wouldn't have been in that position."



### Q&A

#### KEVIN MAGNUSSEN HAAS DRIVER

##### Did seventh you beat your own pre-race simulations?

We couldn't have done it better [if we tried] again. I was super-confident in the car, very comfortable and didn't make any mistakes through the whole race. It was just so easy to drive. I could push the tyres and manage them at the same time, and just got it into that little window where the magic happens.

##### Why have you been so strong these past two weekends?

We made some changes to the brakes, and I've just been very confident in the car. What I need to do is try and hang on to that confidence. Something weird has changed in the last two races, and that has given me a car that I can really push.

##### Has the car balance changed with the Haas upgrades?

I think it's getting better and better. A couple of things, apart from the upgrade, were changed – and it's better. It's been



nice to drive and it's been enjoyable.

##### You've also improved your results in qualifying...

When you're really on the limit, you need to be confident on the brakes and confident the car is going to do what you ask it to do. We've had a quick car for a while, I just haven't been confident in it. I think the upgrade is also in my direction. A stronger rear and a slightly weaker front – that's not bad for me.

##### Haas had an edge on the other midfield cars. Did that surprise you?

A little bit. I wasn't confident on the grid that I was just going to be pulling away, but that ended up being the case. I couldn't have asked for more.

##### Can you make Q3 everywhere?

I wouldn't be surprised if it swings around. It's Formula 1, you never know. And especially in the midfield, there's no guarantee. We've been strong in these last two races. We're very happy that we've got something out of that.





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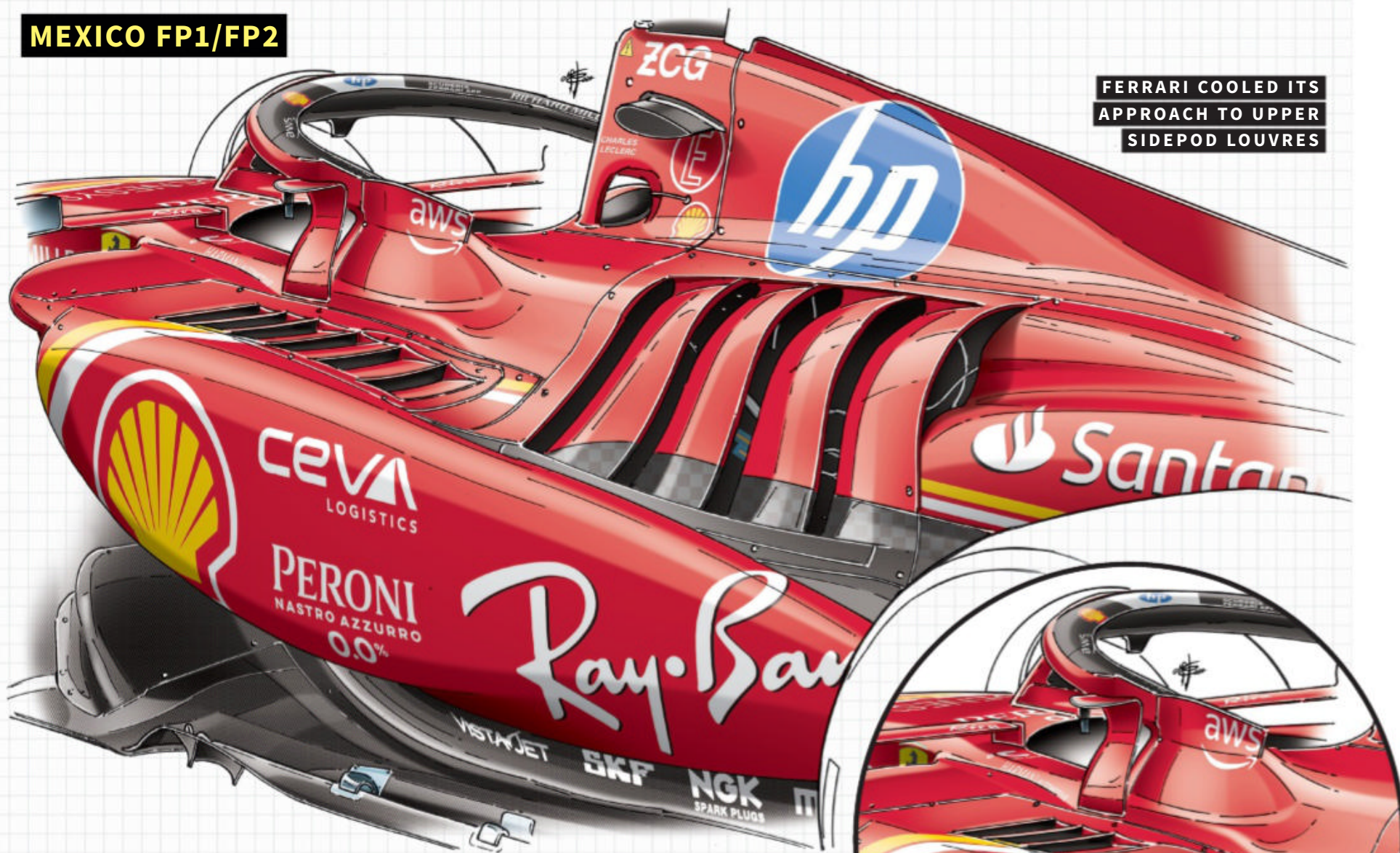


# DRAWING BOARD

GIORGIO PIOLA

## MEXICO FP1/FP2

FERRARI COOLED ITS  
APPROACH TO UPPER  
SIDEPOD LOUVRES



## FERRARI STAYS COOL...

Holding a race in Mexico City always comes with a unique atmosphere – and not just the one created by the legions of passionate home fans. At an altitude of 2240 metres above sea level, the air in Mexico City only has 78% of the density of standard conditions. This creates a huge challenge for the engineers: the aerodynamics are less efficient thanks to the thinner air, the turbochargers work harder to compress the air, and the car is harder to cool because the flow rate of air moving through the radiators is reduced.

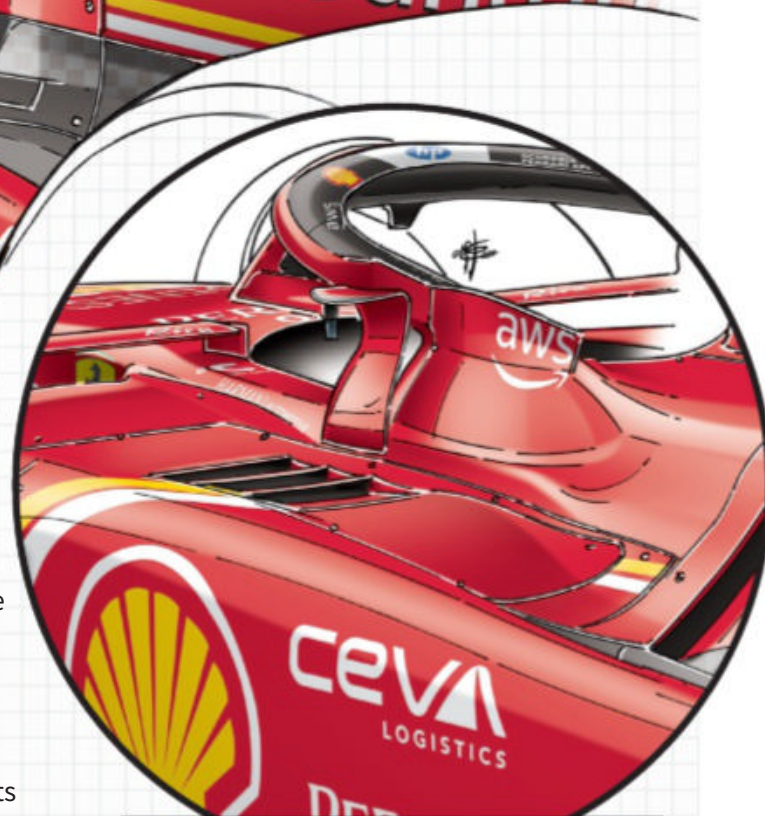
Ferrari responded to this with an extreme approach to the car's outlet louvres in the opening practice sessions, with enlarged engine cover outlets and a greater stack of openings on top of the sidepod. The team closed off some of the upper-sidepod outlets on Saturday, perhaps feeling that it was being over-conservative with its approach to cooling after the opening day of running.

"Last year we came away thinking we were still compromising too much on the long run, we need to really address this," said senior

performance engineer Jock Clear. "This year we've really addressed it."

**JAKE BOXALL-LEGGE**

## MEXICO FP3/QUALI/RACE



## ...WHILE RED BULL FIGHTS ON MULTIPLE FRONTS

Red Bull did not opt to fully open its cooling louvres out, but its heat disposal usually comes from the flared rear to its engine cover. Regardless, the team has moved away from its high-sided engine cover used in the first part of this year, and cracked open the vents for Mexico with a small stack behind the driver's headrest and a subsequent batch of straight-edged

louvres behind these.

The team also opened up the brake ducts at the front to achieve the requisite cooling for the front discs and calipers, but the RB20 seemed to struggle with stable braking at the front for the suite of low-speed corners around the Autodromo Hermanos Rodriguez.

Getting grip into the hard tyres also seemed to be a

difficult task for Red Bull over the race; owing to the reduced downforce produced by the thinner air, getting the tyres up to temperature is a much more arduous task around the Mexico City circuit. And then you're into the knock-on effects of that: the car slides more, the tyres wear faster, and progress starts to become limited.

**JAKE BOXALL-LEGGE**



TWO BATCHES OF VENTS  
ON ENGINE COVER



20 Ocon #31  
1m17.617s

18 Perez #11  
1m17.611s

16 Colapinto #43  
1m17.558s

14 Stroll #18  
1m17.294s

12 Lawson #30  
1m17.162s

19 Zhou #24  
1m18.072s

17 Piastri #81  
1m17.597s

15 Bottas #77  
1m17.817s

13 Alonso #14  
1m17.168s

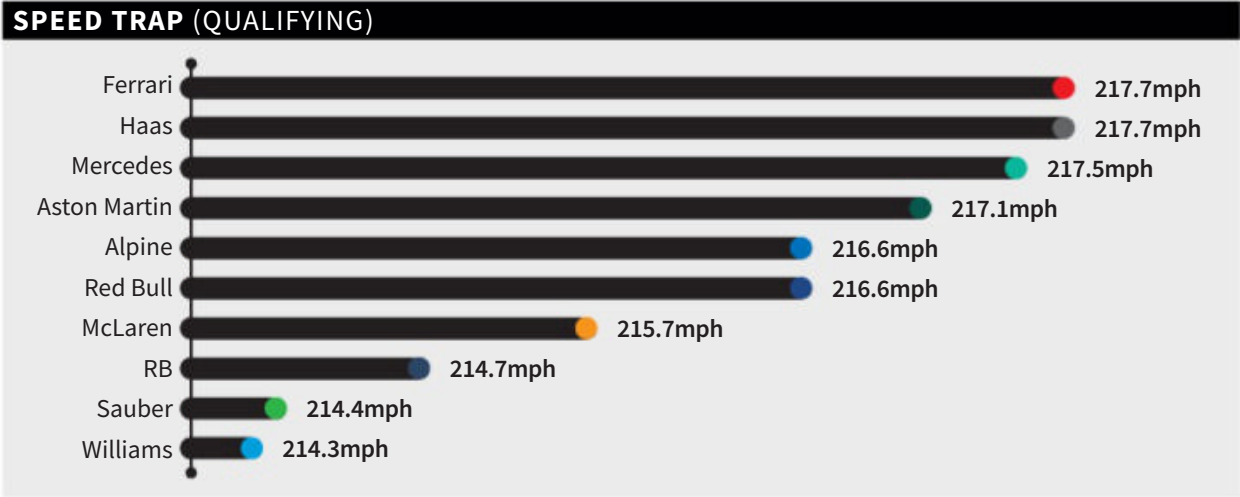
11 Tsunoda #22  
1m17.129s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Russell	1m17.998s	1	Sainz	1m17.699s	1	Piastri	1m16.492s
2	Sainz	1m18.315s	2	Piastri	1m17.877s	2	Norris	1m16.551s
3	Tsunoda	1m18.699s	3	Tsunoda	1m17.878s	3	Sainz	1m16.832s
4	Verstappen	1m18.839s	4	Leclerc	1m17.887s	4	Verstappen	1m17.003s
5	Hulkenberg	1m18.904s	5	Norris	1m17.948s	5	Hamilton	1m17.060s
6	Piastri	1m18.958s	6	Magnussen	1m18.239s	6	Leclerc	1m17.232s
7	Ocon	1m18.996s	7	Hamilton	1m18.279s	7	Tsunoda	1m17.302s
8	Bottas	1m19.048s	8	Bottas	1m18.351s	8	Russell	1m17.341s
9	Lawson	1m19.093s	9	Perez	1m18.392s	9	Magnussen	1m17.474s
10	Perez	1m19.094s	10	Lawson	1m18.560s	10	Lawson	1m17.494s
11	Colapinto	1m19.109s	11	Alonso	1m18.579s	11	Albon	1m17.511s
12	Antonelli	1m19.200s	12	Hulkenberg	1m18.621s	12	Bottas	1m17.639s
13	O'Ward	1m19.295s	13	Ocon	1m18.656s	13	Colapinto	1m17.712s
14	Magnussen	1m19.335s	14	Stroll	1m18.890s	14	Perez	1m17.787s
15	Gasly	1m19.340s	15	Colapinto	1m18.908s	15	Alonso	1m17.798s
16	Stroll	1m19.600s	16	Gasly	1m18.942s	16	Hulkenberg	1m17.819s
17	Albon	1m19.812s	17	Zhou	1m18.980s	17	Stroll	1m17.900s
18	Drugovich	1m19.819s	18	Russell	1m19.041s	18	Ocon	1m18.324s
19	Shwartzman	1m19.988s	19	Verstappen	no time	19	Zhou	1m18.428s
20	Bearman	1m21.256s	20	Albon	no time	20	Gasly	1m18.454s

WEATHER Sunny, air 24-25C track 41-43C

WEATHER Sunny, air 23-24C track 29-36C

WEATHER Sunny, air 20-23C track 31-38C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Norris	1m16.505s	1	Norris	1m16.301s	1	Sainz	1m15.946s
2	Sainz	1m16.778s	2	Verstappen	1m16.514s	2	Verstappen	1m16.171s
3	Verstappen	1m16.803s	3	Sainz	1m16.515s	3	Norris	1m16.260s
4	Leclerc	1m16.972s	4	Leclerc	1m16.641s	4	Leclerc	1m16.265s
5	Magnussen	1m17.125s	5	Russell	1m16.937s	5	Russell	1m16.356s
6	Gasly	1m17.149s	6	Hamilton	1m16.973s	6	Hamilton	1m16.651s
7	Tsunoda	1m17.182s	7	Albon	1m16.988s	7	Magnussen	1m16.886s
8	Hulkenberg	1m17.186s	8	Hulkenberg	1m16.995s	8	Gasly	1m16.892s
9	Albon	1m17.189s	9	Magnussen	1m17.003s	9	Albon	1m17.065s
10	Russell	1m17.194s	10	Gasly	1m17.048s	10	Hulkenberg	1m17.365s
11	Hamilton	1m17.306s	11	Tsunoda	1m17.129s	<div>WEATHER Sunny, air 23-25C track 32-41C</div> <div>NEXT RACE</div> <div>3 November</div> <div>Brazilian GP</div> <div>Interlagos</div>		
12	Alonso	1m17.307s	12	Lawson	1m17.162s			
13	Lawson	1m17.380s	13	Alonso	1m17.168s			
14	Bottas	1m17.393s	14	Stroll	1m17.294s			
15	Stroll	1m17.407s	15	Bottas	1m17.817s			
16	Colapinto	1m17.558s						
17	Piastri	1m17.597s						
18	Perez	1m17.611s						
19	Ocon	1m17.617s						
20	Zhou	1m18.072s						

NEXT RACE

3 November

Brazilian GP

Interlagos

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	362	1	1
2 Norris	315	1	1
3 Leclerc	291	1	1
4 Piastri	251	1	2
5 Sainz	240	1	1
6 Hamilton	189	1	2
7 Russell	177	1	1
8 Perez	150	2	2
9 Alonso	62	5	3
10 Hulkenberg	31	6	6
11 Stroll	24	6	8
12 Tsunoda	22	7	7
13 Magnussen	14	7	7
14 Albon	12	7	9
15 Ricciardo	12	8	5
16 Gasly	9	9	7
17 Bearman	7	7	11
18 Colapinto	5	8	9
19 Ocon	5	9	9
20 Lawson	2	9	12
21 Zhou	0	11	14
22 Sargeant	0	11	12
23 Bottas	0	13	10

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 McLaren		566
2 Ferrari		537
3 Red Bull		512
4 Mercedes		366
5 Aston Martin		86
6 Haas		46
7 RB		36
8 Williams		17
9 Alpine		14
10 Sauber		0








QUALIFYING BATTLE			
Verstappen	19	1	Perez
Hamilton	5	15	Russell
Leclerc	12	7	Sainz
Leclerc	1	0	Bearman
Norris	16	4	Piastri
Alonso	15	5	Stroll
Gasly	9	9	Ocon
Albon	4	0	Colapinto
Sargeant	0	13	Albon
Tsunoda	1	0	Lawson
Ricciardo	5	12	Tsunoda
Zhou	1	18	Bottas
Magnussen	4	13	Hulkenberg
Hulkenberg	0	1	Bearman

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

WINS		POLE POSITIONS	
Verstappen	7	Verstappen	8
Leclerc	3	Norris	6
Norris	3	Leclerc	3
Hamilton	2	Russell	2
Piastri	2	Sainz	1
Sainz	2		
Russell	1		



## STARTING GRID

<b>10 Hulkenberg</b> #27 1m17.365s		<b>8 Gasly</b> #10 1m16.892s		<b>6 Hamilton</b> #44 1m16.651s		<b>4 Leclerc</b> #16 1m16.265s		<b>2 Verstappen</b> #1 1m16.171s	
	<b>9 Albon</b> #23 1m17.065s		<b>7 Magnussen</b> #20 1m16.886s		<b>5 Russell</b> #63 1m16.356s		<b>3 Norris</b> #4 1m16.260s		<b>1 Sainz</b> #55 1m15.946s

## RESULTS ROUND 20/24 (71 LAPS – 189.74 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	<b>Carlos Sainz</b> (ESP)	Ferrari	1h40m55.800s	63	Mn, Hn
2	<b>Lando Norris</b> (GBR)	McLaren-Mercedes	+4.705s		Mn, Hn
3	<b>Charles Leclerc</b> (MCO)	Ferrari	+34.387s		Mn, Hn, Su
4	<b>Lewis Hamilton</b> (GBR)	Mercedes	+44.780s		Mn, Hn
5	<b>George Russell</b> (GBR)	Mercedes	+48.536s		Mn, Hn
6	<b>Max Verstappen</b> (NLD)	Red Bull-Honda RBPT	+59.558s	8	Mn, Hn
7	<b>Kevin Magnussen</b> (DNK)	Haas-Ferrari	+1m03.642s		Mn, Hn
8	<b>Oscar Piastri</b> (AUS)	McLaren-Mercedes	+1m04.928s		Mn, Hn
9	<b>Nico Hulkenberg</b> (DEU)	Haas-Ferrari	-1 lap/+2.720s		Mn, Hn
10	<b>Pierre Gasly</b> (FRA)	Alpine-Renault	-1 lap/+18.587s		Mn, Hn
11	<b>Lance Stroll</b> (CAN)	Aston Martin-Mercedes	-1 lap/+25.072s		Mu, Hu
12	<b>Franco Colapinto</b> (ARG)	Williams-Mercedes	-1 lap/+37.497s		Hn, Mn
13	<b>Esteban Ocon</b> (FRA)	Alpine-Renault	-1 lap/+39.663s		Hn, Mn
14	<b>Valtteri Bottas</b> (FIN)	Sauber-Ferrari	-1 lap/+42.227s		Hu, Mu
15	<b>Zhou Guanyu</b> (CHN)	Sauber-Ferrari	-1 lap/+1m01.722s		Hu, Mu
16	<b>Liam Lawson</b> (NZL)	RB-Honda RBPT	-1 lap/+1m04.466s		Hn, Mn, Sn
17	<b>Sergio Perez</b> (MEX)	Red Bull-Honda RBPT	-1 lap/+1m13.284s		Hn, Mn, Mn, Sn
R	<b>Fernando Alonso</b> (ESP)	Aston Martin-Mercedes	15 laps-debris/brakes		Mu
R	<b>Alexander Albon</b> (THA)	Williams-Mercedes	0 laps-accident		Mn
R	<b>Yuki Tsunoda</b> (JPN)	RB-Honda RBPT	0 laps-accident		Mn

**WEATHER** Overcast, air 20-22C track 28-37C

**WINNER'S AVERAGE SPEED 112.794mph FASTEST LAP AVERAGE SPEED 122.903mph.**

## FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Leclerc	1m18.336s	-	71
2	Perez	1m19.209s	+0.873s	70
3	Lawson	1m19.502s	+1.166s	67
4	Norris	1m19.691s	+1.355s	68
5	Piastrri	1m20.064s	+1.728s	65
6	Colapinto	1m20.090s	+1.754s	50
7	Sainz	1m20.137s	+1.801s	62
8	Hamilton	1m20.371s	+2.035s	31
9	Magnussen	1m20.637s	+2.301s	61
10	Ocon	1m20.659s	+2.323s	70
11	Russell	1m20.731s	+2.395s	63
12	Hulkenberg	1m20.748s	+2.412s	69
13	Verstappen	1m20.872s	+2.536s	53
14	Bottas	1m21.085s	+2.749s	57
15	Gasly	1m21.274s	+2.938s	67
16	Stroll	1m21.311s	+2.975s	55
17	Zhou	1m21.553s	+3.217s	56
18	Alonso	1m22.722s	+4.386s	7
19	Albon	no time	-	-
20	Tsunoda	no time	-	-

## RACE BRIEFING

**FP1**

**ANDREA KIMI ANTONELLI** replaced

## HAMILTON at Mercedes

**PATO O'WARD** replaced **NORRIS** at McLaren

**FELIPE DRUGOVICH** replaced **ALONSO** at Aston Martin

**ROBERT SHWARTZMAN** replaced **ZHOU** at Sauber

**OLLIE BEARMAN** replaced **LECLERC** at Ferrari

## GRID PENALTIES

### SHWARTZMAN drop of five grid positions for driver's next race for overtaking under yellow flags

**OCON** required to start from the pitlane – car modified under parc ferme conditions and additional power unit elements used

## RACE PENALTIES

**PEREZ** five-second penalty for false start  
(front tyres ahead of grid box)

**VERSTAPPEN** 10s penalty and two licence points for forcing Norris off the track and another 10s penalty for leaving the track and gaining a lasting advantage

**COLAPINTO** 10s penalty and two licence points for causing a collision with Lawson

**TYRES**

**KEY:** H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



## LAP CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	Sainz	Verstappen	Norris	Leclerc	Russell	Hamilton	Magnussen	Gasly	Albon	Hulkenberg	Tsunoda	Lawson	Alonso	Stroll	Bottas	Colapinto	Piastri	Perez	Zhou	Ocon
G	55	1	4	16	63	44	20	10	23	27	22	30	14	18	77	43	81	11	24	31
1	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
2	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
3	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
4	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
5	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
6	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
7	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
8	1	55	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
9	55	1	4	16	44	63	20	27	10	30	18	14	11	43	77	24	81	31		
10	55	16	1	4	44	63	20	27	10	30	18	14	11	43	77	81	24	31		
11	55	16	1	4	44	63	20	27	10	30	18	11	14	43	77	81	24	31		
12	55	16	1	4	44	63	20	27	10	30	11	18	14	43	77	81	24	31		
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57	55	16	4	63	44	1	20	81	27	10	18	30	43	77	31	11	24			
58	55	16	4	63	44	1	20	81	27	10	18	30	43	77	31	11	24			
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64	55	4	16	63	44	1	20	81	27	10	18	30	43	77	31	11	24			
65	55	4	16	63	44	1	20	81	27	10	18	43	30	77	31	11	24			
66	55	4	16	44	63	1	20	81	27	10	18	43	77	31	11	24	30			
67	55	4	16	44	63	1	20	81	27	10	18	43	77	31	11	24	30			
68	55	4	16	44	63	1	20	81	27	10	18	43	77	31	11	24	30			
69	55	4	16	44	63	1	20	81	27	10	18	43	77	31	24	30	11			
70	55	4	16	44	63	1	20	81	27	10	18	43	31	77	24	30	11			
71	55	4	16	44	63	1	20	81												

**KEY:** 1 Classification 1 Lap number 17 SC lap G Starting grid

24 Lapped 3 Pit entry 16 Overtook 27 Overtaken Retirement

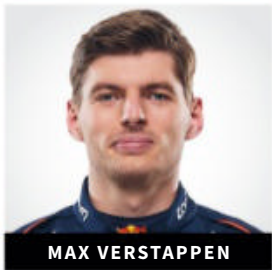


# MEXICAN GP DRIVER RATINGS

*A perfect score for the race winner who was head-and-shoulders the best,  
on a weekend Red Bull's duo might prefer to forget*

JAKE BOXALL-LEGGE

## RED BULL



MAX VERSTAPPEN

Started **2nd** — Result **6th**

**3** Took the lead into Turn 1, but that was the highlight. Got mugged by Sainz two laps after the safety car came in. Barged Norris off twice on lap 10, the second time particularly egregious. Got 20 seconds' worth of penalties, cleared the slower cars, but his race petered out when he hit sixth.



SERGIO PEREZ

Started **18th** — Result **17th**

**3** Failed to deal with home race pressure. Fell out of qualifying at the first hurdle, and parked up outside of his grid box to cop a penalty. Exercised limited patience with Lawson in his recovery – and got bitten. With damage, could do very little in the second stint except battle with other backmarkers.



LEWIS HAMILTON

Started **6th** — Result **4th**

**7** Struggled to get a tune from the car in qualifying, but got Russell at the start to set up a race-long battle for fourth. Lost the position on lap 15 but caught his team-mate after the stops and ladled on the pressure. Finally broke past with five laps to go, and captured a 3.8s advantage at the flag.



GEORGE RUSSELL

Started **5th** — Result **5th**

**6** Would match Hamilton for score without the heavy FP2 crash that left him with Miami-spec parts. Lined up ahead of Hamilton, and reclaimed his starting spot after losing it on lap one. Defence was exquisite, the pair offering good, clean racing, but couldn't hang on to fourth.



CHARLES LECLERC

Started **4th** — Result **3rd**

**6** By his own admission, not among his best. Pushed too hard in qualifying, leading to Turn 10 snap, and inherited second via Verstappen/Norris clash. Looked good on hard-tyre race pace, but tried too hard with Peralta exit while defending from Norris. His save stopped a more costly error.

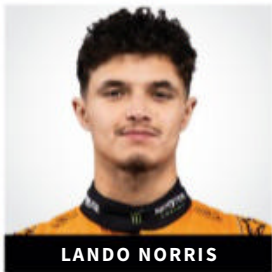


CARLOS SAINZ

Started **1st** — Result **1st**

**10** Supreme all weekend and set two laps good enough for pole. Lost the lead to Verstappen at start. A case of discretion the better part of valour? Reclaimed the lead with brisk Turn 1 move, and built his advantage over Leclerc to remain unchallenged. An imperious showing.

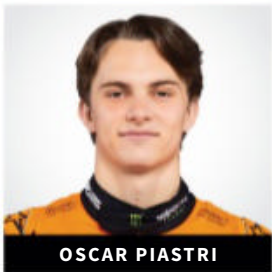
## McLAREN



LANDO NORRIS

Started **3rd** — Result **2nd**

**8** Missed the mark in qualifying: overheated his tyres in first run, but dialled it back in the second to get a time in. Goaded Verstappen into two penalty-invoking incidents. Hard-tyre race pace was rapid, and pressured Leclerc into a crucial mistake to clinch second. No time to catch Sainz.



OSCAR PIASTRI

Started **17th** — Result **8th**

**5** Race was a slow-burner, but recovered from lowly grid slot after dismal qualifying. Early progress was glacial, but going long into race offered the chance to push on hard tyres. Made up good ground in second stint and split the Haas duo. But Norris needs him to support, and he wasn't there...

## ASTON MARTIN



FERNANDO ALONSO

Started **13th** — Result **R**

**4** Quadricentennial anniversary to forget (*perhaps because it was actually his 397th start – ed*). Lacked pace to push for Q3. Lost place to Stroll at the start and then struggled with escalating brake temperatures and a long pedal. Debris in his front-left brake duct was the culprit, and he had to retire.

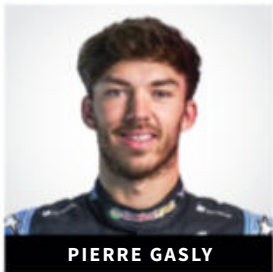


LANCE STROLL

Started **14th** — Result **11th**

**5** Cleared Alonso at the start after losing out in qualifying by just a tenth. Spent the second act defending from Lawson, which he managed despite wrestling with cooling issues. Earned ire of Ferrari for costing Leclerc time under blue flags. Solid, but never looked like scoring points.

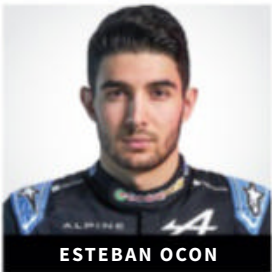
## ALPINE



PIERRE GASLY

Started **8th** — Result **10th**

**7** Another strong qualifying result put him seventh. Had a significant advantage over Ocon all weekend. Got a 'lucky escape' in Turn 1, having been three-wide with Albon and Tsunoda. Stayed afloat in the mid-pack and warded off Lawson in early stages, and came up for air with a point.



ESTEBAN OCON

Started **20th** — Result **13th**

**4** A race defined by below-par qualifying relative to Gasly. Got a pitlane start after taking new power unit components. Managed to run deep on hard tyres, but pace was missing and that left him to an anonymous lower midfield run throughout. Upgraded position with a late pass on Bottas.



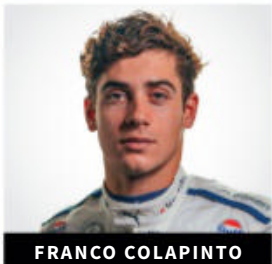


WILLIAMS



Started **9th** — Result **R**

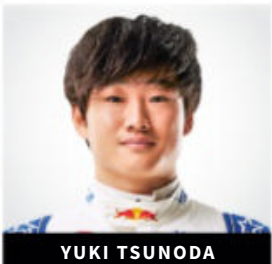
**5** Hard to grade, since his race lasted barely three corners. Burst into Q3 but got pinched between Tsunoda and Gasly, which broke his front-left suspension. Caught out by slow Bearman ahead of FP1 crash and missed FP2 entirely, so Q3 appearance was impressive.



Started **16th** — Result **12th**

**4** A race that took a little bit of shine off his impressive start to life in F1. Fell the wrong side of the Q1 elimination zone, but put up a few fights in the midfield as he hoped for another points-scoring run. At fault for contact with Lawson and that earned him a 10-second penalty.

RB



Started **11th** — Result **R**

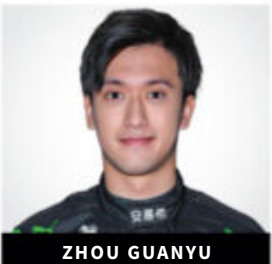
**3** This is less about first-lap crash, which was a case of three-into-one can't go with Albon and Gasly. Score is more about wasted potential; impressive practice pace went begging with Q2 shunt. Probably tried too hard to make amends at the start, but the accident was not entirely his fault.



Started **12th** — Result **16th**

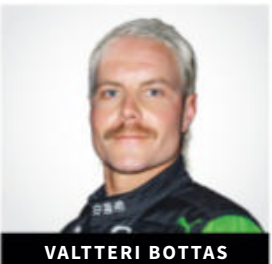
**5** Was in the wars when points were possible. Felt Q3 was on before Tsunoda's Q2-ending shunt. Ran in top 10 throughout the first half, and gave Perez no quarter in ill-tempered battle. Final stint hurts his score: he struggled to break down Stroll, and then got lamped by Colapinto as a result.

SAUBER



Started **19th** — Result **15th**

**5** As usual, at the foot of qualifying order, and race 20-second deficit to Bottas can largely be explained by brake cooling issues. Kept a wounded Perez at bay for a healthy period of time, but short of pace to keep the Red Bull behind while battling the Alpines. A solid day, but not a spectacular one.



Started **15th** — Result **14th**

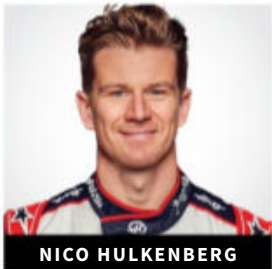
**7** Looked happier with Sauber upgrades, even if car remains way off the pace. Broke into Q2 for the first time since Belgian GP. Got boxed in at the start but did well to run with faster cars around him, dragging hard tyres to lap 49. Seemed a good bet to hold Ocon off, but lost position on final tour.

HAAS



Started **7th** — Result **7th**

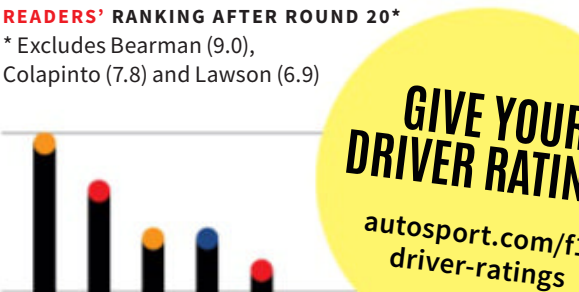
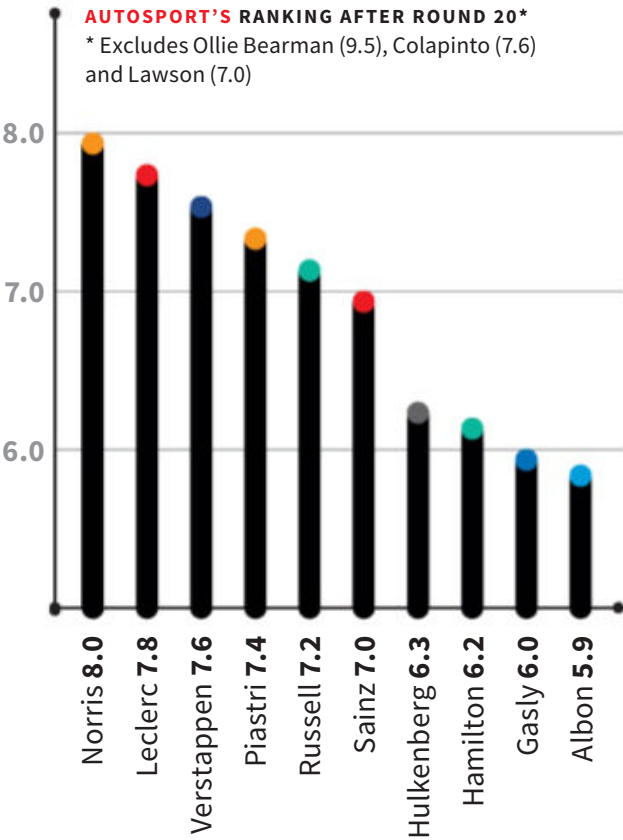
**8** A tenacious drive worthy of praise. Lined up seventh and held on to place, also clinging on to Mercedes duo in the early laps. Hard tyre stint was quietly impressive, and even closed on Verstappen in latter stages while also ensuring Piastri couldn't enter his orbit. Helped Haas to a crucial big points haul.



Started **10th** — Result **9th**

**6** A step behind Magnussen all weekend but hung on despite struggles with unique Mexico characteristics to get points. Messed up final Q3 lap with Foro Sol slide. Didn't keep pace with team-mate, but cleared off from other midfielders. Could do little to keep Piastri behind in final 15 laps.

TOP 10 AVERAGE RATINGS



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## MOTORSPORT GAMES

# Spain tops the medal table in home Games

*Team UK acquitted itself well with a haul of seven medals, including two golds, as the third Motorsport Games played out in Valencia*

TOM JEFFRIES



**T**he third running of the FIA Motorsport Games took place at Valencia's Circuit Ricardo Tormo last week, and was the largest iteration yet of the 'Olympics for Motorsport'. More than 600 competitors took part for their country in 26 events, ranging from eight-year-old Lena Straub (Cross Car Mini) to Kjell Fransson, competing in Historic Rally at the age of 70.

The Spanish venue proved ideal, with the view from the grandstands making it possible for spectators to see the entire circuit. The track hosted three GT races, as well as Touring Cars, F4 and some Rally stages. Auto and Karting Slalom plus Drifting took place to the side of the track, while nearby Aspar Circuit hosted the four Karting disciplines as well as Cross Car. Meanwhile, the Esports element was bigger than ever, with 117 competitors from

70 ASNs taking to the virtual track at Valencia's City of Arts and Sciences.

With multiple series racing, access to different categories and some big-name drivers, the Games – which featured 82 nations – had a real community feel. The drivers, used to fighting for points in championships, also didn't have a season to think of, or a chance to make up points if they had a bad round...

"It's amazing to see the breadth of nations not only taking part but also contending for medals," enthused Stephane Ratel, founder and CEO of Games organiser SRO. "Twelve nations, including the likes of Andorra, Lithuania and Estonia, have won medals for the first time ever here. Where else will you find athletes representing 82 nations from six continents?"

The chance to perform and represent your country wasn't lost on Team UK



Team UK's Froggatt and Cottingham took two-driver GT silver

SRO/JEP





A total of 82 nations were represented as the Games descended on Ricardo Tormo circuit

SRO/JEP

captain Chris Froggatt, who said: “Being Team UK’s captain is an incredible honour. Getting to know my team-mates and representing our country together is a real privilege. Every moment in an event like this is special, and I’m proud to represent our country as part of this fantastic team.”

FIA Senate president Carmelo Sanz de Barros echoed the joy of having so many nations. “We are very happy with this third edition of the FIA Motorsport Games, that has broken all previous records in the number of countries, athletes, categories and ASNs, and the competition has been fantastic here in Valencia,” he said.

An increase in the number of events and participating nations by 10 on the previous edition in 2022 was no doubt a tall order, but one where the Games excelled. On its current trajectory, the next staging in 2026 is one not to be missed.

## Team UK claims Ferrari gold as Germany and Turkey top GTs

GT

The GT categories enticed several platinum-rated drivers for the 2024 Games, with Spain’s Dani Juncadella and Turkey’s Ayhancan Guven both entering the 45-minute GT Sprint race. They were also a happy hunting ground for Team UK, which took medals in two of the three disciplines.

Welshman James Owen took gold for the UK in the Ferrari 296 Challenge-based Single Make GT category. He made a move around the outside of Spain’s Ivan Velasco Sanchez for the lead, before Sanchez moved back in front on the second lap. Owen then fell back towards Angelo Carlo Fontana Oliveira of Venezuela, before breaking free and going after Sanchez again.

Owen found a way through on the penultimate lap and, although the Spaniard repaid the favour with some strong contact into Turn 1 on the final lap, it was in vain because Sanchez and the entire left side of the grid were handed a 25-second penalty for a starting infringement.

“Managed to get past him on track, which was the main thing,” said Owen, “and then into Turn 1 on the last lap he hit me from behind. It didn’t matter as he had a penalty anyway, so I just limped it home and got the gold.”

In the hour-long, two-driver GT race it was Chris Froggatt and James Cottingham who secured a silver medal for Team UK after a race-long battle with victorious German pair Hubert Haupt and Finn Wiebelhaus.

The Brits’ Sky Tempesta Racing Ferrari 296 GT3 jumped the Germans’ Haupt Racing Team Mercedes-AMG GT3



James Owen leads Venezuela entry

Evo to steal pole in the qualifying race, while the reverse happened for the main race. Both events became games of follow-the-leader, though in the main race Froggatt would launch a valiant move on Wiebelhaus for the lead.

That was successful, although it ultimately counted for nothing. While Germany picked up a five-second penalty for track limits, the UK copped a 10s addition, dropping them to second ahead of Swiss pair Yannick Mettler and Dexter Muller in their SPS Automotive Performance Mercedes.

Wiebelhaus was also a medallist in the GT Sprint action, but could not hold off Guven, who took the gold for Turkey. Guven started his CLRT-run Porsche 911 GT3-R from the back of the grid when the car was found to be underweight after qualifying, but quickly worked his way up to third behind Wiebelhaus and the Mercedes of Daniel Juncadella.

A handy safety car allowed Guven to slash the gap, before passing the Spaniard and the German. In the UK entry, Darren Leung was fourth at the wheel of an AF Corse Ferrari.



Guven leads Germany’s Wiebelhaus in GT Sprint




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## Italy lags after penalty hands win to Argentina

### TOURING CAR

A typically drama-filled TCR race appeared to have resulted in a Touring Car gold medal for Italy courtesy of Marco Butti, only for Argentina's Ignacio Montenegro to inherit the spoils afterwards.

With rain starting to fall as the lights went out and the field on slick tyres, it was Montenegro who initially looked strong, helped by drama behind when Spain's Eric Gene, son of tin-top veteran Jordi, collected the back of Czech Adam Kout at Turn 4.

Montenegro pulled out over five seconds in the first 10 minutes but, with rain conditions worsening, the sister GOAT Racing Honda Civic of TCR World Tour regular Butti closed in.

This continued until, with eight minutes remaining, Butti levied a move at Turn 1. A robust defence from Montenegro led to nothing more than a warning flag for driving standards. Butti held the inside at Turn 2, took the lead, and won by six seconds.

But Butti was excluded for manual activation of the anti-lag system when the engine is running, handing gold to Montenegro. Silver went to Brazil's Raphael Reis (Cupra Leon), with Kout third in his Hyundai after Gene picked up a penalty.

Team UK's current TCR Spain Jenson Brickley was eighth in his Cupra. A qualifying race shunt and subsequent penalty put him second to last on the grid, while another penalty for not respecting start procedure put paid to any medal hopes.



## Silver lining for UK Toyota after losing long-held lead

### HISTORIC RALLY

While Italy took a clean sweep of all three Historic Rally gold medals, British pair Ben Mellors and Alex Lee earned a silver with their 1979 Toyota Celica GT RA40.

Mellors and Lee built up a one-minute lead over the combined 14 gravel and Tarmac stages, but this was reset come the Medal Stage. Along with the Audi Quattro of Italy's Andrea Zivian-Zippo and Nicolas Arena, and Porsche 911 SC of Spain's Antonio Sainz and Carlos

Cancela, they would all simultaneously contest an 11km route around the Circuit Ricardo Tormo from a standing start.

The Italians beat the UK duo by 14.1 seconds for their second consecutive gold in the series. "It wasn't quite the result that we wanted, after having such a good lead over the whole rally," reflected Mellors. "We gave it everything on that shootout, and we were only 14 seconds down on the Quattro, so what a great weekend."

Behind the victorious Italian-crewed Audi, there





## British teen on top of the world in kart showdown

### KARTING

Brit Jorge Edgar took the gold medal in Karting Sprint Junior thanks to a dominant win from seventh on the grid.

The 14-year-old quickly moved up the field. Edgar took the lead on lap six of 18, and won by almost a second over Iskender Zulfikari of Turkey and Spain's Bosco Arias.

While the cousin of ELMS champion Jonny Edgar and brother of F1 Academy racer Jessica was victorious, medal chances looked slim for Team UK in Karting Endurance. Rhianna Purcocks, alongside brothers Jack and Andy O'Neill, qualified 16th, but made up an astonishing 13 places to secure bronze – less than a tenth behind Spain in silver.

The Spanish team, which

fielded former W Series driver Belen Garcia as their mandatory female, moved up from eighth on the grid, while polesitters Hungary went in the opposite direction and slipped to eighth in the race.

The four-hour event wasn't without drama, with the Czechia team disqualified less than an hour into the race for illegally working on the kart. A drive-through penalty for Spain with eight minutes remaining threatened to take away their second-place finish – they were judged to have caused an avoidable collision with the Georgian team, which went on to finish in sixth.

This left Team Belgium alone at the front to take the win by 16 seconds and retain its Karting Endurance crown, after winning in 2022.



was another silver for Team UK in Historic Rally Gravel, with father-and-daughter Ernie and Anna Graham taking silver in the six-stage, 100km class behind the wheel of their Ford Escort RS from a five-car field, which included a Volvo 544

Sport for Team Sweden.

The Grahams ran the Italians much closer than they're used to though – in 2022 they won the combined Gravel and Tarmac event by nearly three minutes, but this time their margin was a mere 2.1s.

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# Home win for Spain as Team UK rises to claim bronze

## SINGLE-SEATERS

Spanish Formula 4 Championship race winner Juan Cota took gold for the home nation in the single-seater instalment of Motorsport Games, but Team UK's Reza Seewooruthun impressed with bronze in a race that came down to track limits and tyre management.

While Cota, Andres Cardenas (Peru) and Yevan David (Sri Lanka), all of whom are regulars in Spanish F4, held the top three places at the start, Seewooruthun settled into fourth. Behind them, a clash between Japanese title contender Tosei Moriyama and Austria's CEZ champion Oscar Wurz put the son of former F1 driver Alex out with broken left-rear suspension.

The drama continued on lap two when Czech Maximilian Karhan ran into the back of Greek Philippe-

Armand Karras of Greece. Karras retired with rear-wing damage, while the broken front wing of Karhan sent him into the gravel and triggered a safety car.

While British F4 uses Pirelli tyres, the same as were run at Valencia, the Spanish version uses the much harder Hankooks. As the Pirellis went off, multiple drivers received track limits penalties, crucially including David. The Sri Lankan's penalty dropped him to 11th and promoted Seewooruthun to the bronze medal spot.

"We're at a bit of an advantage that a lot of the kids here haven't raced on a Pirelli," explained Seewooruthun. "Also the brakes are the same as the British car. But also they know the circuit here. We controlled where we were, stayed calm and composed, didn't do any track limits, and just managed it."



Number one: Cota takes the chequered flag

SRO/JEP



Przygonski smoked Norway's Olsen

JEP

# Polish ace slides GR Supra to gold

## DRIFTING

Drifting once again was a runaway success at the Games, drawing fully packed grandstands and filling any area around it where people could squeeze into to watch. The almost single-use nature of drift tyres was also a hit – they were given away for free next to the arena and became a must-have for any fan, and the sight of someone walking around with multiple tyres became a staple of the 2024 Games.

The antithesis to the on-track action happening just metres away, it also boasted an incredibly diverse line-up of cars – Ukraine's contestant used a Scion FR-S, both Japan and Poland took to the track with Toyota GR86s, while reigning champion Latvia brought out its BMW E92 Eurofighter.

More than 20 drivers, including Team UK's Lwi Edwards with his E36 Coupe, were in BMW machinery. He made it to the Top 16 before getting knocked out by 2022 Motorsport Games Drifting bronze medallist Jakub Przygonski of Poland.

Przygonski would go the full way in 2024, taking the gold medal in a rainy two-run duel with Norway's Simen Olsen. Like the victor he was in a Toyota, in his case a GR Supra.

Sweden's Joakim Andersson took bronze, beating Latvia's 2022 gold medallist Kristaps Bluss in the third-place battle.

# Brazil clinches a virtual double

## ESPORTS

The Esports category was split this year into two disciplines: GT, in which drivers used the Mercedes-AMG GT3 Evo around the Circuit Ricardo Tormo in *Assetto Corsa Competizione*; and F4, in which they raced around the remodelled Spa circuit in *iRacing*, owing to the fact that the Spanish circuit isn't in the simulator.

The event drew 117 entries from 70 countries, and featured fierce battles in each session. By the end it was Brazil that took the honours in both classes – the team's first gold medals in three attendances at the Motorsport Games.

In Esports GT it was Igor Rodrigues who won from Germany's Niklas Houben and Vojtech Fiala of Czechia.

Gold in Esports F4 was won by South American F4 Esports winner Luis Felipe de Sa Tavares, who held off Czech Martin Kadlecik and South Korea's Gyumin Kim. In a bonus for this year's Esports F4 winner, Tavares will receive not only the gold medal but a test in a real F4 car early in 2025. The test will be run by the Maffi Racing team, which currently fields cars in the Central European and Italian championships.

Team UK pair Kieran Prendergast (GT) and Matt Caruana (F4) both made it to the semi-finals of the competition.



Next stop, the real thing for Tavares

SRO/JEP



MEDAL WINNERS

**GT**  
**Gold** Germany  
Hubert Haupt/  
Finn Wiebelhaus  
(Mercedes-AMG GT3 Evo)  
**Silver** United Kingdom  
James Cottingham/  
Chris Froggatt  
(Ferrari 296 GT3)  
**Bronze** Switzerland  
Dexter Muller/Yannick Mettler  
(Mercedes-AMG GT3 Evo)

**GT SPRINT**  
**Gold** Turkey  
Ayhancan Guven  
(Porsche 911 GT3-R)  
**Silver** Germany  
Finn Wiebelhaus  
(Mercedes-AMG GT3 Evo)  
**Bronze** Spain  
Daniel Juncadella  
(Mercedes-AMG GT3 Evo)

**GT SINGLE MAKE**  
**Gold** United Kingdom  
James Owen  
**Silver** Switzerland  
Christophe Hurni  
**Bronze** Spain  
Ivan Velasco Sanchez

**TOURING CAR**  
**Gold** Argentina  
Ignacio Montenegro  
(Honda Civic Type R FL5)  
**Silver** Brazil  
Raphael Reis  
(Cupra Leon VZ)  
**Bronze** Czechia  
Adam Kout  
(Hyundai Elantra N)

**F4**  
**Gold** Spain  
Juan Cota  
**Silver** Peru  
Andres Cardenas  
**Bronze** United Kingdom  
Reza Seewooruthun

**HISTORIC RALLY TARMAC**  
**Gold** Italy  
Andrea Zivian-Zippo/  
Nicola Arena  
(Audi Quattro)  
**Silver** Spain  
Antonio Sainz/Carlos Cancela  
(Porsche 911 SC)  
**Bronze** Sweden  
Christer Hedlund/  
Ida Lidebjergranberg  
(Ford Escort RS1800)

**HISTORIC RALLY GRAVEL**  
**Gold** Italy  
Zivian-Zippo/Arena  
**Silver** United Kingdom  
Ernie Graham/Anna Graham  
(Ford Escort RS)  
**Bronze** Czechia  
Vojtech Stajf/  
Veronika Havelkova  
(Opel Ascona)

**HISTORIC RALLY**  
**Gold** Italy  
Zivian-Zippo/Arena  
**Silver** United Kingdom  
Ben Mellors/Alex Lee  
(Toyota Celica 2000 GT RA45)  
**Bronze** Spain  
Sainz/Cancela

**RALLY2 TARMAC**  
**Gold** Spain  
Alejandro Cachon/  
Borja Rozada  
(Toyota GR Yaris)  
**Silver** Turkey  
Ali Turkkan/Oytun Albayrak  
(Ford Fiesta)  
**Bronze** Denmark  
Kenneth Madsen/  
Mette Felthaus  
(Citroen C3)

**RALLY2 GRAVEL**  
**Gold** Spain  
Jose Suarez/Alberto Iglesias  
(Skoda Fabia RS)  
**Silver** Turkey  
Ali Turkkan/Oytun Albayrak  
(Ford Fiesta)  
**Bronze** Lithuania  
Rokas Steponavicius/  
Dovydas Ketvirtis  
(Skoda Fabia)

**RALLY2**  
**Gold** Turkey  
Turkkan/Albayrak  
**Silver** Spain  
Cachon/Rozada  
**Bronze** Mexico  
Alejandro Mauro/  
Adrian Perez  
(Skoda Fabia RS)

**RALLY4 TARMAC**  
**Gold** Spain  
Sergi Perez/Axel Coronado  
(Peugeot 208)  
**Silver** Netherlands  
Nard Ippen/Jorie Christiaens  
(Opel Corsa)  
**Bronze** Germany  
Rene Noller/Tim Rauber  
(Opel Corsa)

**RALLY4 GRAVEL**  
**Gold** Spain  
Perez/Coronado  
**Silver** Slovakia  
Martin Koci/Petr Tesinsky  
(Peugeot 208)  
**Bronze** Brazil  
Luis Stedile/Carlos Morales  
(Peugeot 208)

**RALLY4**  
**Gold** Germany  
Tom Kasser/  
Stephan Schneeweiss  
(Peugeot 208)  
**Silver** Spain  
Perez/Coronado  
**Bronze** Brazil  
Stedile/Morales

**ESPORTS GT**  
**Gold** Brazil  
Igor de Oliveira Rodrigues  
**Silver** Germany  
Niklas Houben  
**Bronze** Czechia  
Vojtech Fiala

**ESPORTS F4**  
**Gold** Brazil  
Luis Felipe de Sa Tavares  
**Silver** Czechia  
Martin Kadlecik  
**Bronze** South Korea  
Gyumin Kim

**DRIFTING**  
**Gold** Poland  
Kuba Przygonski  
(Toyota GR86)  
**Silver** Norway  
Simen Olsen  
(Toyota GR Supra)  
**Bronze** Sweden  
Joakim Andersson  
(Nissan S14)

**KARTING SPRINT JUNIOR**  
**Gold** United Kingdom  
Jorge Edgar  
**Silver** Turkey  
Iskender Zulfikari  
**Bronze** Spain  
Bosco Arias

**KARTING SPRINT SENIOR**  
**Gold** Lithuania  
Markas Silkunas  
**Silver** Andorra  
Alex Machado  
**Bronze** Spain  
Ruben Moya Lopez

**KARTING SLALOM**  
**Gold** Germany  
Maja Braun/Louis Stange  
**Silver** Hungary  
Balazs Sturcz/Anna Benedek  
**Bronze** Netherlands  
Oliver Victor/Senna Bison

**KARTING MINI**  
**Gold** Portugal  
Xavier Lazaro  
**Silver** Estonia  
Bennet Korjus  
**Bronze** Spain  
Nuvola Morales Mendez

**KARTING ENDURANCE**  
**Gold** Belgium  
Justine Strauven/Maxime  
Drion/Maverick Dessy  
**Silver** Spain  
Belen Garcia/German  
Sanchez/Jose Perez Aicart  
**Bronze** United Kingdom  
Jack O'Neill/Andrew  
O'Neill/Rhianna Purcocks

**AUTO SLALOM**  
**Gold** Slovakia  
Michaela Dorcik/  
David Nemcek  
**Silver** Estonia  
Martaliisa Mein/  
Kristian Hallik  
**Bronze** Germany  
Claire Schonbo/  
Markus Firschin

**CROSS CAR JR**  
**Gold** Belgium  
Lucas Cartelle  
**Silver** Spain  
Diego Martinez  
**Bronze** France  
Sacha Daayot

**CROSS CAR SR**  
**Gold** France  
David Meat  
**Silver** Spain  
Ivan Pina Chinchilla  
**Bronze** Sweden  
Sebastian Enholm

**CROSS CAR MINI**  
**Gold** Spain  
Hugo Fuertes  
**Silver** Netherlands  
Merel Hoogstra  
**Bronze** Canada  
Ava Cabral

FINAL RANKING

POS	COUNTRY	GOLD	SILVER	BRONZE	TOTAL
1	Spain	6	6	6	18
2	Germany	3	2	2	7
3	Italy	3	0	0	3
4	United Kingdom	2	3	2	7
5	Turkey	2	3	0	5
6	Brazil	2	1	2	5
7	Belgium	2	0	0	2
8	Slovakia	1	1	0	2
9=	France	1	0	1	2
9=	Lithuania	1	0	1	2
11=	Argentina	1	0	0	1
11=	Portugal	1	0	0	1
11=	Poland	1	0	0	1
14	Netherlands	0	2	1	3
15	Estonia	0	2	0	2
16	Czechia	0	1	3	4
17	Switzerland	0	1	1	2
18=	Hungary	0	1	0	1
18=	Andorra	0	1	0	1
18=	Peru	0	1	0	1
18=	Norway	0	1	0	1
22	Sweden	0	0	3	3
23=	Canada	0	0	1	1
23=	South Korea	0	0	1	1
23=	Mexico	0	0	1	1
23=	Denmark	0	0	1	1





Waters gets plenty of air beneath his Mustang. He cleaned up on Saturday

## Surf's up for Waters and Kostecki

**AUSTRALIAN SUPERCARS  
SURFERS PARADISE (AUS)  
26-27 OCTOBER  
ROUND 11/12**

Dominant wins from Cameron Waters and Brodie Kostecki, and the battle to determine the 2024 champion being whittled down to an all-Triple Eight affair, were the outcomes of a tense rather than exciting Supercars weekend on the Gold Coast.

Waters was untouchable in Saturday's 250km race, qualifying on pole position and quickly establishing a convincing lead in his Tickford Racing Ford Mustang. A day later, Kostecki nearly exactly replicated that performance in his Erebus Motorsport Chevrolet Camaro and was largely untroubled in taking his second win of the season.

In the races the pair did not win, their

results were close as well, Kostecki fifth on Saturday and Waters fourth on Sunday, his black Ford finishing the race looking like it had been in a war zone.

The devil was in the detail for the title contenders, Will Brown and Broc Feeney. Points leader Brown started Saturday badly with a crash in qualifying, prompting swift repairs and a start from an otherwise unrepresentative 11th on the grid. In the circumstances seventh in the race was a good result, even if Feeney was well in front of him in third place.

A day later things were much more straightforward, Brown starting and finishing the race second, with Feeney not far behind him in third. As a result Brown added a few points to his championship lead, which is now up to 180, with 150 on offer for each of the final two races of the season. Feeney rued his lack of qualifying

pace and that part of the final weekend of the season, in Adelaide on 16-18 November, will be under the microscope when the team-mates face off for the crown.

What left them as the only drivers in the title fight was a series of misadventures during the weekend for Chaz Mostert, who came (and left) the Gold Coast third in the points. On Saturday he looked like the only real rival to Waters for pace, until a sensor on the Walkinshaw Andretti United Ford went haywire during the race. As a result the gear indicator appeared to make up whatever gear the transmission was in – but worse, the fault slowed the car to nearly walking pace in the pitlane, instead of the mandatory 40km/h. Mostert lost around 25 seconds in his two pitstops; 10th was scant reward. The next day he was forced to make an extra, third pitstop after WAU short-filled his Mustang at the second, and with team-mate Ryan Wood's refuelling rig, stranding Mostert in 11th.

Thomas Randle completed Tickford's first 1-2 finish in seven years on Saturday with a strong second place, while Matt Payne (Grove Racing Ford) was a solid fourth, after starting from ninth. On Sunday, as Brown and Feeney took second and third, Waters was fourth ahead of Randle and Andre Heimgartner who, after starting 17th in the Brad Jones Racing Chevrolet, managed to avoid a 10-car pile-up on the opening lap to make great progress to sixth place.

The Adelaide streets can be unforgiving, as Brown would attest after crashing out on the opening lap of Saturday's race a year ago. The title may be an intra-team battle, but it should still be must-watch racing.

**PHIL BRANAGAN**



HORSBURGH/MOTORSPORT IMAGES

HORSBURGH/MOTORSPORT IMAGES



# ‘McLaren’ beats ‘Ferrari’ at the Monza finale

**FORMULA REGIONAL EUROPEAN  
MONZA (ITA)  
26-27 OCTOBER  
ROUND 10/10**

It’s a good job that Rafael Camara had already been crowned Formula Regional European by Alpine champion at the penultimate round, because the Monza finale would have been a thoroughly unsatisfactory title decider. The Brazilian Ferrari protege finished off the season with a win of sorts in a part-race that hardly got going, after the sun finally made an appearance in a hitherto sodden Lombardy.

Conditions were so bad on Saturday morning that qualifying was abandoned and the grid set from times recorded in Friday’s second test session. Cue much grumbling from teams that had been working on race set-ups at that point... Camara’s Prema Racing team-mate, McLaren junior Ugo Ugochukwu, was handed a lucky pole and, after a mediocre season to date, the American did a fine job of making the most of it.

After a safety car start in the wet,



Ugochukwu caught front-row partner Roman Bilinski asleep when the green flags flew and extended a huge lead. Camara fought Bilinski for a lap before passing the Trident man on the outside into the Roggia chicane, and then the third Prema car of James Wharton and Evan Giltair (ART Grand Prix) also moved up.

Giltair engaged Wharton in a tussle for third before the Australian made the place his own. Then Theophile Nael (Sainteloc Racing) homed in to win an all-French battle for fourth, while Valerio Rinicella jumped Bilinski for sixth in a one-lap sprint to the flag after a late safety car.

Nael claimed pole in a wet Sunday qualifying from ART’s Williams junior

Alessandro Giusti, but Camara wasted little time passing the French duo to grab the lead. After jumping Nael, Giusti was cutting the gap to Camara on the third lap when the safety car was called. The race hardly got going again, and ended with a red flag after Liu Ruiqi lost it on the exit of Lesmo 2 and accidentally swiped Nandhavud Bhirombhakdi into the barrier, the Thai’s car catching fire.

A sideways moment for Ugochukwu at the Rettifilo after the first restart dropped him from third to seventh and promoted the battle between Wharton and Nael. Wharton was ahead when the race was halted, with Nael fourth from Enzo Peugeot and Nikita Bedrin.

# Bonny Tyler makes it to final four

**NASCAR CUP  
HOMESTEAD (USA)  
27 OCTOBER  
ROUND 34/36**

Despite a few extra laps on his tyres, Tyler Reddick charged forward to pass Denny Hamlin and Ryan Blaney on the final lap at Homestead to win his way into the Championship 4 for the first time.

Reddick’s 23XI Racing Toyota was able

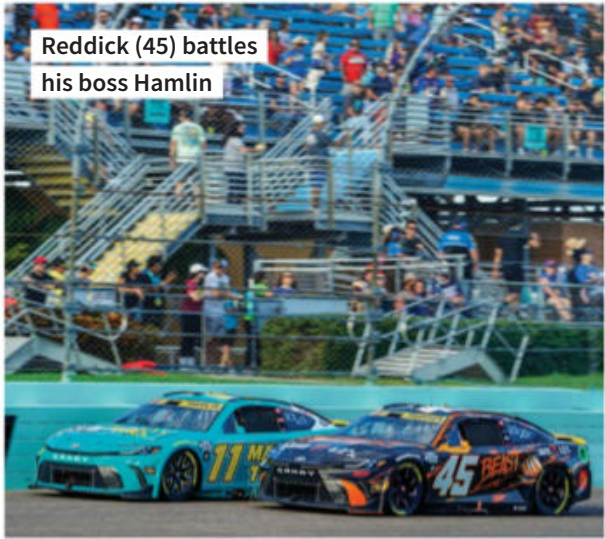
to blow past Blaney’s Team Penske Ford around the outside in the final corner just seconds from the line in one of the more dramatic runs to the chequered flag all year.

Blaney finished second and Hamlin (Joe Gibbs Racing Toyota) third, both facing a likely must-win situation this Sunday at Martinsville. Christopher Bell, Chase Elliott and William Byron rounded out the top six.

The finish was initially setting up to be a showdown between Blaney and Kyle Larson, who had rebounded from an early cut tyre. Reddick pitted from the lead with 15 to go after running long while hoping for a caution that didn’t work out. While navigating slower traffic two laps later, Larson pulled alongside Blaney and the two made contact. Larson spun sideways and the caution flag flew, setting up the final sprint to the chequered flag.

Reddick joins Joey Logano as the only two drivers locked into the Championship 4. Bell and Byron are the others currently in the frame, with Larson, Hamlin, Blaney and Elliott all in the elimination zone.

**NICK DEGROOT**



## WEEKEND WINNERS

**AUSTRALIAN SUPERCARS  
SURFERS PARADISE (AUS)**

- Race 1** Cameron Waters  
Tickford Racing (Ford Mustang)
- Race 2** Brodie Kostecki  
Erebus Motorsport (Chevrolet Camaro)

**FORMULA REGIONAL EUROPEAN  
MONZA (ITA)**

- Race 1** Ugo Ugochukwu  
Prema Racing
- Race 2** Rafael Camara  
Prema Racing

**NASCAR CUP  
HOMESTEAD (USA)**

- Tyler Reddick  
23XI Racing (Toyota Camry)

**BRAZILIAN STOCK CARS  
EL PINAR (URY)**

- Race 1** Enzo Elias  
Crown Racing (Toyota Corolla)
- Race 2** Felipe Fraga  
Blau Motorsport (Chevrolet Cruze)



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# Bagnaia keeps pressure on Martin with Thai victory

**MOTOGP**  
**BURIRAM (THA)**  
**27 OCTOBER**  
**ROUND 18/20**

The 2024 MotoGP title fight continues on its path towards a likely final round showdown after Francesco Bagnaia kept up the pressure on Jorge Martin with an important victory in Thailand. The Italian was steadfast in tricky conditions versus a more error-strewn Martin at the Chang International Circuit to notch up his ninth victory of the season over a full grand prix distance, while Enea Bastianini started a double celebration for the factory Ducati team with his success in the sprint race.

Bagnaia's win offset the loss of points to Martin from finishing behind the Pramac Ducati rider in the sprint race, the margin between the pair rising from 20 to 22 points on Saturday before slimming again to 17 come Sunday evening.

As well as striking a wet-weather MotoGP victory from his personal to-do list, the success put Bagnaia back on the front foot heading to the penultimate round in Malaysia, after he'd been frustrated at his failure to convert pole to a sprint success. There was reason for Martin to feel optimistic too, despite settling for a brace of runner-up results, because he has moved into a position to clinch this year's title without needing to win again. With two

rounds and four races remaining, he now need not risk toughing it out with Bagnaia for a victory when second will suffice.

While Martin owned up to experiencing some nerves ahead of round 18, it didn't show on track, where he dug deep to carve out a small but potentially crucial win over Bagnaia in the sprint race. The Spaniard slipped to sixth initially after running deep into the first turn, but mounted a gritty fightback up to and past Bagnaia courtesy of a slick overtaking move through the sweeping Turns 10-11-12 complex.

Martin had run out of time for a run on Bastianini, the Italian notching up his

fourth win of the season – two sprint, two full-length – after benefiting from the Turn 1 skirmish to grab a lead that wouldn't be challenged over the 13 laps.

While a change in the weather threatened to lob a curveball into proceedings for Sunday's fully wet full-length grand prix, both Bagnaia and Martin navigated home safely in a customary first and second. Martin looked to have the measure of Bagnaia initially after leading off the start, only to offer an open invite to both Bagnaia and Marc Marquez when he outbraked himself at the hairpin on lap five of 26.

While Martin attempted to recover lost ground, further off-track excursions in the ensuing laps served as a cautionary warning for him not to take any further undue risks in the conditions. In the end, second place came by way of a gift from Marquez after the Gresini Ducati rider crashed while hassling Bagnaia for the lead on lap 14. With Marquez coming down and Martin easing up, Bagnaia kept his Ducati sunny side up amid the gloom to collect his rainy day payout by 2.7 seconds.

After Ducati successfully annexed the entire top eight during the sprint race, it was left to Pedro Acosta to play interloper with third alongside Martin and Bagnaia in the GP. Both the Tech3 KTM star and fourth-placed Fabio Di Giannantonio – in his final 2024 outing for VR46 Ducati before undergoing surgery – made a strong late advance to get the better of Jack Miller (KTM), who revelled in the conditions for only his second top-five finish of the year.

While there is still much to play for in the MotoGP title race, Moto2 crowned its



Bagnaia heads Marquez and Martin on way to victory



Martin led early on but an error meant he lost ground in title race





**RESULTS** **ROUND 18/20, BURIRAM (THA), 27 OCTOBER (26 LAPS – 73.573 MILES)**

POS	RIDER	TEAM	TIME
1	<b>Francesco Bagnaia</b> (ITA)	Ducati	43m38.108s
2	<b>Jorge Martin</b> (ESP)	Pramac Ducati	+2.905s
3	<b>Pedro Acosta</b> (ESP)	Tech3 KTM	+3.800s
4	<b>Fabio Di Giannantonio</b> (ITA)	VR46 Ducati	+4.636s
5	<b>Jack Miller</b> (AUS)	KTM	+5.532s
6	<b>Brad Binder</b> (ZAF)	KTM	+5.898s
7	<b>Maverick Vinales</b> (ESP)	Aprilia	+8.498s
8	<b>Johann Zarco</b> (FRA)	LCR Honda	+17.672s
9	<b>Aleix Espargaro</b> (ESP)	Aprilia	+18.588s
10	<b>Alex Marquez</b> (ESP)	Gresini Ducati	+21.163s
11	<b>Marc Marquez</b> (ESP)	Gresini Ducati	+22.251s
12	<b>Luca Marini</b> (ITA)	Honda	+22.859s
13	<b>Takaaki Nakagami</b> (JPN)	LCR Honda	+24.531s
14	<b>Enea Bastianini</b> (ITA)	Ducati	+27.090s
15	<b>Joan Mir</b> (ESP)	Honda	+30.870s
16	<b>Fabio Quartararo</b> (FRA)	Yamaha	+50.021s
R	<b>Augusto Fernandez</b> (ESP)	Tech3 KTM	23 laps-accident
R	<b>Alex Rins</b> (ESP)	Yamaha	22 laps-accident
R	<b>Lorenzo Savadori</b> (ITA)	Trackhouse Aprilia	16 laps-acc damage
R	<b>Franco Morbidelli</b> (ITA)	Pramac Ducati	7 laps-accident
R	<b>Raul Fernandez</b> (ESP)	Trackhouse Aprilia	6 laps-accident
R	<b>Marco Bezzecchi</b> (ITA)	VR46 Ducati	3 laps-accident

**WEEKEND WINNERS**

**MOTO2**

**Aron Canet**

Fantic Racing (Kalex)

**MOTO3**

**David Alonso** (below)

Aspar Team (CFMoto)



**Winner's average speed** 101.165mph. **Fastest lap** Di Giannantonio 1m39.576s, 102.303mph.

**QUALIFYING 2** 1 Bagnaia 1m28.700s; 2 Bastianini 1m28.932s; 3 Martin 1m29.130s; 4 Bezzecchi 1m29.324s; 5 M Marquez 1m29.386s; 6 Quartararo 1m29.408s; 7 Acosta 1m29.419s; 8 Di Giannantonio 1m29.435s; 9 A Marquez 1m29.527s; 10 Vinales 1m29.628s; 11 Morbidelli 1m29.736s; 12 Zarco 1m29.797s.

**QUALIFYING 1** Quartararo 1m29.406s; Di Giannantonio 1m29.429s; 13 Binder 1m29.535s; 14 Espargaro 1m29.568s; 15 Miller 1m29.773s; 16 A Fernandez 1m29.828s; 17 Rins 1m29.835s; 18 Nakagami 1m29.903s; 19 Mir 1m30.045s; 20 R Fernandez 1m30.102s; 21 Marini 1m30.137s; 22 Savadori 1m30.592s.

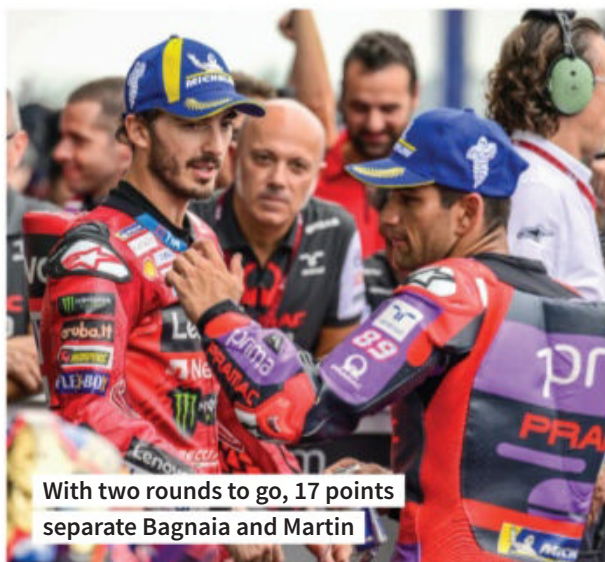
**SPRINT RACE** (13 LAPS – 36.786 MILES)

1 Bastianini 19m31.131s; 2 Martin +1.357s; 3 Bagnaia +2.372s; 4 M Marquez +5.402s; 5 A Marquez +10.140s; 6 Morbidelli +11.087s; 7 Bezzecchi +11.538s; 8 Di Giannantonio +11.680s; 9 Binder +13.692s; 10 Quartararo +14.483s; 11 Miller +18.397s; 12 Zarco +18.544s; 13 Mir +19.265s; 14 R Fernandez +19.688s; 15 Espargaro +19.988s; 16 A Fernandez +21.298s; 17 Rins +21.413s; 18 Nakagami +23.400s; 19 Marini +23.979s; 20 Vinales +29.474s; 21 Savadori +39.389s; R Acosta 10 laps-accident.

**Winner's average speed** 113.079mph. **Fastest lap** Martin 1m29.554s, 113.752mph.

**RIDERS' CHAMPIONSHIP** 1 Martin 453; 2 Bagnaia 436; 3 M Marquez 356; 4 Bastianini 345; 5 Binder 203; 6 Acosta 197; 7 Vinales 180; 8 Di Giannantonio 165; 9 Morbidelli 155; 10 Espargaro 143.

**CONSTRUCTORS' CHAMPIONSHIP** 1 Ducati 648; 2 KTM 302; 3 Aprilia 276; 4 Yamaha 104; 5 Honda 68.



With two rounds to go, 17 points separate Bagnaia and Martin

new champion when Ai Ogura aced his first 'match point' to secure his throne with two rounds to spare. The MT Helmets-MSI rider shrugged off a nervy initial few laps to haul himself into second place at the flag and assure himself the title. In doing so, Ogura becomes Japan's first grand prix world champion since Hiroshi Aoyama's 250cc title win in 2009, while it's the first Moto2 title won on a Boscoscuro chassis.

The race itself was won by Aron Canet, the Fantic Racing rider dominating for a third win of the season, while Marcos Ramirez notched up a second career podium for American Racing.

In the Moto3 class, David Alonso showed no signs of releasing his grip on the top step of the podium by heading off Luca Lunetta and Collin Veijer for his 12th win of 2024. The result means he breaks Valentino Rossi's 27-year-old record for wins over a single season in the novice class.

**OLLIE BARSTOW**



Acosta was the top non-Ducati rider in third place

**NEXT REPORT**  
Malaysian GP  
7 November  
issue



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- Other duties as assigned by the Design Team Leader or their designee.

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- Have an excellent understanding of English.
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## How Collards clinched the championship

We look back on the British GT, GB3 and GB4 seasons



Ingram lands **BRC** title with Cambrian win



First images of the new **GB3** car



**Birkett Relay** battle goes down to final lap



# BARWELL'S HURACAN FORCE PROVES UNSTOPPABLE

*The squad's pair of Lamborghinis always looked destined for GT3 glory – it was just a question of which one would prevail*

ED HARDY



It was widely recognised across the British GT paddock that Sandy Mitchell and his Barwell Motorsport Lamborghini Huracan was the fastest entry throughout the 2024 season. But, ultimately, it did not win the title after a year-long battle with team-mates Rob and Ricky Collard, where the margins were incredibly fine.

"We threw it away earlier in the season," Mitchell's dejected co-driver Alex Martin said at the Brands Hatch finale. He is referring to Snetterton, the campaign's fifth event and a defining moment in the fight between the two Barwell Lamborghinis.

Mitchell drove a mega final stint to win the weekend's opening race by 6.4 seconds in a Barwell 1-2. Another victory in the second affair appeared unlikely, though, as the #78 car had to pit for an extra 10s having won earlier that afternoon. But 2020 champion Mitchell – a title he won with Rob Collard, father of Ricky – continued his dominance and built a gap of over 10s from pole come the driver change, in which Martin jumped aboard and sealed the double.

Or that's how it initially appeared. Approximately 90 minutes later, the pair received a 30s penalty because Martin lapped two GT4s under safety car conditions, a sanction that demoted the duo to 10th.

That, and the disqualification of the RAM Racing BMW of John Ferguson and Max Hesse, pushed the Collards up to second behind Maximilian Gotz and Kevin Tse (2 Seas Mercedes) meaning, suddenly, the championship picture was completely different.

"I was being a bit too clever," reveals Martin. "I hadn't seen the yellow flag, but we did get the warning inside the car. So, I was pushing too hard and rolled the dice when I didn't need to, because we had an easy win and just threw it away."

Had it not happened, Mitchell/Martin would have left Snetterton 22 points ahead of their team-mates with 75 available, so quite the overhaul. But, just like that, the Collards inherited top spot by five points – a position they kept for the remaining two rounds.

"A double win there would have pretty much put us out of reach," says Mitchell. "So that was really frustrating, but it's how it goes sometimes – everyone has one or two bad races."

The season unravelled for the #78 car from that moment, having previously been the class of the field. Mitchell was delivering on the fast reputation the Lamborghini factory driver had deservedly earned, while rookie Martin was one of the grid's strongest amateurs.

But the squad was near-faultless across the board, as Barwell clinched the teams' crown at the Donington Park penultimate round having dominated 2024 from start to finish. It arrived at Snetterton with three victories from the opening five races, during which Silverstone and Spa were Barwell's only blemishes.

At a wet Silverstone round three, the Collards finished fifth having been relatively off the pace, while bad luck hit their team-mates, as Optimum McLaren's Mark Radcliffe spun into Martin, who was running 10th with 55 of 180 minutes remaining. Barwell also lacked

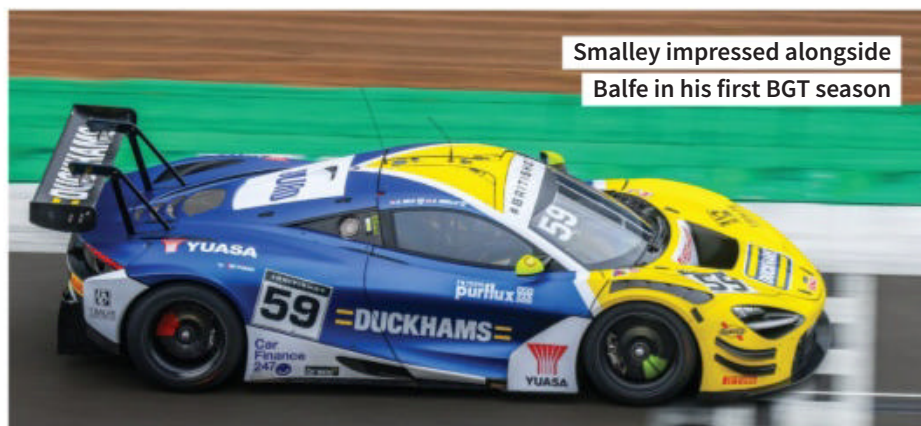


ALL PHOTOGRAPHY: JEP

## GT3 DRIVERS' CHAMPIONSHIP TOP SIX

POS	DRIVERS	TEAM	CAR	PTS
1	Ricky Collard/Rob Collard	Barwell Motorsport	Lamborghini Huracan EVO2	182
2	Sandy Mitchell/Alex Martin	Barwell Motorsport	Lamborghini Huracan EVO2	177
3	Adam Smalley/Shawn Balfe	Garage 59	McLaren 720S Evo	140
4	Phil Keen/Ian Loggie	2 Seas Motorsport	Mercedes-AMG/Porsche 911 GT3-R	103.5
5	Tom Gamble/Mark Radcliffe	Optimum Motorsport	McLaren 720S Evo	86.5
6	Marcus Clutton/Morgan Tillbrook	Garage 59	McLaren 720S Evo	76.5





Smalley impressed alongside Balfe in his first BGT season

**“THE SISTER CAR HAS BEEN QUICKER THAN US, BUT WE’VE BEEN ULTRA-CONSISTENT”**

pace at Spa, as Gotz/Tse dominated from pole, but the Lamborghinis still finished a respectable third (#63) and fourth (#78), showing competitiveness even on its weaker days.

And that was the difference between Barwell and its rivals, who were too inconsistent to maintain a title challenge. Two of Barwell’s early victories were claimed by Mitchell/Martin, so they led the points heading to Snetterton but, even after that unfortunate weekend, the pair still had cause for optimism. That’s because it meant the #78 Huracan had no compensation time for Donington, while the Collards were set to serve an extra 15s in the pits.

It should have made a huge difference, as Collard Sr led a Barwell 1-2 by no more than 8s in the early stages, meaning the cars were set to swap during the driver change. But, 45 minutes into the two-hour race, Martin clipped the Fogarty Esses tyre stack causing a front-left puncture and an unscheduled pitstop. This dropped the #78 car to sixth before Mitchell ultimately recovered to fourth – but it was not enough. The incident gave the Collards a comfortable second victory of 2024, meaning they extended their advantage to a significant 24.5 points with 37.5 available. “That’s a points-scoring round and two wins that we lost,” Martin bluntly puts it. But there was little sympathy from the other side of the garage.

“It’s just about not making any mistakes,” says Collard Sr, who finished every race inside the top five alongside Ricky. “When Sandy and Alex look back over the year, I think their mistakes have cost them the championship. They have been the faster car and won more races, but they’ve also made more mistakes. Ricky and myself have just kept it simple.”

But Martin knew that, as team boss Mark Lemmer reveals: “Alex put his hands up before Brands and said, ‘If we don’t win the championship, I know that Snetterton was the defining moment.’”

There was still hope the finale would offer a surprise, but three safety car periods caused an anti-climactic decider as the Collards consistently ran inside the positions they needed for the title. They eventually finished sixth on track but scored points for fourth due to RJN’s non-scoring entry of Joshua Caygill and Alex Buncombe claiming victory, while Tom Gamble/Radcliffe received a penalty. The Collards therefore became only the second father-son pairing to win the British GT3 title after Jim and Glynn Geddie in 2011, despite Mitchell/Martin taking maximum points at Brands Hatch.

“We’ve just been solid,” says Collard Jr, who clinched the title in his rookie season. “The sister car has predominantly been quicker than us, but we’ve been ultra-consistent – I think the best men won.”

Sustained opposition failed to materialise elsewhere as Silverstone 500 victors, the Silver-Am Garage 59 McLaren of Adam Smalley and Shaun Balfe, only claimed two other podiums, while Gotz/Tse’s race-winning season was hampered by three non-scores. ❧

## AUTOSPORT’S TOP FIVE GT3 DRIVERS



SANDY MITCHELL

**1** British GT’s benchmark driver all year, who lost the title because of factors not in his control. His best drive was arguably May’s Donington Park round, as he stormed from third to first in the final 40 minutes for one of three wins in 2024 – the most of any car.



MAXIMILIAN GOTZ

**2** The qualities of the 2021 DTM champion shone through despite an up-and-down year for the #18 Mercedes. Gotz brought out the best in co-driver Kevin Tse to take an impressive two victories during the German’s debut campaign, which included a dominant win from pole at Spa.



ROB COLLARD

**3** A high rating for an amateur driver, but Collard deserves it having been the best bronze-graded competitor by quite some distance. He found a level of consistency that other Ams didn’t and his error-free campaign was the crucial factor in himself and son Ricky claiming the title.



ADAM SMALLEY



RICKY COLLARD

**4** An impressive rookie campaign from the 23-year-old, who often drove like a British GT veteran. His youthfulness worked well with experienced co-driver Shaun Balfe and the Silverstone victors sealed Silver-Am crown with two events to go before having a *hugely* outside shot of overall glory on the final day.

**5** The rookie worked flawlessly with his father and showed great maturity all year in which his calculated drive at the Brands finale sealed the title. He often struggled compared to Mitchell in the sister Lamborghini, though, and failed to finish a Pro qualifying session inside the top three.



SEASON REVIEW

# OPTIMUM'S ROAD TO REDEMPTION

*The McLaren squad dominated much of last year but missed out on the title. However, its Artura could not be halted this time round*

ED HARDY

Redemption. That's what the past 12 months have been geared towards for Optimum Motorsport, its drivers clinching the 2024 British GT4 crown to overcome the team's agony of the previous season.

Such was the early dominance of the McLaren squad last year, Charles Clark and Jack Brown could have claimed the title at Algarve, race seven of nine, before a remarkable run of unfortunate events. The Artura first limped to ninth in Portugal after it suffered early damage when Century BMW's Carl Cavers hit the rear. Not a huge disaster, though, as in tennis terms, Optimum still had two championship points, but mechanical faults at Brands Hatch and Donington Park prompted non-scores that handed the title to Academy Motorsport's Erik Evans and Matt Cowley.

"We were hurt by last year's outcome," says Optimum boss Shaun Goff. "We thought we could wrap things up with a couple of rounds to go and it just fell away from us. So we worked really hard over the winter and McLaren was very proactive in putting things right for this year."

One thing that changed for Optimum was its driver line-up: out went Clark and in came teenager Zac Meakin, who contested his rookie campaign in 2023 with Team Parker Racing. On paper, the line-up was strong and Brown "knew we would be at the sharp end the whole year", but the competition was sterner. The 2017 GT3 champion Seb Morris was set for his maiden GT4 campaign, while Forsetti Motorsport shocked everybody in its debut season by eventually clinching the teams' title.

The Aston Martin squad won the Oulton Park opener with its all-teenage pairing of Jamie Day and Mikey Porter, but Morris and Team Parker Mercedes co-driver Charles Dawson left leading the championship having won that weekend's second race after



“WE WERE HURT BY LAST YEAR’S OUTCOME, SO WE WORKED REALLY HARD OVER THE WINTER”

also taking a podium in the first encounter. Brown thought "Oulton was a bit disappointing" as Optimum finished third and fourth in the races, but the team remained calm knowing it had a strong package. That quickly became evident, and the title pendulum soon swung in Optimum's favour. It began with a superb comeback drive at Silverstone, where Meakin dropped from pole to fourth at the start. But such was the superiority of the Artura that April weekend, it reclaimed the lead in the second of three hours before winning comfortably. The eventual champions then achieved the notoriously difficult feat of triumphing in back-to-back races, as Meakin/Brown overcame a 20-second success penalty at Donington Park while Morris/Dawson retired and Day/Porter finished seventh after a 64s stop/go penalty for leaving the pitbox too early – a "communication error," per Forsetti boss Joe Holloway. It gave the Optimum pair a whopping 26-point championship lead, yet Brown was not getting carried away. "I couldn't get too excited about it," he recalls, "we'd been there last year, so I just knew what we had to do." Brown, who was in his fourth year in the series, certainly had




Day did his best to keep Optimum at bay at Brands

ALL PHOTOGRAPHY: JEP

GT4 DRIVERS' CHAMPIONSHIP TOP SIX				
POS	DRIVERS	TEAM	CAR	PTS
1	Jack Brown/Zac Meakin	Optimum Motorsport	McLaren Artura	171.5
2	Mikey Porter/Jamie Day	Forsetti Motorsport	Aston Martin Vantage	164.5
3	Seb Morris/Charles Dawson	Team Parker Racing	Mercedes-AMG	136
4	William Orton/Marc Warren	Forsetti Motorsport	Aston Martin Vantage	124
5	Tom Wrigley/Ian Gough	Century Motorsport	BMW M4	84
6	Charlie Robertson/Ravi Ramyeed	Century Motorsport	BMW M4	72.5





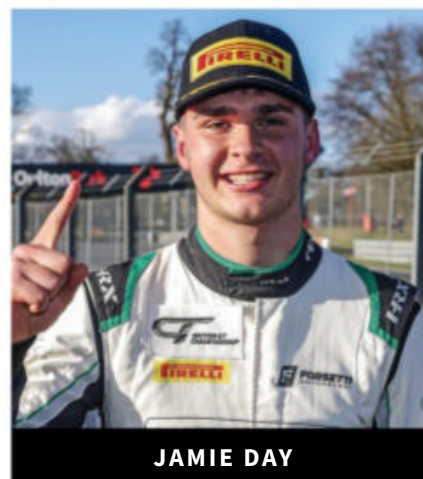
Meakin and Brown could regularly be found at the head of the British GT4 pack

## AUTOSPORT'S TOP FIVE GT4 DRIVERS



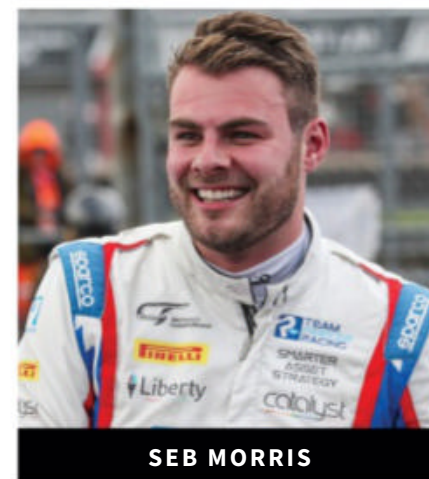
ZAC MEAKIN

**1** Meakin showed incredible consistency as the 17-year-old finished a qualifying session outside of the top three just once. The sophomore replicated that form in race trim and his impressive comeback from third to first at Brands ultimately won him and Jack Brown the GT4 crown.



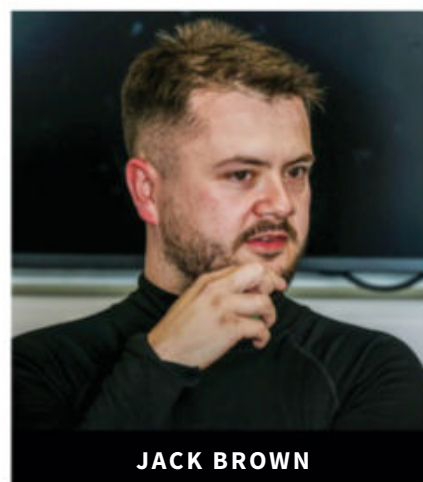
JAMIE DAY

**2** Another teenager who starred in 2024, as Day led a title challenge for championship newcomer Forsetti Motorsport. It began with the Oulton Park opener, where the series returnee was quickest in qualifying by 0.8s before dominating race one from pole, yet failed to win again in 2024.



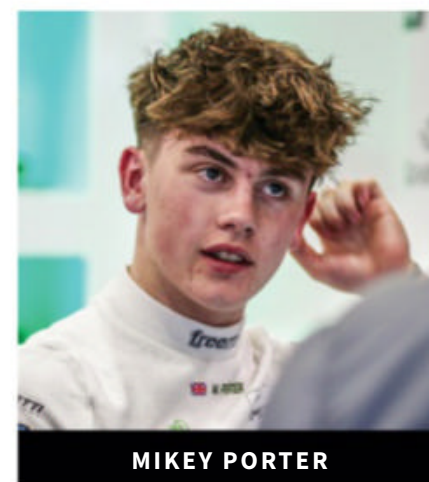
SEB MORRIS

**3** The 2017 British GT3 champion impressed during his maiden GT4 campaign with a win and three other podiums. Morris showed great maturity, something he has perhaps lacked in the past, and improved as the season went on, which culminated in calculated Brands drive to seal Pro-Am crown.



JACK BROWN

**4** The level-headed veteran shrugged off the heartache of 2023 by completing a title-winning campaign this year. His driving even went up a level, most evident at Donington Park in May where Brown charged from third to first in the final hour for one of four victories in 2024.



MIKEY PORTER

**5** It was impressive how quickly the 17-year-old adapted in his rookie season, as Porter climbed from eighth to first in his stint in Oulton Park race two. But such speed only happened in parts, as one win to Optimum's four meant Porter/Day were beaten to the title.



Morris/Dawson enjoyed a strong season in Merc

to stay calm as that lead was eradicated. Their poor run culminated with the second Donington visit, where Brown finished third on track but was dropped to 11th after a 30s penalty for speeding under yellows due to a mishap with the speed limiter button.

It gave Day/Porter a 3.5-point title advantage ahead of the Brands Hatch finale, with Goff revealing "it gave us the attitude of whoever's going to finish ahead is pretty much going to win the championship". Morris/Dawson and Forsetti's other entry of William Orton and Marc Warren also had an outside shot of the title, but the focus at Brands was largely on the two frontrunners.

The spotlight increased when Day and Meakin contested a dramatic wheel-to-wheel battle during the opening stint for not only the race lead, but also the championship. Day delivered a robust defence, with the pair even colliding up Hailwoods Hill, but polesitter Meakin finally reclaimed the lead through Surtees after 30 of the scheduled 120 minutes.

"With the pace deficit to the McLaren, it was going to be so hard to catch them back up if they got in front of me," says Day, who received a black-and-white flag for his defensive manoeuvres. "So I knew I had to race aggressively and defend my position."

Day was ultimately proven right, as Meakin gained 20s before the driver change, which occurred under yellow-flag conditions due to a GT3 crash. It became a safety car for the restart and Optimum had gained a lap by default after pitting early, leaving the championship a foregone conclusion in what was "a very easy stint" for Brown. "When we won, I was like, 'Yes, that's exactly where I need to be,'" he adds. "It was overdue and what everyone kind of expected to happen – it was a great feeling."





SEASON REVIEW

# SHARP A CUT ABOVE THE REST

*The reigning British F4 champion eventually pulled clear to achieve an unprecedented title double with GB3 success*

STEVE WHITFIELD

**H**e faced stiff competition from his more experienced rivals throughout, but Louis Sharp sealed the 2024 GB3 Championship in convincing style with more poles, victories and laps led than anybody else. Remaining with Rodin Motorsport for his graduation from a title-winning British Formula 4 campaign, Sharp made the perfect start by winning from pole in the Oulton Park season-opener to gain an early points lead.

The British-born New Zealander had to wait a while to stand on the podium's top step again, however, and a non-finish during round three at Spa in the season's first event abroad resulted in him relinquishing his place at the head of the standings.

Tymek Kucharczyk led Hitech GP's early charge after switching from Douglas Motorsport for his sophomore campaign, though a stunning first-lap rise from sixth to third in race two at Oulton was undermined by an optimistic lunge on Sharp that put him out in the closing stages. The popular Pole bounced back by taking a maiden victory at Silverstone and reeled off two more triumphs during a dominant weekend at Spa to grab the championship lead.

Kucharczyk's team-mate Will Macintyre also made a strong start to his rookie GB3 campaign by taking a victory at each of the first three rounds to set up the possibility of a rematch of his British F4 title battle with Sharp. The points lead changed hands twice more during the category's first ever trek to the Hungaroring. Gerrard Xie scored his first success in the opening contest to give Hitech its seventh win on the bounce, and that run looked set to continue with the Silverstone-based outfit locking out the top three grid spots for the sequel.

But the momentum swung dramatically in that second contest. Sharp produced one of the drives of the year by climbing from fifth to first on lap one before taking his second victory ahead of Kucharczyk, who was subsequently disqualified due to a technical infringement, with runner-up Macintyre briefly becoming the third driver to head the standings.

Sharp regained the ascendancy in the title race during that weekend's final contest, only to lose it once more at the following Zandvoort event after being taken out of race two in a collision with fellow championship contender John Bennett. "We started off the



Cresswell finally returned to the front at Silverstone

## GB3 DRIVERS' CHAMPIONSHIP TOP SIX

POS	DRIVER	TEAM	WINS	PTS
1	Louis Sharp	Rodin Motorsport	5	478
2	John Bennett	JHR Developments	3	456
3	Tymek Kucharczyk	Hitech GP	4	443
4	McKenzy Cresswell	Elite Motorsport	2	376
5	Will Macintyre	Hitech GP	3	372
6	Jarrold Waberski	Elite Motorsport	0	286



## AUTOSPORT'S TOP FIVE GB3 DRIVERS



LOUIS SHARP

**1** The champion produced his best form on British soil, where he scored four of his five victories, but brilliant Hungary triumph and solid results elsewhere during the European leg were still important. Also made no major errors, the two non-finishes across 2024 arguably not of his making.



TYMEK KUCHARCZYK



JOHN BENNETT

**2** Made a huge step forward in his sophomore campaign and at times looked the quickest driver, producing an early run of three straight poles and scoring the most fastest laps with nine across the year. But mistakes and a slight drop off in form late on proved costly in the end.

**3** Fighting for the title in his third season was a must following a difficult 2023 campaign and, although he ultimately missed out on the crown, did enough to revitalise his single-seater career with multiple poles, wins and fastest laps, and tied Kucharczyk for the highest podium haul.



WILL MACINTYRE



MCKENZY CRESSWELL

**4** Despite the early-season victories, Macintyre couldn't quite reproduce his title-contending form from British F4 on stepping up to GB3. Regularly shone in races, but qualifying struggles left him on the back foot far too often, and his challenge unravelled in the later rounds.

**5** Another aiming to win the title at the third attempt, but struggled for the same consistency as he showed in 2023 and was also hampered by incidents, though reminded everyone how fast he can be on his day during the final four meetings to sneak into fourth in the points.

**"AT THIS LEVEL THE MARGINS ARE SO LITTLE THAT EVERY SMALL MISTAKE CAN COST YOU"**

year well at Oulton," Sharp recalls. "Over the European leg we didn't maximise everything. Obviously we still won a race in Hungary, but the other two rounds were not quite as good as what we wanted them to be."

Despite scoring his fourth victory to reclaim the points advantage, Kucharczyk's hopes then went off the rails in the final three rounds as the series returned to home soil. An off-form weekend during the second visit to Silverstone was compounded by a race-ending collision with McKenzie Cresswell, another error followed at Donington Park, and he eventually ended up third in the standings.

"We've been really quick for most of the season but just some unlucky moments at times with some non-finishes and disqualifications didn't help," Kucharczyk relates. "The raw speed was good enough to fight for the championship, but at this level the margins between drivers are so little that every small mistake can cost you."

Macintyre's title hopes also tailed off in the second half of the season, where he struggled for pace and scored just one further podium. In contrast, Bennett's challenge ignited in the final four rounds, having moved to JHR Developments for his third GB3 assault following a largely difficult 2023 campaign. He made a strong start >>



at Oulton, where he swept past Sharp to score his first single-seater win in race two, and was best of the rest behind Kucharczyk at Spa, but inconsistency and incidents left him well behind his main rivals in the first half of the year.

That all changed with a win at Zandvoort, despite his chances of doing the double ending amid his clash with Sharp. He did not have to wait long to add his third victory, however, after prevailing in a thrilling three-wide lead tussle with Sharp and Cresswell during round six at Silverstone to close to within four points of Sharp, who headed to the final two rounds leading the way for a third time.

But Sharp extinguished any realistic hope of a close title battle in the final stretch by producing his strongest performance at Donington Park, taking two poles and a double victory. That gave him a commanding 33-point advantage heading to the Brands Hatch decider, where he delivered his fifth win of the year in race two before cruising to the crown in the partially-reversed-grid finale to become the first back-to-back British F4 and GB3 champion.

“The last few rounds were really good,” reflects Sharp, who will continue with Rodin in FIA F3 next year. “The form late on in the season is really what got us the championship. It’s been tough, just as hard as what it was in F4 last year. There were some points in the season where it was looking like it was going to be a challenge. It definitely wasn’t easy, but I’m so happy to get the job done again.”

Bennett had to settle for runner-up in the standings despite another strong showing at the final round, and his performances have boosted his hopes of joining Sharp in F3 next year. “We came in to win the championship, there were a few mistakes along the way, but vice-champion in GB3 is something to be proud of,” says Bennett. “A lot of people counted me out after last year’s results, so to bounce back and fight for a championship, get wins and podiums, it means a lot and it’s really helped secure my future going forwards.”

Like Bennett, Cresswell returned for a third campaign with the sole aim of fighting for the title. Despite the added benefit of continuity by remaining with Elite Motorsport, he struggled in the first half of the season with just three podiums. He finally hit form with his first victory in 12 months at Silverstone, but it was not enough to keep himself in title contention, though a further win at Brands Hatch ensured he leapfrogged Macintyre into fourth in the standings.

Jarrold Waberski made the podium three times and finished sixth overall after moving to Elite for his second season, but he lacked the outright pace to fight for victories. Xie arguably deserved to finish higher than seventh in the final reckoning, with several reliability issues blighting a campaign where he was mostly on the pace of his Hitech team-mates.

After suffering mechanical gremlins of his own while leading race three at Oulton Park, Rodin’s Arthur Rogeon made amends by winning three of the last five partially-reversed-grid races. The other two of those contests were won by VRD by Arden’s Nikita Johnson, who will be aiming to add more victories next year after confirming he will be back for a full campaign with Hitech.

The three-year spell for the successful MSV-022 chassis came to an end in 2024, with a much faster MSV GB3-025 to be introduced next season (see News) and, with the addition of Monza to the calendar, the championship looks set to grow further in 2025. 🏁

“A LOT OF PEOPLE COUNTED ME OUT AFTER LAST YEAR, SO TO BOUNCE BACK AND GET WINS MEANS A LOT”



Strong Zandvoort event helped Bennett’s bid



Back-to-back success for Sharp as the Rodin driver finished on a high at Brands





GRANFORS GRABS THE GB4 GLORY

Fortec driver Linus Granfors prevailed in a three-way fight with Alisha Palmowski and Harry Burgoyne to win the GB4 title.

The 17-year-old Swede displayed some eye-catching pace during his sole day of pre-season testing, but he struggled to get to grips with Oulton Park’s twisty layout at the opening round. Despite that, he still recorded his maiden victory in that weekend’s final race, impressively recovering from last place after being spun around on lap one.

“It was a bit difficult in the beginning with all the new tracks,” Granfors reveals. “Oulton was brand new to me. When I got hit in the rear on the first lap and was still able to win, I started to realise that we actually had some pretty good pace.”

Granfors went on a four-race winning streak from there before a tricky event followed at Snetterton, where he failed to make the podium and retired in a final-lap clash in race three. Two more wins across the next two rounds put his season back on track and he sealed the title with a race to spare at Brands Hatch.

“It’s really great to have another single-seater title,” he says on



winning the first championship outside of his homeland. “We had the pace through the whole season and I tried to be as consistent as possible.”

Ginetta Junior graduate Palmowski also starred in her first single-seater campaign for Elite Motorsport, winning on debut at Oulton, taking a double pole and two more victories at Snetterton and accumulating the most podium finishes. Some bad luck with incidents and reliability issues hampered her bid to win the title but, by finishing runner-up and also receiving a €30,000 career contribution for being the top female racer, the future looks bright for the 18-year-old.

Making the switch to KMR Sport for his second GB4 season,

Burgoyne’s title challenge was built around consistency, with his maiden win only arriving at the penultimate round. Despite taking another triumph during the deciding weekend, the Scot was pipped to second in the standings in the final race.

Two other drivers also took victories for KMR, which clinched

its third straight teams’ title. GB4 scholarship winner Brandon McCaughan won twice early on before running out of budget, while Formula 1 Esports champion Lucas Blakeley starred with four wins across four rounds, showing he would have been a serious title contender had he contested the whole year.

GB4 DRIVERS’ CHAMPIONSHIP TOP SIX				
POS	DRIVER	TEAM	WINS	PTS
1	Linus Granfors	Fortec Motorsport	6	467
2	Alisha Palmowski	Elite Motorsport	3	422
3	Harry Burgoyne	KMR Sport	2	421
4	Brandon Templeton	Fox Motorsport	1	317
5	Lucas Blakeley	KMR Sport	4	306
6	Finn Harrison	Elite Motorsport	2	291





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The Goodwood Revival  
has already adopted  
sustainable fuel

# Consultation opens on sustainable fuels

## MOTORSPORT UK

Motorsport UK has launched a consultation surrounding proposals requiring sustainable fuels to be adopted from 2026 in all UK championships and series that stipulate the use of specialist racing fuels.

The governing body has an ambitious sustainability strategy aimed at reducing the sport's environmental impact and it believes sustainable fuels have an important part to play – and has spent the past 18 months assessing how best to introduce them.

Draft regulations have been created that would require all categories where specialist racing fuels are mandated to use fuels made of at least 50% sustainable content from 2026. It is intended that such series would feature fully sustainable fuels by 2030, but there would be no change for those who use regular pump fuel.

“Even though there are some aspirational targets in Motorsport UK's sustainability strategy, we've got to be realistic about how we achieve them,” explained Motorsport UK technical director Ian Smith. “The balance to strike with fuel use in competition is that it's a

very small part of the overall environmental impact of the sport, so there's no point pretending we're going to solve the world's problems by switching a small proportion of our community to a sustainable fuel.

“But we've got to start somewhere and, if you're racing in a series where there are technical or sporting reasons to justify using a specialist racing fuel, then those are the circumstances where a mandated switch to a sustainable specialist racing fuel is going to be the easiest transition.

“If we were to ask somebody who's competing in a sporting trial and, on their way to a field in Warwickshire they fill up a jerry can with unleaded at Tesco, to switch to a sustainable fuel, that completely blows the doors off how they go about their racing. First of all, it probably quadruples their fuel cost for the entire year and it means they can't go to Tesco to fill up on their way to the event. There's no point even going there because we can't make the sport sustainable by pricing people out of it – it completely defeats the object – so specialist racing fuels is where we start and we've got some great case studies.”

Smith highlighted how sustainable fuels

have already been introduced in a variety of categories, such as British GT and British Formula 4, while Daryl DeLeon contested the last two British Touring Car events using a fuel entirely made from sustainable sources. All cars at last month's Goodwood Revival were also powered by sustainable fuels.

The governing body has analysed the impact its proposals would have and has estimated around 10% of championships, series and events across the racing, karting and speed disciplines (such as hillclimbs and sprints) would be affected by the planned 2026 change. Smith also stressed that there are currently no plans to force sustainable fuels to be used more widely in the future, although acknowledged that such a move may be necessary further down the line.

“I think it will need to but, at the moment, we've not put any flags in the ground in terms of when,” he said. “While within motorsport we can see the value of sustainable fuels, it's not a technology that's recognised by government as a net zero technology. We're lobbying as best we can to say you need to recognise sustainable liquid fuels as part of the journey to net zero. If we can start to encourage the addition of sustainable fuel as a component of the fuel we all buy on the high street, then we get sustainable fuel into the rest of the sport by default and we start to address the biggest proportion of our impact, which is everybody descending on Silverstone in July to watch the grand prix and the other events with high attendances.”

The consultation runs until 16 December, and people can complete a form on the Motorsport UK website with their feedback.

STEPHEN LICKORISH

➔ P63 OPINION



DeLeon has been trialling  
100% sustainable fuel in BTCC

JEP





NEW GB3 CAR APPEARS

The new-for-2025 GB3 car completed its first shakedown on Monday at the La Pista test track opposite constructor Tatuus's factory in Italy. The car, which features a DRS and improved aerodynamics, completed 25 laps with former FIA Formula 3/ LMP2 driver Lorenzo Colombo at the wheel. The shakedown was successful and an intense test programme is now due to begin this week.  
**Photo by Mattia Negrini**

# Gamble could defend Carrera Cup title

PORSCHE CARRERA CUP GB

Porsche Carrera Cup GB champion George Gamble says he could bid for a repeat title next season and is currently keeping his options open.

Century Motorsport driver Gamble prevailed in a close title decider at Brands Hatch earlier this month to claim the spoils on his return to the Porsche series after spending two years in British Touring Cars.

"I would definitely look at coming back in Carrera Cup GB because it's an amazing championship with the live TV," said Gamble when asked about his plans. "I'm not ruling out anything – I would love to come back with the number 1 on the car."

Porsche Sprint Challenge GB



Gamble would relish the chance to carry number 1

conqueror Seb Hopkins also has his eyes on the Carrera Cup for 2025. Although last year's Cayman champion Joe Warhurst opted to compete in Europe, the previous two Sprint Challenge title winners did progress to Carrera Cup the following year.

"The obvious progression, and the whole reason I moved away from British GT and endurance racing, is to get into Carrera Cup GB," said Team Parker racer Hopkins. "It's been my dream to race in the championship

since starting in Ginetta Junior at 13/14 years old. But it comes with its challenges and budgets are bigger."

Hopkins pipped Max Coates to the Cayman crown by a single point and the runner-up is another driver who has Carrera Cup ambitions for next year. "I've really enjoyed my last two years in Porsches and I would definitely like that journey to continue," said Coates. "I think it's the right time to move on to Carrera Cup if I can."

STEPHEN LICKORISH

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LIZ JAY

## BTCC star Ingram praises TOCA Junior car after Pembrey test

### TOCA JUNIOR

British Touring Car title contender Tom Ingram has praised the new TOCA Junior car after sampling the machine during a recent test at Pembrey.

Championship director Dave Beecroft completed a successful first outing for the Chevron B1417 at fellow Welsh circuit Anglesey last month, and now Ingram has also been able to experience the car that will be used in the new category for 14-17-year-olds and kicks off next year.

"It's been really interesting to jump behind the wheel at this stage because we're in a position where it's early days

and we can therefore take the car in any direction we want to see what does and doesn't work," said the 2022 BTCC champ.

"As a base car it is very strong, very neutral. It's fun and easy to drive, you can get to the limit comfortably and it's also quite forgiving. Importantly, it's confidence inspiring, which for the young guys and girls that are going to be driving it is a really big plus point. The car is in a great place out of the box and it has all the fundamentals you could ask for.

"Over the next few months, we'll start to take the car beyond its limit, find out how it reacts to certain things and also see what's what in terms of set-up changes."

## British drivers prevail in Spa 2CV 24H

### 2CV

British drivers enjoyed success in the annual Spa 2CV 24 Hour race earlier this month.

David O'Keeffe and Alec Graham, paired with Valentin Cordebar in the Team 17

machine, were victorious after 372 laps, despite only qualifying ninth fastest. They enjoyed a two-lap advantage over the second-placed Wacky Racers entry. As the race approached the finish, Team 17 benefited from cars in

front having issues; one wiped itself out with a spin into the barriers, another had problems with the fuel gauge.

The long-standing race was established with Citroen 2CVs, but since then the cars have evolved quite significantly. Out of the 118 cars entered this year, around 70 were C1s, while 30 were Hybrids based on a Dyane chassis with 850cc BMW engines. The near-original 2CV Classiques numbered just 10. Fastest are the Hybrids racing for the 2CVCup, one of which O'Keeffe and Graham were piloting.

MARTIN HARROLD

O'Keeffe and Graham  
were among winning crew



JEAN-CHRISTOPHE

### SOUTH AFRICANS TO WHT

An influx of South African drivers are due to tackle the Walter Hayes Trophy at Silverstone this weekend. Alongside Porsche Carrera Cup GB racer Andrew Rackstraw – who has dovetailed his sportscar outings with Formula Ford action – and event regular Julian van der Watt, 2014 British Fford champion Jayde Kruger will also be taking part. Joining them will be South African F1600 runner-up Klayden Cole Ensor-Smith and Mikel Bezuidenhout, who was eighth in the standings.

### LYDDEN LEGEND BACK IN '26

Organisers of the Lydden Legend rallycross festival have revealed that the event will run again in July 2026 as it alternates between the Kent circuit and French venue Loheac. Highlights of this summer's inaugural edition included Group B rallycross demonstration races and various stars taking part in a special parade. "We know July 2026 feels like a long way ahead, but we're already planning for the event," said Lydden managing director Hannah Bennett.

### CTCRC REVEALS CALENDAR

The Classic Touring Car Racing Club has unveiled a 15-race calendar to be contested over six weekends for its eight championships next year. Beginning at Donington Park in March, the schedule includes a triple-header at Pembrey in May, the club's first visit to the Welsh circuit for 10 years. Highlight of the season, also featuring rounds at Snetterton and Silverstone, will be the Super Touring Power weekend at Brands Hatch.

### FLOCKING TO EUROPE

Daire Flock (below) is looking to move into European competition next year after finishing as Clio Cup GB runner-up. He would progress with Westbourne Motorsport, which aims to embark on its first full European Clio season. "Daire's plan is to go into the European Clio Cup next year," said co-team manager James Colburn. "That's what his dream is to do. If we can support that as a team, we'll certainly look into every opportunity to do that."



GARY HAWKINS



Legends will support the  
BTCC once next year, at Croft

JEP



## British GT and BTCC support appearance for Legends in 2025

### LEGENDS

Legends will support British GT for the first time next season as part of a calendar that also includes one British Touring Car event and a trio of US-themed fixtures.

With the introduction of the TOCA Junior series next year, there will be significantly fewer guest slots available at BTCC events. For the past two campaigns, Legends has run an Elite Cup contest across three BTCC meetings, but this competition will now encompass the category's sole TOCA appearance at Croft in August, its maiden British GT outing at Oulton Park over the late May Bank Holiday weekend, and Brands Hatch's American SpeedFest in June.

The Legends calendar also includes the August Oulton Park US AutoShow and September USA Snetterton 300 events, while the season begins with a Donington Park MotorSport Vision Racing meeting

alongside the GT Cup at the end of March. The five-eighths scale machines will then be part of the Brands Super Touring Power extravaganza in June.

"We really are very proud of the calendar we've been able to put together with MSVR for next year," said championship owner Phil Cooper. "It brings Legends Cars to the widest possible variety of racegoers and ensures we will again be racing on some of the best tracks in the country. It's great to be starting the season with GT Cup at Donington before we join British GT for the Spring Bank Holiday event at Oulton.

"Of course, we wanted to retain a BTCC date for 2025 and we're delighted to be heading back to Croft with the touring cars and the huge crowds which will undoubtedly be there. This really is an excellent calendar and I know the selection of circuits are going to deliver the amazing action everyone has come to expect."

## TURKINGTON TAKES A PODIUM ON HIS BIRKETT DEBUT

### 750MC

Four-time British Touring Car champion Colin Turkington thoroughly enjoyed his endurance racing debut in the Birkett Six Hour Relay at Silverstone last Saturday, in which he scored a podium.

Partnered with BTCC team-mate Adam Morgan and Paul Laramy, Team BMW finished third in the 70-strong field in the key handicap classification, less than 30 seconds behind the experienced Routec BMW squad, and 26th on scratch. "It was great fun, I'd recommend it to anybody," said Turkington.

Stints of 70 and 67 minutes in a BMW Car Club Cup-spec 325Ti enthused the Ulsterman (below). "Seventy minutes is a lot more than a touring car race and probably as stressful," he said.

"My first stint was just like a game of snakes and ladders. You pass two or three cars and think, 'Yes, I'm doing quite well here', then four or five come past you. The big thing is navigating the traffic, knowing what's around you. It's tough on the cars but, as much as it's an endurance race, you are still driving flat out."

### MARCUS PYE



STEVE JONES



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Five Swifts fought as  
a pack in Hot Hatch



## Harvey enjoys Suzuki Swift outing as cars tackle Silverstone contests

### 750MC

The 750 Motor Club previewed next year's entry-level Swift Sport Challenge initiative effectively last Saturday when 1992 British Touring Car champion Tim Harvey was among six drivers who shared four Swifts in the Birkett Six Hour Team Relay race.

"It was damp in qualifying, but the car [mandated 1600cc 2006-11 pre-facelift model] was easy to drive and very forgiving," said Harvey, a member of 1986's scratch winning Team Chevron the last time he competed. "It's different, fun and an inexpensive way to start racing."

To prove how quickly a Swift can be put together – using a donor car and a standard kit of components – Forty40 Racing built one within the race duration.

That car, belonging to father and son Eric and Tom Symons, was then scrutineered and raced by Matt Allen alongside four others in Sunday's Hot Hatch contests. Former Formula 3 racer Adam Blair, Peter Keen, Scott Parkin and YouTuber Dan Silvester joined him.

Rotating different tyres – Nankang NS-2R, Toyo R888R and a new Davanti – between cars for assessment purposes, the quintet squabbled both times and all five were covered by 2.876 seconds at the chequer of race two.

"There has been phenomenal interest," said the 750MC's James Winstanley. "The Suzukis have rally and rallycross heritage, but Eric and Tom are new to racing, so it's great that it is appealing to novices."

MARCUS PYE

### FIESTA DEBUTANTS

British Touring Car racer Mikey Doble and Fiesta Junior graduate George Foxlow both made their Fiesta ST150 debuts at Oulton Park last weekend. Foxlow was third in race one but 11th in race two after a tap into the pitwall. Doble, meanwhile, took a fifth and a fourth.

### MAY'S BROKEN RIBS

Fiesta ST240 driver Caitlin May escaped from a nasty accident at Silverstone earlier this month with broken ribs. May's car was collected in the driver's door area by the out-of-control machine of Daniel Lewis at Village corner during the category's second race on the International circuit. She was taken to hospital but discharged later that day. Lewis was disqualified from the meeting and handed six points on his race licence for causing the collision.

### IGOE TO DEFEND RALLY TITLE

The 2024-25 Circuit Rally Championship begins this weekend with the Neil Howard Stages at Oulton Park. The reigning champions, ex-British GT racer Michael Igoe and co-driver Will Atkins, head the 105-car entry in their Citroen C3 Rally2, followed by former title winners John Griffiths/Emma Morrison, who have swapped their Ford Fiesta R5 for a Skoda Fabia R5. A total of 36 crews are registered for this year's championship.

### WILKINS BATTLES BACK

Type R Trophy champion Matt Wilkins switched to the Hot Hatch races at Silverstone last weekend, having tied up the Honda title at Croft last month. Undeterred by a bottom end failure in Sunday's acclimatisation session, Motion Motorsport changed the K20 engine (below) for Wilkins to qualify at lunchtime. After dashing from 35th to sixth in race one, he progressed to third behind Nick Charlier and Tate Taverner in the finale.



## Fun Cup title is decided on the final lap

### BRSCC

There was action and drama all the way in last weekend's Fun Cup finale at Oulton Park, with British Touring Car champion Jake Hill impressing on his series debut.

The Ninky Nonk car of Ted Bradbury and Neil Burroughs won the one-hour race after a terrific dice with Hill, sharing the Morpheus car with Ginetta Junior graduate Charlie Hart, and UVio Hofmanns pair Scott Fitzgerald/Fabio Randaccio.

Second enabled Hill and Hart to take a £3000 prize for finishing on the podium in their first Fun Cup race.

"It's been on the table for eight years, now it shows it can be won," said Fun Cup boss Paul Rose. Hill added: "We were on it from the start of the first race, fantastic fun and great racing."

The title fight was between Olympian and UVio and there was some fine racing in the three-hour finale, particularly between Bradbury and Hart,

before both received penalties.

Fitzgerald led from the final stop, but Riley Phillips was closing. The first challenge came at Lodge, with Fitzgerald retaining the lead after Phillips was forced wide.

On the final lap, the pair were together again, before clashing at Cascades with both going off. Phillips rejoined to take the win for Olympian with Simon Rudd and Chris Dovell, and secure the crown. Hill/Hart were second.

PETER SCHERER



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# A more sustainable position

*Motorsport UK is right to be pushing for a lower carbon footprint with more sustainable fuels. And lessons seem to have been learned regarding the change process*

STEPHEN LICKORISH

**F**or a sport that generally provides such a tremendous assault on all the senses, the notion of sustainability can seem a little alien. The idea of being environmentally friendly and responsible in a racing world portrayed in some quarters as a gas-guzzling hobby for the rich can seem like two mutually exclusive concepts.

But, like all sports, motorsport cannot simply ignore the sustainability question. After all, we have seen how it can be an easy target for protestors – think of the terrible scenes of some ‘eco-warriors’ breaking onto the circuit at the British Grand Prix in 2022. And that is why it’s very encouraging to see governing body Motorsport UK tackling the issue head-on.

Its decision to launch a consultation (see News) about adopting fuels comprising at least 50% sustainable content in the UK’s top categories, which already mandate specialist racing fuels to be used, seems perfectly logical as a starting point.

“There are lots of arguments for and against it but, for us, it’s a key part of the [sustainability] strategy we’re espousing for the sport, which is we’re not wedded to one particular technology solution,” explains Motorsport UK technical director Ian Smith. “We’re not trying to electrify the sport, we’re not sitting with our fingers crossed hoping that hydrogen will save us, we’re not hoping that everyone will keep letting us

## “Motorsport UK must be praised for the way this consultation is being handled”

dig dinosaurs up until we’re done. We need to be ready to adopt and adapt to lots of different technology. That’s the balance we’re trying to strike.”

Indeed, the proposed change seems to be a very sensible balance to strike. It’s a demonstrable step to show the world that motorsport is looking to clean up its act. But it’s not forcing a major shift upon whole swathes of the community, especially when sustainable fuels are not exactly cheap.

“We get lots of questions about, ‘how much is this going to cost me?’” notes Smith. “We can only give an indicative answer because the prices of these fuels have been adjusting ever since we started looking at them. The current price for the 100% sustainable fuel Daryl De Leon has been testing in touring cars is in the order of £4.50 a litre, which compares to £2.60 a litre for the

20% sustainable fuel everybody else is using. Of course, there’s a difference there, which will have an impact. We’re not pretending there isn’t. But that 100% sustainable fuel two years ago would have cost £14 a litre, so the prices are heading in the right direction.”

One of the other key questions that crops up concerns compatibility. Again, this is an area that offers an ever-improving picture. “If switching racing [fossil] fuel, you would need to go through a whole load of technical checks and processes to make sure that your car was compatible with that fuel – remapping it, going through testing and dyno checks,” explains Smith. “The switch from a fossil fuel to a partially sustainable fuel requires nothing that is unfamiliar to the majority of people who are competing in this way already.”

Smith cautions a little more care is needed in historic vehicles, where there are no engine management systems to help mitigate any change in the fuel’s composition. But the success of events such as this year’s sustainably fuelled Goodwood Revival proves this is far from an insurmountable barrier. “Now we’re in a position where sustainable fuels are identical in their chemistry to a fossil hydrocarbon fuel in terms of the way they interact with fuel systems,” he adds. “So we’re not talking about just dumping a whole load of pure ethanol in to tick a sustainability box. These are very carefully blended liquid hydrocarbon fuels that behave in exactly the same way as a fossil hydrocarbon.”

As with its noble aim to improve sustainability, Motorsport UK must also be praised for the way this consultation is being handled. Autosport has been among those heavily critical of the governing body over the past two years, during which it has clumsily attempted to introduce controversial rule changes with little effort to explain the rationale behind them or consider timescales. Such criticisms are certainly not needed in this case.

Alongside the launch of the consultation, Motorsport UK has also released a video explaining why it is deciding to go down the sustainable fuels route. Furthermore, by targeting 2026 for the implementation of any changes, there is plenty of time for the consultation to be conducted, the feedback analysed and competitors to then prepare for any changes. That is in complete contrast to the situation surrounding track-limits regulations, for example. So it’s clear that lessons have been learned.

As Smith himself acknowledges, these sustainable fuel proposals amount to a drop in the ocean in terms of the impact they would have on the planet. But the message such a move sends is equally important. It helps tackle motorsport’s troublesome gas-guzzling image and clearly shows the sport is shifting to reflect altering attitudes in society. These changes may not be popular in all quarters, but could be an important step towards safeguarding the future of the sport we all love. 🌱



# RSR beats Daytona with Lay's final sting

**SILVERSTONE**  
**750MC BIRKETT RELAY**  
**26 OCTOBER**

One of the closest finishes in the Birkett Six Hour Team Relay's 73-year history – 0.95 seconds at the chequered flag – culminated with James Lay overtaking Charles Hall at Stowe on the final lap to snatch a second successive scratch victory for George Tillson-Smith's RSR equipe and a sixth for leader John Macleod, with Ben Stone driving the interim legs.

Radical teams travelled furthest again, but Hall – put into Daytona Motorsport with RJ skipper Charles Graham's SR3 RSX for a marathon 37-lap final stint when Alastair Smart's turbocharged RPE Ford-powered SR10 wouldn't go the remaining distance, unlike its Suzuki Hayabusa-engined stablemates – crossed the line 0.344s ahead a lap from home, having hitherto shared Leon Morrell's SR3.

RSR was earlier put on the back foot by two stop/go penalties, but rival Graham's aspirations of another win were hit when he was on wet tyres as slicks became optimal. There was a late stroke



of luck when Hall was able to join a safety car crocodile and made towards half a lap on chaser Lay, but 2023's Radical champion negated the deficit with a series of rapid laps and breathtaking traffic management.

Behind the trio of Radical crews, Edmundsen Twickenham's BMW E46 M3s of Graham Crowhurst and Irishmen Adrian and Niall Bradley, plus local Tom Walpole (Ariel Atom), covered a lap more than class winners TSR Performance's Rob Ellick, Harry Yardley-Rose and Mark Jones (Audi TTs) and Julian Daniels and Jay Hadley (VW Golf GTI). The Tea Cups – Rich Webb, Dave Watson, John Cutmore and Mike Whiteman-Haywood in MK Cup 200

screamers – rounded out the top six.

Yokohama tyre supplier Darkside Developments put up a great fight with principals Ryan and Scott Parkin in turbodiesel Audi TTs and Michael Smith and Lewis Barr sharing a Golf TDI, before mechanical failures intervened. The TT of Area Motorsport's Bradley Burns stopped in the pit entry lane with an engine bay fire that melted its bonnet before marshals pounced and extinguished it.

The prestigious handicap contest's advantage, meanwhile, swayed between the RAF, Army and Royal Navy and gallant privateers Miata Maestros (Mazda MX-5s) for much of the way. But in the final hour

## Powney finally lands elusive title with Ma7da success

**SILVERSTONE**  
**750MC**  
**27 OCTOBER**

Two-time Ma7da runner-up Ben Powney shook off the 'perennial bridesmaid' tag, having also come close to Locost glory on several occasions, by winning the Ma7da crown in last Sunday's breathtaking finale on Silverstone's National circuit. The Kentishman entered the double-header



ALL PHOTOGRAPHY: STEVE JONES

eight points ahead of Craig Land, with dropped scores tallied, and from fifth on the grid finished third in the restarted opener behind Land, who was 0.043 seconds adrift of title outsider Martin West.

Powney's advantage therefore shrank to six points, leaving him needing to finish second if Land won the last round with fastest lap. In an extraordinarily intense contest, eight drivers scrapped for supremacy at its height but, shaken down to ninth on lap four of 14, Land did not panic. The 2022 and 2023 Locost champ threw caution to the wind, battling back to lead by lap 12, then dug deeper for victory, hacking seven tenths from Danny Andrew's lap record to 65.918s (89.59mph) to boot.

But Powney was equal to the challenge. Spurred on by West's pace and powerful tows, he finished in Land's slipstream, 0.139s adrift, knowing the coveted title was his. "I can't believe we've done it," he beamed after bear hugs from Land and West, as his achievement, witnessed by

wife Rebecca and their children, sank in. "I raced him as hard as I knew, but I'm still over the moon," said Land.

Daniel Sibbons, Ben Dade and David Bowen finished within 1.751s of the winner after Martin Shelton was tripped out of the squabbling pack. Lucas Batt, who ran second initially, was an early retirement.

Pete O'Connor, crowned Clio Sport champion at Oulton Park, where a violent thunderstorm ended play, extended his winning streak to three races at as many circuits, then doubled up. Greg Hill drove a blinder to keep him honest in the opener, Supersaloon pioneer Mick's son claiming his first podium and setting fastest lap. He nosed ahead momentarily in the sequel, in which Chris Lawrence again earned 197 class honours as divisional champion Justin Griffiths faded.

With Type R Trophy conqueror Matt Wilkins trying Hot Hatch (see News), outgoing champion Joe Jessup added two more victories to his CV. Morning shadow



WEEKEND WINNERS

**74TH BIRKETT SIX HOUR TEAM RELAY SCRATCH (146 laps) 1 RSR Motorsport: John Macleod (Radical SR3 XXR), Ben Stone & James Lay (Radical SR3 XXs);** 2 Daytona Motorsport with RJ: Leon Morrell, Charles Graham, Charles Hall (Radical SR3s), Alastair Smart (Radical SR10) +0.950s; 3 RJ Motorsport 2: Matthew Jones, Paul Seward, Joe Crook (Radical SR3s); 4 Edmundsen Twickenham: Adrian Bradley, Niall Bradley, Graham Crowhurst (BMW E46 M3s), Tom Walpole (Ariel Atom); 5 TSR Performance: Rob Ellick, Harry Yardley-Rose, Julian Daniels, Mark Jones (Audi TTs), Jay Hadley (VW Golf); 6 The Tea Cups: Rich Webb, Dave Watson, John Cutmore, Mike Whiteman-Haywood (MK Cup 200s). **Fastest lap** Lay 2m05.497s (105.00mph). **Pole** RSR. **Starters** 70.

**HANDICAP 1 Routec BMW in memory of Bill Reddrop: Sam Reddrop, Saranga Sothisrihari, Phil White, Sergei Mineev (BMW 330ci/325i) 150 laps;** 2 Checkered Past with CAP: Zak Fulk, Richard Neall, Andrew Duce, Charlie Fulk (Porsche Boxster Ss); 3 Team BMW: Colin Turkington, Adam Morgan (BMW 325Ti Cups), Paul Laramy (BMW E46); 4 CALM Birkett Billies: William Curtler, Mike Curtler, Martin Mason, Ben Richardson, John Westbrook, James Brodie (Porsche Boxster Ss); 5 RAF Motorsports: Simon Frowen (Ginetta G20), Matthew Beech (BMW 325i), Alex Smith (Honda Integra), Ian Cooper (Daewoo Nexia), Luke Arpino (Mazda MX-5); 6 Miata Maestros: Mary Barnard, Paul Barnard, Andy Baylie, Ian Tomlinson, Martin Vernon.



SILVERSTONE  
MA7DAs

Race 1 Martin West  
Race 2 Craig Land

CLIO SPORT  
Races 1 & 2 Pete O'Connor (182)

TYPE R TROPHY  
Races 1 & 2 Joe Jessup (above)

HOT HATCH  
Races 1 & 2 Nick Charlier (Honda Civic Type R)

BMW CAR CLUB  
Races 1 & 2 Gavin Dunn (E36, below)



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



The Routec BMW squad  
took poignant handicap win

Routec BMW in memory of Bill Reddrop nosed ahead, despite starting with only two cars. Poignantly, Bill's son Sam took the flag 5.937s before Checkered Past with CAP's Porsches, hotly pursued by Team BMW's Colin Turkington, Adam Morgan (325 Cups) and Paul Laramy (E46).

Following adjustments for six safety car interludes totalling around an hour, Porsche Boxster sextet CALM Birkett Billies from Mike Curtler's Ashgood stable ended up fourth, 4.369s shy of the British Touring Car-rich Beemers. RAF Motorsports – Simon Frowen (Ginetta G20), Matthew Beech (BMW 325i), Alex Smith (Honda Integra Type R), Ian Cooper (Daewoo

Nexia) and Luke Arpino (Mazda MX-5) – edged 5Club racers Andy Baylie, dad-and-lass Paul and Mary Barnard, Martin Vernon and Ian Tomlinson's Miata Maestros back to sixth.

Having led – and battled with 1986 Chevron B8 winner Tim Harvey, in one of the Suzuki Swift Challenge cars for bargain basement honours – the 2RacingUK Mazda 2s of Neal Shore, Nick Dougill, Lewis Warren, Joe Jakobs, Robbie Boot and Matthew Adcock were classified a fine eighth, despite their lead-off car's tailgate opening as an air brake.

MARCUS PYE



Powney leads Land. Both  
starred during title decider

Trafford King bagged third in the points table, but retired from a frenetic but overly robust finale in which Joe Dalgarno, Don De Graaff and Ross Boorman chased Jessup in. From 19th on the partially reversed grid, newcomer Jon Labella finished a promising fifth.

In his second meeting, Nick Charlier won both Hot Hatch races from pole in his Honda Civic Type R. Lewis Barker and Tate Taverner – bouncing back from a lurid first-lap traverse of Copse – led the chase in similar EP3s. All eyes were on Class C, from

which BMW Compact racer Josh Hilton, 21, sealed the overall crown with his eighth win in the opener, then made it nine.

Despite being nerfed out of the Cup class lead in 2024's curtain-closer when Gareth Thomas carried too much speed into Becketts, 11-time class victor William Lake won the BMW Car Club championship. Invitee Gavin Dunn (E36) was uncatchable out front. Behind Stuart Pywell, Theo Millward beat Jas Sapra in a sonorous duel for third as the sun set on a long season.

MARCUS PYE



# Taylor finishes at the head of small Clio flock

BRANDS HATCH  
MSVR  
26-27 OCTOBER

Brands Hatch may have featured uninviting conditions, but the MotorSport Vision Racing competitors battled with undampened enthusiasm for the club's last meeting of the year. Morning rain resulted in a slippery track on Saturday, but crisp sunshine enveloped the Kent circuit on Sunday.

Even though the grid only boasted seven cars, the Clio Cup GB delivered two nailbiting races where the championship was still up for grabs. Daire Flock prevailed in race one after passing title rival Nicky Taylor at mid-distance. "I had to attack Nicky the whole race until I managed to get a run into Druids," explained Flock.

This meant the title went down to the wire for race two with Flock and Taylor still able to take the crown. Flock grabbed the lead early on with Taylor satisfied to stay in second, since that was enough for him to seal the glory. But controversy was to follow when Flock's Westbourne Motorsport team-mate Ben Colburn made contact with Taylor under braking into Paddock. After Colburn's front-left tyre clashed with Taylor's rear-right, Colburn skated off into the gravel.

Taylor survived to finish second and secure the title, but the 20-year-old wasn't impressed with the incident. "I was under braking following Daire and had a massive shunt in the back," said Taylor. "From my side, I hadn't done anything different to previous laps."



Taylor couldn't keep Flock at bay but did beat him to Clio title

When Colburn was asked for his views of Taylor's explanation, he said: "That's interesting, that's not what the livestream shows."

Sunday's EnduroKa contest featured much chopping and changing as the pitstops played out during the 500-minute event. Early on, it appeared that the #46 car of MilnAir Racing was the favourite to claim victory, but penalties for contact and reversing in the pitlane scuppered its chances. From that point, PRO-AM Racing looked in command until, with just less than 90 minutes of the race to go, the team was hit with a two-lap penalty for not shutting off its engine during refuelling. This paved the way for the Autotech Motorsport machine to take victory with drivers Chris Hilson, Yousuf Bin-Suhayl, Alec Livesley and Alex Walker.

Elsewhere, Will Morris triumphed in the damp opening Miata Trophy race after sneaking past championship leader John Langridge. Polesitter Langridge managed to hold off Morris for the first lap, but then Morris got the cutback exiting Paddock and completed the move at Druids. Morris was never

challenged after that, even though a mid-race safety car attempted to shake up the order. Morris made it two out of two when he took a lights-to-flag victory in the second encounter, with Declan Lee and newly crowned champion Langridge rounding out the podium.

The overall MSVT Trackday Championship honours had also yet to be decided, with Motion Motorsport pair Justin Roberts and Nicole Drought the favourites going into the weekend. It was Charlie Palk's Renault Clio that emerged victorious, with Roberts and Drought finishing third in their Honda Civic to wrap up the title. "Once I found that bit of extra pace, I wanted to get further up the podium," explained Drought. "Just points today was the aim so to get a podium is fantastic." Palk then took another win in the Trackday Trophy race ahead of Paul McHugh (Civic) and Chris Reade (Mini).

MACIEJ HAMERA



Penalties for others helped Autotech crew to IndyKa 500 win

## WEEKEND WINNERS

CLIO CUP GB  
Races 1 & 2 Daire Flock

ENDUROKA  
Autotech Motorsport  
(Chris Hilson/Yousuf Bin-Suhayl/  
Alec Livesley/Alexander Walker)

MIATA TROPHY  
Races 1 & 2 Will Morris

MSVT TRACKDAY CHAMPIONSHIP  
Charlie Palk (Renault Clio)

MSVT TRACKDAY TROPHY  
Charlie Palk (Renault Clio)

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





Toyota driver has now added  
BRC glory to European success

# Ingram makes BRC history with Welsh win to seal hard-fought title

**CAMBRIAN RALLY**  
**BRC**  
**26 OCTOBER**

Chris Ingram's hard-fought victory at the Cambrian Rally sealed his place as the 2024 British Rally champion, thereby becoming the only driver to have claimed both the domestic crown and the European Rally Championship title.

Along with co-driver Alex Kihurani, Ingram headed into the weekend in a four-way fight for the crown, and blasted his Toyota GR Yaris Rally2 to a nailbiting victory that was only settled on the stop line of the final stage of the season.

Ingram's chief rival, William Creighton, kept him on his toes throughout the event in his Ford Fiesta Rally2 and had strategically deployed his points-boosting Joker. But, despite this advantage and

a near-flawless drive, Creighton couldn't quite match Ingram's calculated approach.

The two were neck and neck across the seven-stage event, with Creighton trailing by a mere 0.9 seconds after the first test. Throughout the morning, neither was more than 5s ahead at any point, even posting identical times on several occasions. Ingram eventually managed to widen the gap after Creighton suffered a time-zapping spin on the penultimate stage, allowing the Yaris driver to secure both the Cambrian Rally win and the BRC title.

"What a relief," smiled Ingram. "Will has pushed so hard today, and we've had to give it everything we had. It's been an amazing season, and I've really enjoyed it. It's not been easy; that really adds to the story for us."

Creighton, although disappointed not to claim the title, reflected on his year with positivity. "I tried," he mused. "It's been a difficult year, stepping up into the Rally2 car, but competing at the top of the British Rally Championship has been amazing."

The season's final event was highly anticipated, with Osian Pryce and Keith Cronin also in the hunt for the championship crown. Unfortunately, Cronin, chasing a record-equalling fifth title, was forced to retire early due to steering issues on his Fiesta Rally2. Pryce, after an impressive campaign, struggled to match the pace of Ingram and Creighton in his own Fiesta, ultimately securing a podium finish to end the season.

Max McRae returned to the series in a Fiesta Rally2 and immediately impressed. A year on from making his four-wheel-drive gravel debut on this event, he was on the cusp of the podium, securing his

## RALLY RESULTS

**1 Chris Ingram/Alex Kihurani (Toyota GR Yaris Rally2); 2 William Creighton/Liam Regan (Ford Fiesta Rally2) +20.8s; 3 Osian Pryce/Rhodri Evans (Ford Fiesta Rally2); 4 Max McRae/Cameron Fair (Ford Fiesta Rally2); 5 Garry Pearson/Daniel Barritt (Ford Fiesta Rally2); 6 Meirion Evans/Jonathan Jackson (Toyota GR Yaris Rally2). JBRC Craig Rahill/Conor Smith (Ford Fiesta Rally4).**

**For full results visit:**  
[britishrallychampionship.co.uk](http://britishrallychampionship.co.uk)

first BRC fastest time on the final test to end the day fourth and ahead of teammate Garry Pearson.

The Cambrian was also the decisive event for the Junior British Rally Championship and Robert Proudlock, with co-driver Steven Brown, clinched the title after a thrilling duel. Six juniors had the chance of sealing the crown, but the fight on the day was between Proudlock, Ryan MacHugh and Kyle McBride.

McBride took an early championship advantage but lost power after a heavy landing claimed the front bumper of his Peugeot 208 Rally4. While it was Craig Rahill who took the JBRC win on the event, fourth-placed Proudlock's consistent performance throughout earned him the coveted championship after a strong season on the gravel rounds.

Adding to the excitement of the finale, rally legend Stig Blomqvist made a special appearance, driving a Mini Cooper S to celebrate the 40th anniversary of his 1984 World Rally Championship title. His presence evoked nostalgia among fans, reminding many of his legendary contributions to the sport.

**MATT COTTON**



Proudlock took  
the JBRC crown



# FINISHING STRAIGHT

## Scalextric WRC offering gets a refresh

### GAME

#### SCALEXTRIC PUMA RALLY1 HOT LAPS RACE SET

RRP £159.99

It's been over 10 years since Scalextric added a bespoke rally set to its popular range of slot car racing products. A lot has changed in both slot car racing technology and in the World Rally Championship over that period.

You could be forgiven for thinking that Scalextric's return to the modern-day WRC scene with the release of its new 'Puma Rally1 Hot Laps' is just another set, but you would be wrong. This latest product pioneers new technology to once again take a much-loved hobby to a new level, engaging motorsport enthusiasts of all ages with a spot of living room rallying.

The set, created in partnership with the M-Sport Ford WRC team, is an officially licensed Ford product. Priced at £159, it includes more than five metres of track that can easily create a challenging figure-of-eight layout (210cm x 140cm) for two 1/32 scale Ford Puma Rally1 cars to navigate. This can be built and taken apart in a matter of minutes. Of course, your miniature rally stage can be extended by buying extra track, and even tight rally-style hairpins can be purchased from any Scalextric retailer.

Players have the option to pilot a 2022-specification Sebastien Loeb Puma Rally1 hybrid or a 2023 Ott Tanak edition. The cars have been expertly recreated and are fine models in their own right, yet also robust enough to survive a virtual clip of a tree or a barrel roll or two without suffering the loss of rear wings or wing mirrors.

One of the smart innovations can be

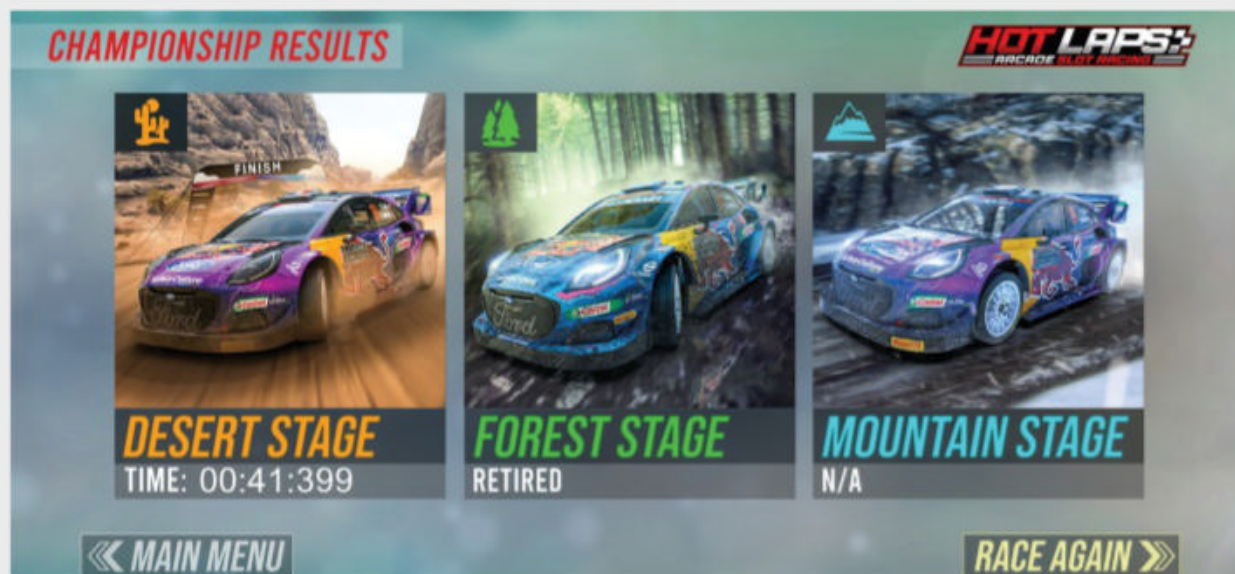
found on the controllers. While these are not wireless, they feature the option to set variable speed limits for each car. This is an ideal system for children or those new to the hobby, to avoid high-speed crashes.

But what sets this apart from the rest of the range is the development of Scalextric's new 'Hot Laps' application, available free of charge on both Android and Apple devices. It really takes the enjoyment of racing in your living room to a whole new level. The app uses motion sensing via the camera on

smartphones or tablets to log stage/lap times. The set features a cardboard gantry that is built over the start/finish straight that can accommodate a smartphone or tablet to be perched overlooking the track. From this bird's eye view, the device will log times when each car passes through, accurately to the thousandth of a second. The app can be used on existing Scalextric layouts.

The app is incredibly easy to set up and intuitive to use, offering two competition modes. There is a 'Lap Counter' function which allows the user to set up a head-to-head race over a prescribed distance selected. The app will log the race time and the fastest lap for each participant.

The 'Hot Laps' mode goes a step further by attempting to recreate a rally stage environment with three levels, increasing in difficulty (Desert, Forest and Mountain stage modes). Participants can compete on their own or together in a head-to-head environment. However, the onus is to log a distance competing against a clock counting down from a minute. Checkpoints/splits are displayed on the app and, when a certain distance is completed,







time is added to the clock in order to reach the next checkpoint and ultimately the finish. If checkpoints are not reached within the time allocated, the game ends. Times for each event are logged in the app and can be quickly shared through popular social media applications and with other racers via a virtual leaderboard. Its aesthetics and gameplay give off Sega Rally arcade simulator vibes from the 1990s while creating an enjoyable and challenging racing experience. If you are a hardcore slot racing enthusiast or new to the hobby, this product is a great way to bring rallying into your living room. And it's almost guaranteed to provide entertainment for all present over the festive season.

TOM HOWARD



youtube.com/@motorsport\_com



Button opens up in one-on-one interview

2009 Formula 1 world champion Jenson Button sat down with Alanis King at the Jota livery launch for the World Endurance Championship to discuss his career to date, the importance of his father, John, to his career and how he was unable to wriggle out of an unexpected McLaren cameo when Fernando Alonso took on the Indianapolis 500. And stick around to find out the answer to the question everyone wants to ask a racing driver – have you ever peed in your seat? You can find the video on the Motorsport.com YouTube channel now.



WHAT'S ON

INTERNATIONAL MOTORSPORT

**Brazilian Grand Prix**  
**F1 World Championship**  
**Round 21/24**  
Interlagos, Brazil  
**2-3 November**  
**TV Live** Sky Sports F1, Sat 1300, Sun 1655  
**TV Highlights** Sky Sports F1, Sun 2030, Channel 4, 2200

**Malaysian Grand Prix**  
**MotoGP**  
**Round 20/21**  
Sepang, Malaysia  
**2-3 November**  
**TV Live** TNT Sports 2, Sat 0630, Sun 0615  
**TV Highlights** ITV4, Mon 2000

**8 Hours of Bahrain**  
**World Endurance Championship**  
**Round 8/8**  
Sakhir, Bahrain  
**2 November**  
**TV Live** Eurosport 1, Sat 1030

**Super GT**  
**Round 7/8**  
Motegi, Japan  
**3 November**  
**Livestream** on Motorsport.tv, Sun 0345

**NASCAR Cup Series**  
**Round 35/36**  
Martinsville, USA  
**3 November**  
**TV Live** Premier Sports 2, Sun 1830

**NASCAR Xfinity Series**  
**Round 32/33**  
Martinsville, USA  
**2 November**  
**TV Live** Premier Sports (Streaming only), Sat 1830

**NASCAR Truck Series**  
**Round 22/23**  
Martinsville, USA  
**1 November**  
**TV Live** Premier Sports (Streaming only), Fri 2130

UK MOTORSPORT

**Brands Hatch BARC**  
**2-3 November**  
British Truck Racing, Mini 7 Racing Club, Mini Challenge Trophy, Pickups, Junior Saloons  
**Livestream** via BARC YouTube

**Silverstone HSCC**  
**2-3 November**  
Walter Hayes Trophy, Ginetta Junior Winter Series, Monoposto, Allcomers

**Lydden Hill**  
British Rallycross  
**Round 5/5**  
**2-3 November**



Walter Hayes Trophy



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# JENSON BUTTON IN F3000

*Rising star greatly impressed in testing before F1 came calling*

JAMES NEWBOLD



SUTTON

**W**hen Fortec Motorsport departed the International Formula 3000 scene in 2000, it did so with a single podium courtesy of Jamie Davies in Monaco. Another provisionally taken by Andreas Scheld at the Nurburgring was chalked off for a stray piece of tape on the front wing endplate. But Fortec's tally that season might have been much higher had a promising test with Jenson Button led to a race deal. The small matter of a Williams Formula 1 seat ultimately killed off that possibility.

Button's meteoric rise from British F3 to F1, replacing Alex Zanardi, is well-known. But less remembered is his appearance at a three-day end-of-year F3000 test at Jerez 25 years ago, as he evaluated the next stage of a career that would take in a maiden F1 test days later as his prize for winning the 1998 McLaren Autosport BRDC Award.

Button made his F3000 test bow with Super Nova before moving on to Fortec, the category

newcomer in 1999 that had peaked with two fifth places. In setting the sixth-fastest time, he made a strong impression on Fortec team manager David Hayle, Button's engineer at the test. "He was mature beyond his years in terms of ability," recalls Hayle. "Nothing fazed him. It was an eye-opening experience to get somebody so young and so mature."

A deal to run Button was reached during a meeting at Towcester's Little Chef with Button's manager David Robertson, albeit initially only for one day due to the proximity of Button's McLaren MP4-14 test. Button's seating position in Fortec's Lola B99/50 was more to his liking than in Super Nova's car, and Hayle recalls working with the future world champion made for "one of the easiest days at a race track that I've had".

Conversation soon turned to the prospect of continuing for the final morning of the test. Typically teams used one set of tyres in the morning then saved another for the afternoon, but Button used both sets early doors. Hayle chuckles at the memory of the ploy sparking a scramble to follow suit. "He was great; he was calm, bought into everything you asked him to do," adds Hayle.

How representative testing times are can be debated. The times were topped by fellow Fortec driver Mario Haberfeld, who drew a blank in 2000. His season was blighted by a huge qualifying accident at Barcelona, which prompted the call to Davies. But other rookies that year provide a hint of what Button might have achieved in F3000. Mark Webber won round two at a wet Silverstone, while Fernando Alonso



SUTTON

**"HE WAS MATURE BEYOND HIS YEARS IN TERMS OF ABILITY. NOTHING FAZED HIM"**

dominated the Spa finale.

Button has himself admitted that the Apomatox-run Prost Junior team would have been the more likely option for 2000 had Williams instead signed Bruno Junqueira, as he tested for Prost's F1 team in December 1999. His Fortec affiliation ultimately proved fleeting, yet Hayle has no doubt that "skipping F3000 was absolutely the right thing to do" for Button, who scored points at six grands prix in 2000. 🏆



ALL PHOTOGRAPHY: MOTORSPORT IMAGES





## FROM THE ARCHIVE

Autosport's cover line for the Scottish round of the 1999 British Touring Car Championship was 'Knockhill BTCC carnage', pictured here breaking out on the first lap of the sprint race and

setting the rumbustious tone for the incident-packed weekend's action. James Thompson's Honda Accord spins off after contact, and team-mate Peter Kox and Jason Plato (Renault Laguna) exit stage

right, while Jean-Christophe Boullion's Renault leads the Volvo S40 of Rickard Rydell (whose eagerness to make up for his own tardy start had precipitated the melee), Yvan Muller's Vauxhall

Vectra, Matt Neal (Nissan Primera), John Cleland (Vauxhall) and Vincent Radermecker (Volvo). The sprint was won by Nissan's Laurent Aiello, who was disqualified from the following feature race for punting Plato out.









# Jochen Mass

**T**he unfavourable competitive situation of March Grand Prix in 1982 aside, dizzying politics and the deaths of two fellow drivers made it an unenviable Formula 1 baptism for Raul Boesel. Driving a DFV-powered 821 chassis that was the year's 15th fastest car and never troubled the points, the Brazilian has no doubt that what was already "a difficult time" in his rookie season would have been "much harder" without the laid-back Jochen Mass alongside him in the camp.

As a driver who'd continued to compete in long-distance touring car and sportscar events alongside F1, the notion of a team-mate automatically being enemy number one never applied to Mass. Boesel says he "was very honest with exchanging information on the cars", which made a big impression and contrasted hugely with what he encountered alongside Jean-Pierre Jarier in 1983. "When I went to Ligier it was very different!" he adds.

Boesel, who had leapt from British Formula 3, admits to feeling star-struck when he arrived in a paddock that contained Niki Lauda, Nelson Piquet and Gilles Villeneuve. That's perhaps unsurprising given the speed of his rise – he'd been racing Formula Ford 1600s just two years prior. "When I arrived, I was very shy," admits Boesel, who later embarked on a lengthy Indycar career interrupted by winning the sportscar



world championship with Jaguar in 1987. "And Jochen, he opened his arms and was very good at teaching me a lot of things. He was very experienced, very welcoming."

Mass was approaching 100 grands prix by 1982, so had little to prove and was even supportive when Boesel outqualified him during their 10 GPs together before a scary Paul Ricard crash prompted the German to call time on F1. Boesel was quicker in three of the first four races on Pirelli tyres, before a switch to Avon for Monaco swung the needle. Their head-to-head ended five apiece before the late Rupert Keegan took over from Mass.

"We had very difficult times at March but a few races I qualified ahead of him, he was happy in a way," says Boesel. "He'd say 'congratulations on how you did' and was very friendly all the time."

**JAMES NEWBOLD**



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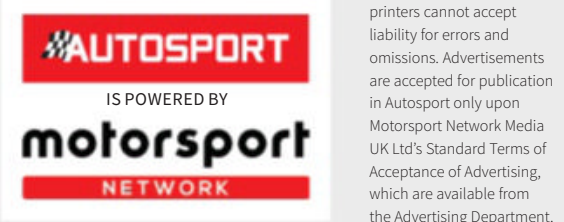
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